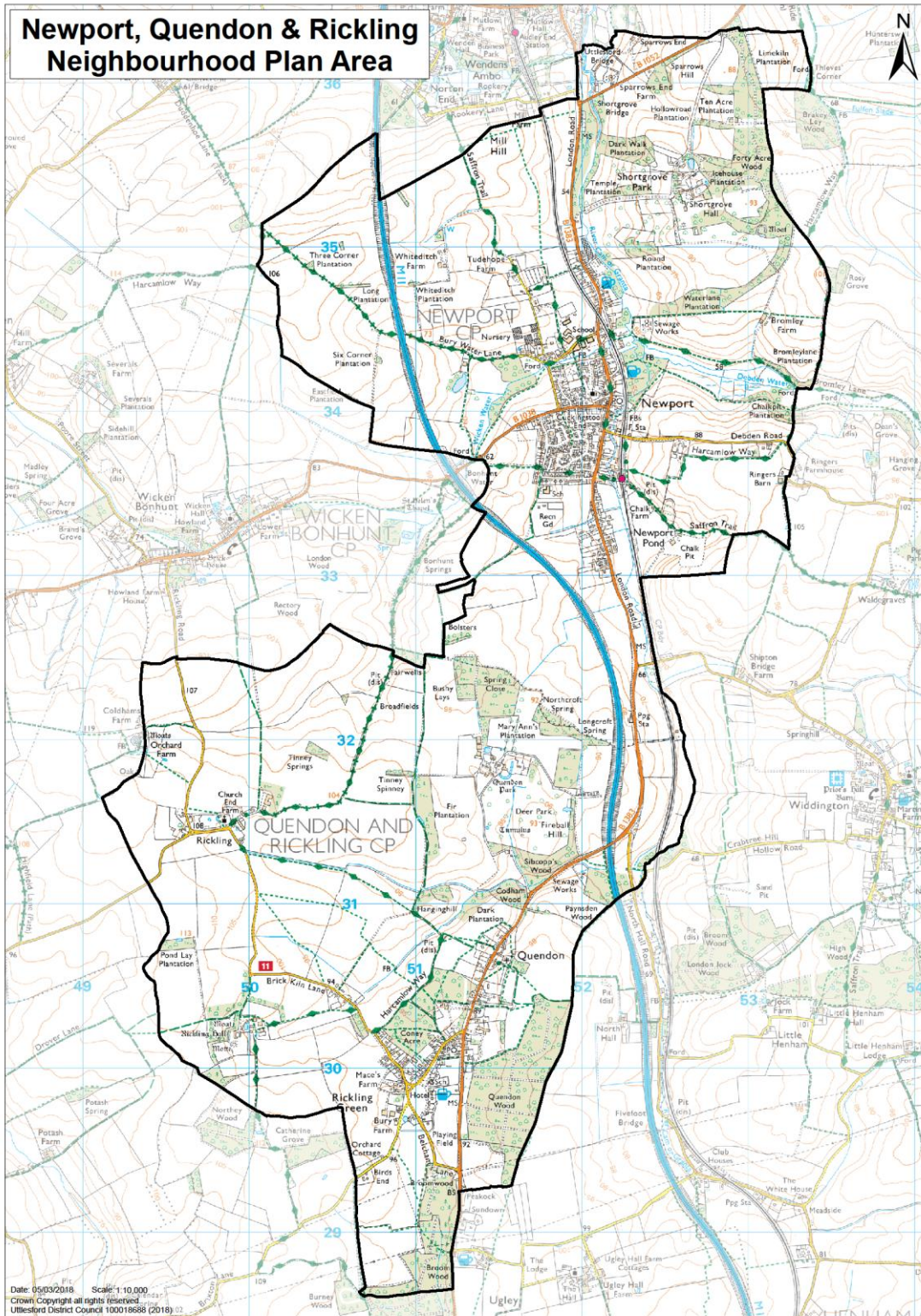
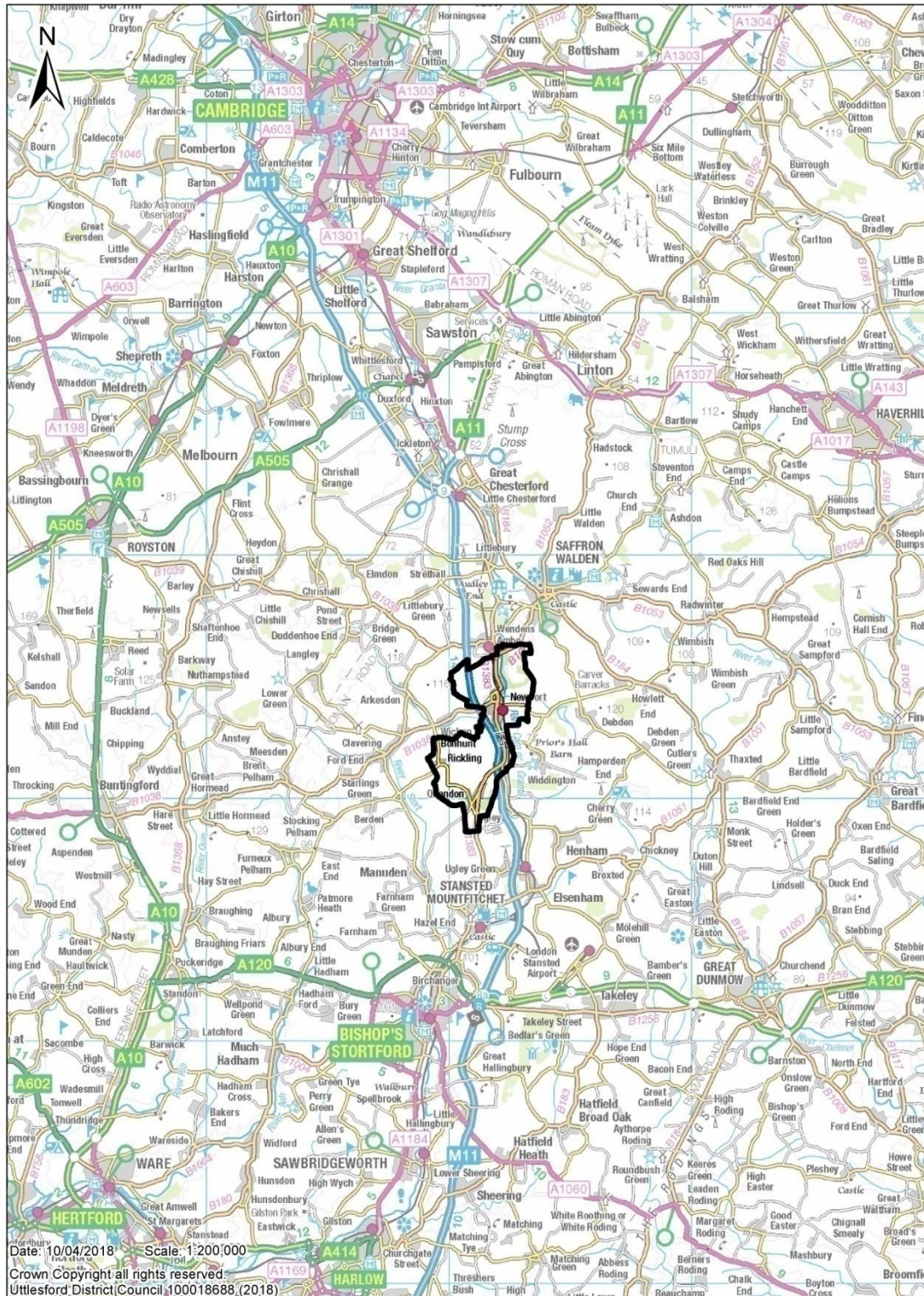


Newport Quendon & Rickling Neighbourhood Plan 2
2021 – 2041
Regulation 16



The Wider Area

Newport, Quendon & Rickling Neighbourhood Plan Area





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Foreword

The Neighbourhood Plan (NQRP1) was 'made' by UDC on 28th June 2021. It carries full weight for 5 years and is part of the Uttlesford Development Plan until replaced by the new Neighbourhood Plan (NQRP2)

What is a village?

What distinguishes a town from a village? Villages have greater social cohesion – the bonds, or "glue," that holds a society together, often through common values, beliefs, and behaviours. Villages are one place, whereas towns have distinct areas. People typically feel safer in villages; they know their neighbours and have a right to say hello to anyone. Villages are quieter than towns, with less traffic and less light, noise and air pollution. Residents may feel a greater responsibility for their village than they might to a larger settlement. On the other hand village residents may need to travel significant distance to access services such as a major hospital or a post office. Towns have more facilities: for example, for sport and recreation, restaurants, public transport, shops, public facilities and employment. Compared to towns, villages are distinguished by smaller geographical size and population, fewer facilities, 'oneness' and community.

NQR Neighbourhood Plan 1 successes

The plan policies have supported 3 new housing developments in Newport and Quendon amounting to over 100 new homes. These have netted over £6 million of benefits to the community including affordable housing, new footpaths, land and a car park for the primary school and also a new playground, and funding for a parking and traffic safety report, which resulted in a Highways project. The successful grant application for a Multi-Use Games Area resulting in £100,000 of district council funding, and completed in 2023, quoted the Neighbourhood Plan support. The policies have also supported the dismissal of over 20 appeals relating to smaller scale applications and an appeal for 90 dwellings. The development plan policies have been highly beneficial to the villages and are strongly supported by the communities in the plan area.

NQR Neighbourhood Plan 2

This is a refresh of the Plan. Some policies have needed to be clarified in the light of use, others updated for changes, and new policies and site allocations made. New policies include on river pollution from sewage works, light pollution, Local Green Spaces and gated communities. New policies include addressing issues which have arisen from planning matters, and a number of policies and recommendations are brought forward from NQRP1 with updates. Some policy texts have been copied and adapted from other made Neighbourhood Plans.

The new Local Plan has set a housing requirement for Newport under Core Policy 6: North Uttlesford Area Strategy as 300 homes. The detail is in Core Policy 6a: Housing Requirement Figures for Newport, which, in summary, states the requirement for 2021-2041 is 452, of which the residual requirement at 30 November 2023 was 300. No allocation is required for Quendon and Rickling, and therefore the total requirement for NQRP2 is 300 homes.

The Steering Group



Keith Baker - Newport resident and member of Cam Upper Reaches Action Team (CURAT)
Brandon Chapman - Former chair of Q&R parish council
Judy Emanuel - UDC Planning Committee Co-Chair and Newport PC Vice Chair
Bob Goldsmith – Newport resident and former council officer
Neil Hargreaves - UDC councillor and Steering Group Chair
David Mayle - Newport resident and member of previous steering group
Phil Souter – Former Q&R PC councillor and PC planning member
John Vine - Newport (Shortgrove) resident

Consultants:
ONH Planning for Good
AECOM

This document is also available on the NhP website, www.nqrplan.org and the Uttlesford District Council website. Hard copies can be viewed by contacting NPC. The NQR Plan website is maintained by Newport Parish Council.

This Neighbourhood Plan allows local people to influence what developments take place over the next few years and help ensure that development meets current and future needs. It also identifies supporting infrastructure and facilities to maintain and improve our quality of life. Planning applications are decided primarily by reference to the Neighbourhood Plan, the Local Plan, and the National Planning Policy Framework. It can also provide a platform from which to make the case for better services and facilities, and in support of grant applications and the use of Community Infrastructure Levy.

The 2011 census showed the population of Newport as 2,352 and Quendon and Rickling as 587, which is a ratio of 80/20. The 2021 Census showed Newport as 2,941 and Quendon and Rickling as 696, which is a ratio of 81/19

Although there is a large difference in size between the parishes there is a significant degree of commonality. The villages are on the same main road, are part of the same Church of England benefice and the same District Council ward. The County Council groups the two primary schools together and the nearest doctor's surgery to Quendon & Rickling is Newport. Many of the challenges and opportunities are similar.

The Steering Group members have been drawn from across the local communities. They have included parish and district councillors, former parish councillors and residents. Several were also representatives, or connected with, village organisations, including the church, the Sports Committee, the schools and the Cam Upper Reaches Action Team (CURAT). A district council planning officer has attended a number of Steering Group meetings and provided valuable input on policy wordings.

The Group was supported in its work by a professional planning consultants ONH Planning for Good and by AECOM. Funding for much of the consultancy work was provided by Locality. Some policies have been adopted from other successfully completed NhP's as modified to meet local circumstances.

Thanks are due to the parish councils, and residents of the villages, and consultees for their detailed and helpful responses to the consultations to refine and improve the Plan.

Chapter 1 - What is a Neighbourhood Plan and why does it matter?



Introduction

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

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

National Planning

Neighbourhood plans represent the third tier of planning in England. In what is inevitably a hierarchical system, central government policy in the form of the National Planning Policy Framework (NPPF) takes precedence over other more local planning policy documents but the policies of the NPPF are of a general nature designed to apply to the country as a whole. The current version is the NPPF 2024.

County Planning

Essex County Council is the Minerals and Waste Authority for the Newport, Quendon and Rickling area within Essex and is responsible for the production of mineral and waste local plans. The Development Plan in Newport, Quendon and Rickling therefore also comprises the Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend -on-Sea Waste Local Plan 2017 (WLP), which should inform the preparation of planning policies and assessing applications for mineral and waste development.

The role of the MLP is to ensure a steady and adequate supply of mineral resources to facilitate development over the Local Plan period and beyond and is currently being reviewed. Essex County Council must be consulted on all non-mineral related development proposed within a Minerals Safeguarding Area (MSA) that meet thresholds defined in the MLP. A Mineral Resource Assessment may need to be undertaken in advance of development. The MLP designates Mineral Consultation Areas (MCAs) at a distance of 250m around active quarries, other mineral infrastructure and mineral deposits permitted for or allocated for extraction. A Mineral Infrastructure Impact Assessment may need to be undertaken.

The Waste Local Plan (WLP) designates Waste Consultation Areas (WCAs) at a distance of 250m around permitted and allocated waste management facilities or within 400m of a Water Recycling Centres. ECC must be consulted on all non-waste related development within these areas to ensure that the proposed development would not adversely impact on their existing or future operation. A Waste Infrastructure Impact Assessment may need to be undertaken.

A MLP Review has commenced to extend the plan period from 2029 to 2040. The review has completed five stages:

- a Regulation 18 consultation in March/April 2021
- a 'Call for Sites' exercise in February/March 2022
- a second 'Call for Sites' exercise in September 2022
- an informal engagement on Policy S6 of the Minerals Local Plan in February/ March 2022
- a further Regulation 18 public consultation in February and March 2024, which was re-run May to July 2024 to take into account an omitted site. No sites are being considered within the Plan area. A Preferred Approach (Regulation 18) consultation is scheduled to take place in Summer 2026.



The Plan area includes land within a MSA due to the presence of sand and gravel and chalk deposits beneath the ground and a Waste Consultation Area (WCA) (see Appendix 1). The Plan area contains no sites that are subject to an MCA.

Local Planning

At district level the planning document of greatest significance is the Local Plan. In Uttlesford the new Local Plan 2021-2041 was adopted on 25th March 2026 which will determine the general form, location and scale of development in the District. New unitary councils will come into being in April 2028 but existing Local Plans will continue to be the development plan for their areas until they are replaced.

The Newport Quendon & Rickling Neighbourhood Plan 2 will provide a framework for the way that development is undertaken at a more 'micro' level. It is based upon a detailed assessment of the physical characteristics of the villages and the wishes of local people and is intended to both direct and control future development to align with what is needed, sustainable and viable, rather than having it imposed by a rather more remote authority.

Neighbourhood Plans are statutory planning policy documents and once adopted form part of the Development Plan and so carry weight in all relevant planning applications.

What a Neighbourhood Plan cannot do

It cannot stop development that is already proposed in the Uttlesford Local Plan, nor can its policies conflict with national policies.

Recommendations

The plan can encourage projects people would like to see happen and can support that development to take place.

Chapter 2 – Local and national planning policy and supporting documents

Local Government Reorganisation

Uttlesford is set to become part of the unitary West Essex Council in 2028. The Local and Neighbourhood Plans carry on into the new council.

Five year land supply

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

The LPA anticipates that a 5 year housing land supply will be achieved upon adoption of the Local Plan in early 2026.

Neighbourhood Plans and the 5 year supply

If an NhP is less than five years old and allocated development sites to meet its housing requirement then, even if the LPA does not have a five year supply, the extra balance in favour of development does not apply, and the NhP carries full weight in the assessment of planning applications. This is set out in para 14 of the NPPF. This is the current status of NQRP1 and anticipated to be the status of this Plan when made.

The National Planning Policy Framework (NPPF)

During the preparation of NQRP1 the 2012 NPPF was replaced by the 2018 NPPF which was in turn superseded by the 2019 NPPF. The version pertaining to the new Local Plan is the 2023 NPPF, and that for NQRP2 is NPPF 2024. Although many paragraphs remained unchanged the drafting officials did not see fit to ensure carry forward of paragraph numbers. Thus, identical paragraphs may have had several different numbers. This Plan uses the 2024 numbering. Further changes to the NPPF are anticipated for 2026

The Essex Design Guide (EDG)

The EDG remains a relevant consideration when determining planning applications.

Uttlesford Design Code – 2024 and June 2026

This Plan endorses the Uttlesford Design Code. It was not considered necessary to produce a specific design code for this area at this time. The 2024 Design Code was updated in 2026 and now includes descriptions of 'infill' and 'backland' development which are consistent with policy NQR3. It also describes 'built area' but states this is 'where a settlement has no defined limits on the Policies Map'. NQRP2 has defined limits and so the built area text in the Design Code does not apply to the Plan area.

A Newport Village Plan in 1972 set out design guidances which are interestingly similar to elements of the Uttlesford Design Code. The document is published on the NQRP2 website as a historical record. It notes about pastiche design '*Historic' styles of architecture will normally be discouraged as they tend to devalue the merits of the existing genuine buildings'*

Uttlesford Landscape Character Assessment 2023 (ULCA)

The ULCA 'provides a robust evidence base to underpin the review of the Local Plan and to assist in the local planning process.'

Chapter 3 - Newport, Quendon & Rickling; the villages

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

History

Newport is believed to have originated around 900 AD as a late Saxon Royal settlement and possibly was a royal government administrative centre of the Hundred. It is mentioned in Domesday in 1086, as a royal manor with a population of 26 households, assumed to have held a settlement around the position of the present church. The church of St Mary the Virgin originates from the early C13th, but contains grave covers re-used as roofing confirmed as C12th. Recent research indicates that some of the structure may even be C11th and there is a late Saxon cross fragment in the north wall.

Newport flourished until its market moved to Saffron Walden in 1141 and then became a mainly agricultural village, with trades including leather and wool combing. There were two religious guilds in Newport and a guildhall stood on the site of the present Church House. After the dissolution of the guilds in 1540 the Guildhall site served as the first premises of Newport Free Grammar School until its demolition in 1838.

Charles II came to Newport on his way to Newmarket and his mistress Nell Gwynn may have lived at the Crown House on Bridge End, although the first reference to this seems to be publicity material by the Great Eastern Railway. The main road through Quendon and Newport was improved as a turnpike in 1744 and the railway in 1845 brought new businesses, including a gas works and maltings. Housing development in the second half of the C20th doubled the size of Newport, bringing a new school, GP surgery and sewage works. With its station and secondary school, Newport retained many shops, pubs, businesses and village organisations, but the livestock farms were demolished or converted, and fields and orchards built on. Further development in the C21st has added 500 houses but with no material additions to infrastructure, facilities or services.

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

Quendon has many houses dating from the 17th and 18th centuries, exemplifying local materials and building traditions. The archives of the Rickling Green Cricket Club contain the first score book from a fixture dated 1861, which starts "*after an absence of over a century cricket has been restored to her ancient sward*" –so cricket started there in the early 18th century – and old photographs remain on display in the village pub, The Cricketers Arms. Cricket is still played on the Green throughout the summer months. The churches of St Simon & St Jude, Quendon, and All Saints, Rickling, originate from about 1200. In the C20th, houses (including council houses) were built to the north of the Green. Rickling primary school was extended, but with this smaller scale of development the village lost its shops and petrol station although retains agricultural businesses, a wide range of organisations, the large pub with rooms, and the two churches. Similar to Newport, housing estate additions in the C21st have continued, extending south along the B1383, but with no additions to infrastructure. One application funded a road safety report and designs, which the parish council effectively leveraged to require the Highways Authority to carry out long awaited parking and road safety alterations.

The opening of the two carriageway M11 in 1979 took away an element of the through traffic and the A11 was re-designated as the B1383. But traffic levels have increased substantially since then and has long since exceeded the levels that existed before the opening of the M11 (evidenced in Newport News magazine). Cambridge Rd in Newport has 92,000 vehicle total movements a week and Cambridge Rd in Quendon has 70,000 (Essex Highways surveys September 2018 and September 2017 respectively).

Population and housing growth

Newport's population at the 1911 census was 918, living in 250 households. The parishes of Quendon & Rickling were merged in 1949 so the first combined figures are from the 1951 census showing 557 persons and 174 households. At the 2011 census, the population of Newport was 2,352 in 974 houses, with Quendon & Rickling at 587 in 249 houses. At the 2021 census Newport had 2,941 residents and Quendon & Rickling 696. Quendon's growth rate at 18% was similar to Uttlesford at 15%, whereas Newport grew at 25%.

Setting

The villages are in a rolling landscape of valleys along an old road improved as a turnpike in the C18th. Newport is set within the Cam valley and that of its tributaries Wicken Water and Debden Water. Like other settlements in the Cam valley it is – except for its church tower – largely hidden from view from the surrounding area. Quendon and Rickling are in a more open undulating landscape with no large watercourse in the villages, being on the watershed between the Stort and the Cam. Newport is subject to regular flooding, as happened for example in February 2014 when properties were flooded and the B1383 and local roads were impassable. The village history 'A Village in Time' records flooding of properties several times per decade with dates quoted from 1947 onwards, whilst maps dating back into the C19th show Newport surrounded by 'areas liable to flooding' and south of the station is 'Newport Pond' on the current OS maps. There are three lowland wetlands close to the village centre.

The villages are joined by the B1383. To the north there is the extensive listed Capability Brown parkland of Shortgrove Hall (itself destroyed by fire in 1966), whilst between the two villages is the parkland of the Grade 1 listed Quendon Hall, now a well-known wedding venue. The parklands, wetlands, and topography of Newport, provide significant challenges in allocating areas for development

21st Century

In the C21st, development since the 2011 census, either built or completing in 2024, have added a third new estate along the B1383 in Quendon and Rickling and will increase the number of dwellings in Newport by over 50%. Newport has lost commercial sites to housing, and only minor improvements to the infrastructure and facilities of the villages have been secured from these developments. Development has continued along the B1383 in both parishes as well as in the other nearby settlements of Stansted, Ugley, and Great Chesterford. Further very large developments are in progress for Stansted and Great Chesterford and the latter has in its 2023 NhP included five development exclusion policies to address the risk of coalescences.

Chapter 4 - Key Issues influencing the Neighbourhood Plan

Location

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

History and employment

Traditionally employment was in the villages. Over many decades local employment has reduced and commercial sites have continued to be replaced by housing. The largest employers are now the three schools and the surgery, mostly staffed by people who commute into the villages. The NPPF paragraph 110 says planning policies should *'support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities'*.

Demographics

These, now and throughout the life of the Plan, are addressed in the Newport Quendon & Rickling Housing Needs Assessment (AECOM - January 2024) published in the evidence base.

Services & Facilities

Newport has a range of retail and service facilities typical for a large village, including a railway station. Newport post office has closed and a mobile service is currently provided but only for about an hour once a week. Quendon & Rickling has no shops. Most of Newport has high speed broadband. Ultrafast Broadband is generally available across Quendon and Rickling Green with Gigaclear and BT the main suppliers. The fairly recent developments in the Ventnor Road/Bluebell Drive area now have ultrafast broadband supplied by Openreach as do those in the Church End, Rickling, area. Broadband over 4G is available to those with a strong enough signal.

All fully staffed police stations in Uttlesford have been closed, including the one in Newport. The nearest one is 25 miles away at Braintree. There is a police unit based at the district council offices in Saffron Walden but it is not customer facing. Although the area has a low crime rate compared with other parts of the country, the withdrawal of police facilities has led to a sense of vulnerability, particularly as far as rural crime is concerned. There is no regular policing of traffic speeds.

Housing, Tenure and Affordability

In 2011's census there were 1,223 homes in the plan area. By 2021's census there were 1589 homes - a 30% increase. Permissions granted in Newport from 2011 to date stand at 574, a 59% increase. The details are included in the Appendix, including a breakdown of permissions from 2011-2021 and 2021 to date.

The issues of lack of affordability, and housing needs and tenure are addressed in the Housing Needs Assessment (AECOM - January 2024) published in the evidence base.

Recreation & Open space

A review for Uttlesford District Council in 2012 showed deficits in recreational facilities across the district. Although the villages are set in open countryside, access to that countryside is restricted to footpaths. The large areas of parkland at Shortgrove and Quendon Hall are not open to the public.

Network Rail has closed four East – West footpaths. Note these are still shown on the maps which are out of date. There are a variety of sports facilities in the villages and at the Joyce Frankland Academy. Two new developments have provided some playground space for small children, but allotments provided at one were rejected by the estate residents. No significant green space has been added to the public domain. One development, following negotiation with Newport PC, has provided £150,000 for an offsite playground and is providing a new 19 space car park for shared use by the primary school and the Recreation Ground. The Education Authority was offered the car park at no cost adjacent to the primary school, in addition to the normal s106 payments, but would not agree to take it if community use was included. Newport Parish Council stepped in and became party to the S106 to take on ownership and ongoing maintenance of the car park.

Newport Village Hall dates from the 1950's and has been extensively refurbished and extended. Newport has one main children's playground and a small one on a new housing estate, and Quendon has a small play area for very young children.

Quendon & Rickling Village Hall is undergoing extensive renovations. This has included the installation of a more efficient heating system, repairs to the roof, installation of loft insulation, window replacements, instalment of free WiFi, re-surfacing of the car park area and both internal and external re-decoration.

The sports and scouts buildings at Newport recreation ground need significant improvement, as does the car park. In wet weather the two football pitches suffer. Supported in NQRP1 was a Multi-Use Games Area, which has been provided by a grant of £100,000 from UDC and c £70,000 from the PC. The adjacent housing development of 89 dwellings has allowed the recreation ground buildings to be connected to the public sewer, and it has provided a new car park, to be owned by the parish council and shared between the primary school and the recreation ground. Newport Parish Council also negotiated the upgrade of the bridleway to adoptable standard with a footpath which is now complete.

There is a gym available for public use at the Joyce Frankland Academy

Flood risk

Against local advice, development has been allowed on flood plain areas in Newport. Three sites which in 2014 flooded from rising water from the Cam and Wicken Water have since been built on. All of the central area along the Cam, and particularly where the Wicken Water and Debden Water join the Cam in the village centre, are vulnerable. Minor flooding happens regularly but significant flooding involving property damage and road closures has occurred in 1947, 1955, 1958, 1960, 1963, 1968, 1987, 1993, 2001, 2014 and 2020. Quendon does not suffer from flooding apart from the access to Quendon Hall on the B1383

Local environment

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

Water quality in the Cam is poor and dry weather flow not sufficient to dilute the output from Newport sewage works (Hyder Consulting Ltd, 2010, for the UDC Local Plan, repeated in the UDC Water Cycle Study - Stage 2 July 2024). The poor water quality is the result of fertiliser and other agricultural chemical run off, the biological oxygen demand of the outflow from the sewage works, and phosphate pollution originating from sewage. Further detail is included in policy section NQR9 Sewerage systems.

Water scarcity, its efficient use and recycling, is addressed in CP 34: Water Supply and Protection of Water Resources, which is strongly supported.

Newport had NO₂ concentrations at the Wicken Rd – High Street approaching illegal levels. During 2018 UDC added more monitors, and then a further one as requested by the Plan steering group. These show declining NO₂ concentrations. However particulates are not monitored and may be at high levels.

Transport

There is one hourly bus service between Saffron Walden and Bishops Stortford, but this does not function in the later evenings or Sunday, despite most of the shops being open on Sundays. The service goes to the Safron Walden Community Hospital. It is unreliable, with delays and multiple cancellation on the same day.

Newport has a station with trains to London and Cambridge. It is a slow stopping service, but reliable. A new station is opening at Addenbrookes Hospital and which will also serve the Long Road Sixth Form College and science facilities nearby. There is no direct public transport to Stansted Airport which is the largest employer in the district. More frequent and reliable bus services are supported, as is direct access to the airport – the airport trains pass through Newport

Most travel is along the B1383 which is often congested through Newport. The B1383 is the feeder route to the M11. No highway improvements are currently planned. The land interests to the west of Newport did not include a link road, either in their submission to the Local Plan at Regulation 18, or in their submission to NQRP2. The B1383 is the primary relief road for the M11 between junctions 8 and 9/9a. It suffers regular closures and disruptions. (See the Appendix - Evidence of frequency of interruption of the M11)

Speeding, road safety and pavement parking are concerns.

There are no cycle ways. There is no direct public transport to the largest centre of employment which is Stansted Airport. Walking around the villages is fairly easy, but the footways between Newport and Quendon, and to the south of Quendon, along the B1383 are poor and have negligible maintenance from the Highways Authority. The Uttlesford Highway Rangers which dealt with footway maintenance were dissolved by Essex County Council in 2023. Wheel chair access around the villages is generally poor. Drop down kerbs requested by Newport PC have not been delivered by the Local Highways Panel and major footway re-tarmacing in 2024 failed to implement these when this should have been done and would have been at no extra cost.

Community consultations for NQRP1

Many of the matters above were raised by residents in the initial informal consultations for NQRP1, in the responses to the detailed questionnaire and to the regulation 14 consultation. Concerns were raised regarding over-development of the villages, traffic congestion, lack of infrastructure improvements, building on greenfield sites, lack of genuinely affordable houses, retention of businesses, and the generic design of new houses.

NQRP1 is included in the evidence base as it includes Community Consultation responses many of which remain relevant. It also contains explanation of why a Newport bypass would not be viable.

Chapter 5 – Master Plan

Responding to the LPA regulation 18 consultation involved a very detailed assessment of the Local Plan proposed sites. It crystallised many issues relating to the two proposed Newport sites, totalling 412 houses. These include extremely bad traffic consequences, with no effective mitigation available or viable (and not supported by the relevant land interest), no permeability of much of the south site into the existing settlement, traffic noise from the M11, and no mitigation of the appeal refusal reasons for both sites, or any substantial benefit which might balance the landscape and heritage harms central to the appeal refusals. The sites have construction constraints in connecting to the 90 year old sewer system and the site south of Wicken Road is partly on the outwards slope of the valley looking away from the village and is thus not coherent with the linear settlement in the Cam valley.

The LPA dropped the 412 house site allocations, reduced the requirement to 300 and delegated the allocation decisions to NQR2. The LPA decision against the 412 considered the highways constraints at the Wicken Road/B1383 junction and lack of potential for the primary school to expand. This is detailed in the Newport and Larger Villages Topic Paper in the LP evidence base. The ECC and NHS statutory consultee responses are informative. As only published by UDC split into topics, they have been published in the NHP evidence base in full.

After a two stage filtering process considering different scenarios, developer presentations and community consultation, site visits and a workshop with consultants ONH, and discussion with the LPA Local Plan officers, the best option is concluded to be development on the east side of Newport for the 300 homes. It is also supported in the SEA. This is detailed in policy NQR2 Development site allocations.

With the constraints of two extensive Listed Parklands, three lowland wetlands and flooding both at the confluence of three rivers and elsewhere along their courses, as documented with policy NQR8 'Flood Risk and Surface Water Discharges into Watercourses', the linear valley topography, constraints of the M11, railway and the B1383 and medieval road widths, Quendon having no shops, station or medical facilities, it has become apparent that all large viable and sustainable sites have already been built. Therefore, all large sites brought forward will involve some unsatisfactory elements. However, the east side development will provide new public access to an extensive potential local wildlife site, providing opportunities for recreation and to increase biodiversity. The identified constraints on the east are believed to be capable of mitigation, unlike the west. It also has excellent close access to the station and so promotes environmentally friendly travel.

The Master Plan aims to provide upgrades and improvements for the villages and provision for the extra services needed resulting from new development.

Secondary Provision - Joyce Frankland Academy

The Essex Education 10 year plan January 2026 predicts falling rolls for the Joyce Frankland Academy and Saffron Walden County High, and sets out that there are no planned increases to capacity in secondary schools as a result of demographic trends. However new development will create an increased need. If an additional form of entry is needed this is expected to be achieved on the current extent of the school site. The sixth form having recently closed, it is not clear that building expansion will be necessary. It is understood that there is a need for significant maintenance and upgrade work and removal of RAAC (Reinforced Autoclaved Aerated Concrete). However this cannot be funded from new development unless a capacity increase is needed.

Primary Provision - Newport Primary School

The government website for [Newport Primary School - GOV.UK](https://www.gov.uk/newport-primary-school) updated February 2026 states the capacity is 210 pupils and current number of pupils 163. Including the current unbuilt permissions there will be an extra 380 dwellings in the village. Based on the table in the ECC Infrastructure Guide it appears the capacity needs to be about 250. However it is for the Education Authority to confirm the exact need, and how year groups can be organised.

The potential move out of the current Early Years (see pages 18 and 19), and the new school car park and other land area being provided by the adjacent housing development will add 0.24 ha. The school currently occupies 1.06 ha. The Plan therefore provides 23% more space for the primary school to support the estimated 19% necessary capacity expansion. The Education Authority is expected to ensure provision of buildings and all facilities to provide the necessary primary school capacity at Newport and will have s106 funding.

Early Years

The existing Early Years provision is partly on the primary school site and partly in the Youth Centre on the Recreation Ground: The provision of additional capacity in early years generated by the new site allocations in Newport is not mentioned in the Uttlesford Infrastructure Delivery Plan (IDP). The ECC response to the Regulation 18 draft Local Plan stated: *'Early Years and Childcare – ECC notes that the DULP (the draft local Plan) fails to plan for EYCC facilities. Given the scale of development proposed a new 30 place stand-alone EYCC facility is estimated to be required.'* This is only for the demand from the 412 houses and does not consider the existing provision which the Ofsted inspection in 2023 noted as 25 places. It is understood that 'stand-alone' was specified by ECC because their policy is not to fund new provision, whereas they will fund additions to EY facilities. This was confirmed in their Regulation 14 response requiring deletion of the assumption that ECC funding towards EY would be available. In total therefore provision of circa 60 spaces is needed, regardless of how physically structured.

Access over the railway

Foot access to the London side of the station from Newport is over a footbridge at the station or across the single track Debden Road bridge. Similarly, pedestrian access from developments to the east of the railway into Newport and to the Cambridge platform would be poor for people with limited mobility. The Regulation 18 transport assessment supports provision of a lift or subway at the station. Being former sidings, Network Rail (NR) owns generous areas of land at both sides of the line. The steering group have held discussions with NR and this also included the possibility of adding an external footway to the narrow single vehicle Debden Road bridge. A footpath diversion required following a crossing closure by NR near this location specified a footway on the bridge and (complex) traffic lights which would need to be three way, plus pedestrian. The diversion was implemented in March 2026 without alteration to the bridge or lights, but additional signage. Being shared space and one vehicle width the safety record is excellent, being one minor incident in 25 years, including to the Hight Street T junction. The east side site allocation includes moving the Chalk Farm Lane vehicle junction with Debden Road to the east. This will avoid vehicle conflict at the T junction by the railway bridge and enable some pedestrian segregation.

However, NQRP2 supports the Regulation 18 transport assessment for provision of a station lift or subway as the best option. The Transport Assessment for the site allocation suggests a ramped bridge. The current station bridge is in poor condition and is difficult for people with poor mobility or with

small children and/or a buggy. Access across the bridge is part of the Harcamlow Way. Provision of a lift or other compliant access would provide a general benefit for station users and the community.

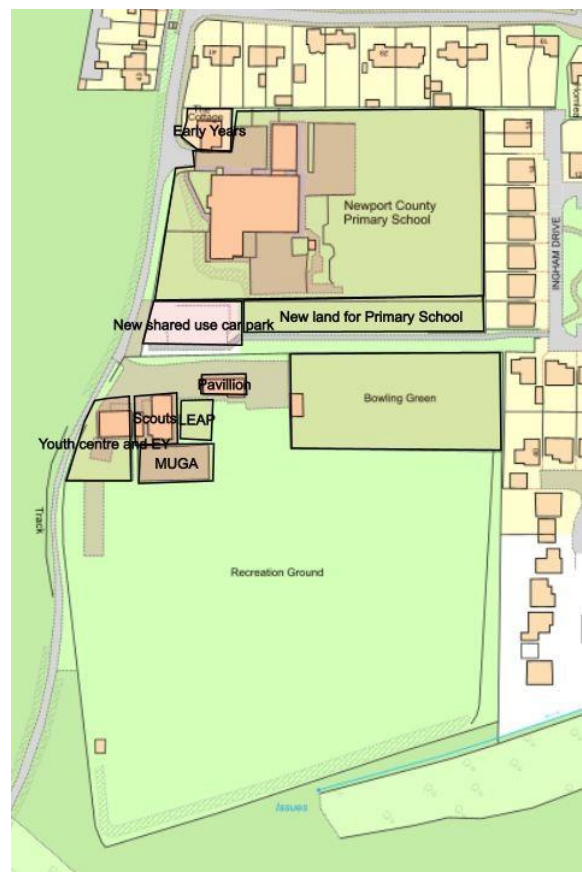
Health Centre

Either a new Health Centre needs to be built or significant upgrade done to the current one, as evidenced in policy 'NQR16 General Practice' The area needed is c 600m² and the NHS cost estimate including land is c £3m. Internal works have created two small medical rooms by subdividing the waiting room. Unfortunately at the time of writing no funding is available to resolve the poor wheelchair access both externally and inside the building, or increase the overall size.

Newport Recreation Ground



From left to right, cricket nets, Youth Centre and Early Years, MUGA, Scout Hut behind the MUGA, sports pavilion, portacabin and croquet club. The Scout Hut is in poor condition. The LEAP, funded from the adjacent London Road development will be located between the MUGA and the pavilion



Quendon Sports Facilities

Quendon needs improved football facilities as the current changing rooms are derelict and cannot be used. Nevertheless, the football ground is well used and there are more teams who would like to use it but can't for various reasons including those who can only play there if there are changing facilities. The pub also benefits as teams and spectators often adjourn to the Cricketers Arms after a game. The cost, assuming no land cost, from the Sport England facilities schedule, for a 2 team set of changing rooms, plus officials facilities, of 75m2 is shown as £290,000. The potential funding is from Sport England, the Football Foundation, CIL, Parish Council borrowing from the PWLB, and local fund raising.

Active travel

Quendon & Rickling is well provided with footpaths including through bluebell woods. Newport is a linear settlement with the constraints of the B1383, the river Cam, the railway and the M11. Despite the addition of 500 houses since 2011 there has been only one significant new access path (through the new London Rd development to the primary school and Recreation Ground) and three paths have been closed across the railway. Development of the quarry to the east of the transport and river core provides an opportunity for a public right of way for cycle, foot and equestrian, from the new footpath 14 diversion, via Chalk Farm Lane along or through the wetland side of the quarry site allocation and out to the Widdington Road

The Parishes aspire towards and support the provision of a cycle route along the B1383 between the villages, and south of Quendon. It has been recommended that this be incorporated in the UDC Cycling Strategy in due course, and into the Essex Cycling Strategy which was at consultation in May 2024. It would be consistent with Local Plan Core Policy 28. Between Quendon and Newport for most of the way there is Highway Authority land wide enough for provision. North of Newport is constrained by the Shortgrove Parkland and its flint wall. On the west it is a tree tunnel and hedgerow and would need purchase of farmland to take a cycleway behind that. Installing surfaces next to trees is problematic as subject to root growth damage. While it would be supported, it is considered of challenging viability. A permissive access through Shortgrove to the road to Saffron Walden for pedestrians, cyclists and equestrian use is physically viable with no work needed but would require Shortgrove residents support and agreement.

Village archives

The Newport History Group currently stores its collections in three private houses. There is a need for one suitable location, as requested in the Appendix 'Newport Bygones Collection – Options for the future'. On Frambury Lane there is an unused office, originally built as a site office, which appears to be of the needed size. The land is owned by Uttlesford District Council and leased to a housing association, who are the owners of the property. They have been approached by the Steering Group and the Parish Council.

The Master Plan therefore proposes, in conjunction with the site allocations:

- Provision of up to 60 places of Early Years, including the current provision. This may be achieved by adding a further building on the current Recreation Ground site by demolishing the Scout Hut and relocating that provision. Retention of the existing use of the Youth Centre for EY, which would be lower cost than an entire new EY facility, and retain the viability of the

Youth Centre as dual use. The funding to come from s106 and/or CIL.

- Removal of the current Early Years from the primary school site to make space for the needed expansion of the school. A new 19 space car park is completing in 2026, provided from the London Road development, which will be owned by the PC for the use of the Recreation Ground and an arrangement to be agreed for use by the school. This will give ECC greater flexibility in design and use of space as some on-site parking spaces might be removed. Funding of the primary school would be the responsibility of ECC along with s106 funding
- Moving the Scout Hut to a new location on the community facility hub provided in the east of Chalk Farm Lane site allocation. The Chalk Farm Lane site allocation requirements include 'serviced site provision' and an option to build a facility subject to viability. CIL funding might additionally be available, as might grant funding. This would improve the currently congested and uncoordinated Recreation Ground site and remove an eyesore. Adding to the number of structures on the site, a portacabin has been installed next to the sports pavilion in 2024 and a LEAP (Locally Equipped Area for Play) for play equipment including facilities for older children is being installed adjacent to the MUGA (which was funded with £150,000 from the London Road development).
- If sufficient land could be obtained a new health centre may be provided but at the time of writing the preference of the existing GP surgery is to remain at their existing location. Wherever located, the NP supports the expansion of Newport Surgery to accommodate the substantial growth that has already occurred and that to come.
- A lift, subway or ramped bridge be built at Newport Station. The cost would be substantial and national funding may need to be involved as was done for the lifts at Audley End.
- Replacement football changing rooms would be supported at Quendon
- Designation and promotion of a new Active Travel Route of about 1.7km along the east of Newport utilising the new footpath 14 diversion and new designation through the quarry site allocation. As shown on the 'Active Travel Network Map' and the map with policy NQR11 Active Travel Network.
- Provision of a long-term home for the Newport Bygones Collection. A possible suitable location has been identified.



Objectives of Newport Quendon Rickling Neighbourhood Plan

Objective 1

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

Objective 2

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

Objective 3

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

Objective 4

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

Objective 5

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

Objective 6

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

Objective 7

To ensure the conservation and enhancement of our heritage assets.

Objective 8

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

Objective 9

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

Objective 10

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

Chapter 6 Policies and Recommendations

Following a change in the legislation on 25th March 2026 Neighbourhood Plans no longer need to be in general conformity with the strategic policies of Local Plans. They must however not seek to block site allocations in Local Plans. Some NQRP2 policies address how specific parts of LP policies should be interpreted for the NQR area, and add further local policy detail where it is necessary. For brevity the LP Core Policies references are abbreviated to 'CPnn' and Development Policies as 'DPnn'

Spatial Plan

NQR1 Development Limits

This policy defines the development limits of Newport and of Quendon for the purpose of giving clear guidance to applicants, development managers, decision makers and the local community of the distinction between those settlements and the surrounding countryside.

In doing so, the policy incorporates and adds to the Development Limits of policy CP3 of the Local Plan and of Policy HA1 of NQRP1 as shown on the respective Policies Maps to reflect development schemes subsequently approved and additional site allocations in NQRP2. Added to the LP limits is 'Bricketts 2' on London Road for 11 dwellings, UTT/22/1706/FUL. These development limits define what is referred to in CP3 as 'built area'.

The LP policies for development outside of Limits are set out in CP3, CP19, CP20, CP21 and DP1 to DP5, described as in Open Countryside. 'Open Countryside', 'built area', and 'infill', all of which have arguable subtleties, are not defined in the LP.

Policy NQR1 summarises and defines in one policy, with detail relevant to the area, key elements of the nine LP policies likely to apply to the Plan area. This is done to ensure clarity and ease of application and that full weight will be given to those key elements via the Neighbourhood Plan should the LPA fall below the five year housing supply requirement. There is uncertainty about the five year supply at the time of writing as the government is two years behind in its publication of the figures. The previous policy NQRHA1, has been quoted in most applications and appeals over a period of five years and has proved valuable in decision making and therefore its text is partly carried forward in policy NQR1

The LP no longer sets out 'development limits' for the Larger and Smaller Villages as defined in CP3 Settlement Hierarchy. This includes Quendon & Rickling. Further, although Key Settlements and Rural Centres such as Newport do have LP development limits as shown on the LP settlement maps, CP3 refers only to 'built area' as the dividing line between countryside policy and settlement policy and does not reference the settlement maps. For many settlements where the outer parts are loosely built, such as Quendon & Rickling, or built only on one side of a road, or in a loose cluster such as Shortgrove, this means that the absence of clear demarcation lines or LP definition, development proposals may (and have



already) be subject to argument without clear policy guidance. Further, for settlements with development limits, because the map is not referenced in CP3, there may still be argument that built area may be different from, and wider than, the development limits map area. It is therefore considered essential that 'built area' be clearly delineated where it can reasonably be done by a Neighbourhood Plan

Definitions of built area, infill and countryside

Built area is 'The continuous and visually cohesive extent of built development, where buildings and their closely related curtilages form a recognisable cluster or frontage, excluding sporadic or isolated development, former agricultural buildings that have been converted, and land that reads as countryside. Development must be visually and physically contained within built form. Sites that project beyond the main cluster fall outside the built area'.

The first sentence of this definition is adapted from the Vale of Aylesbury Local Plan, and the second two are from appeal inspector reports.

Infill is, as previously set out in NQRP1, is 'The development of a relatively small gap between existing buildings'

Countryside and 'Open Countryside' is everything outside of the built areas.

The Local Plan policies relating to countryside/Open Countryside are DP1, DP2, DP3, DP4, DP5 and CP3, CP19, CP20 and CP21.

Built area for Newport, and Quendon & Rickling

For Newport the 'built area' is only what is within the development limits as shown in the Newport Development Limits Map, which are the LP limits as modified for site allocations and a subsequent planning approval. For Quendon & Rickling 'built area' is also only what is within the limits as shown in the Quendon Development Limits Map. The NQRP2 definition of built area has informed the setting of the development limits for Quendon & Rickling.

Sparrows End and Newport Separation zone

The purpose of the Sparrows End and Newport Separation Zone is to provide a buffer between Sparrows End, Wendens Ambo and Newport to prevent coalescence between the settlements, and to protect the setting of the Shortgrove listed parkland, the tree tunnel, and Locally Important Views along the B1383. The draft Conservation Area assessment also classifies the views along the B1383 as Key Views (Draft CA Figure 28 Key Views Map).

CP 41 states: Landscape Character states: *Proposals will not be permitted if they would:*
iii. cause coalescence between settlements

The Essex Gardens Trust response to Regulation 14 notes *'The Sparrows End and Newport Separation Zone is intended not just to prevent settlement coalescence but also to protect the setting of Shortgrove.'*

NQR1 Development Limits

Development of sites within the Development Limits, as shown on the Policies Maps, will be supported if of a scale and setting relating well to the villages, with good vehicle access and where safe, convenient pedestrian, wheelchair, and cycle access is in place providing connectivity from residential areas to the village centres and bus stops and, for Newport, the railway station.

The Development Limits define the 'built area' as worded in Local Plan Core Policy 3 Settlement Hierarchy. For the interpretation of CP3, 'built area' is only what is inside the Development Limits.

Quendon and Rickling Green is a small settlement with little in the way of local services or facilities and where major development schemes are unlikely to be suitable.

Whiteditch Lane, as evidenced in the Whiteditch Lane Appendix, does not currently fulfil the access requirements of this policy or those of related LP 'good access' policies CP26 and 28 quoted in the Appendix, and has specific appeal refusal for harmful urbanisation. Therefore on Whiteditch Lane:

- Further development which will increase vehicle and non-vehicle use of this shared space by-way will not be supported unless the policy access requirements are met, and;
- Further development will not be supported because of the additional built form and the associated comings and goings that would arise from such development would lead to a harmful exacerbation of the urbanisation that has already occurred along the lane and result in significant cumulative harm to the character and appearance of this part of Newport

Development outside of the development limits will not be supported, other than:

- Development appropriate for a countryside location, defined as agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside;
- Affordable housing on rural exception sites up to 9 units to meet an identified local need which cannot be met in any other way and may include some market housing necessary to secure the viable delivery of the affordable homes;
- Residential conversion of redundant or disused rural buildings, which will enhance their setting;
- Subdivision of an existing dwelling;

- Construction of isolated new houses that meet the tests of set out in NPPF paragraph 84 e) for that type of development; or
- Conversion of existing buildings and the erection of well-designed new buildings for business uses; and

On land within the defined Separation Zone between Newport, Wendens Ambo and Sparrows End, as shown on the Policies Map, development proposals should be appropriate to a location outside of a settlement and avoid significant harm to the purpose of the Separation Zone, which is to provide a rural buffer and visual break between Sparrows End, Wendens Ambo and Newport and to prevent coalescence between the settlements, and to protect the setting of the Shortgrove listed parkland and the proposed Conservation Area, the tree tunnel, and Locally Important Views along the B1383.

Proposals for new business and service uses will be supported, providing that they are located within the Development Limits and they accord with all other relevant policies of the development plan.

NQR2 Site Allocations

The policy allocates sites for development, within the Cam valley opposite the existing Development Limits of Newport (300 dwellings), and one adjacent to London Road Newport (20). It also retains the unbuilt part of the NQRP1 allocation at Foxley House in Quendon (10 remaining) which has an expired Permission in Principle but is not included in the LP totals.

Together the sites will deliver approx. 330 homes over the plan period to contribute to meeting local housing needs in the District. In this regard, the steering committee has had regard to the reasoning and evidence of the emerging Local Plan and which has set a requirement for Newport of 300 homes under CP6a: Housing Requirement Figures for Newport.

NQRP2 thus provides a further buffer to that already in the LP, of 10% over the total requirement for the NQRP2 area.

The sites have been selected following a two-stage site assessment process combining the Sustainability Appraisal (SA) of a series of different housing growth scenarios at Newport, community engagement and the steering committee's assessment of the suitability of individual sites. They comprise sites that complement and complete the existing urban form of the village by developing land in its south east quadrant near the village centre and railway station, and at the end of the village on its main north-south road. The first stage SA is published as well as the final SA which considers the 'east' and 'west' options which came out of the filtering process. Further details of the outcome of the steering committee's assessment and community engagement are summarised in the Appendix 'Site Assessment Process'

The policy sets out some essential development and design principles to direct the preparation of future planning applications that will win the support of the local community and successfully mitigate the potential for harmful environmental effects (per the SA).

For the sites to the East and South of Chalk Farm Lane a Traffic Assessment is published in the evidence base showing detailed indicative designs for the access onto Debden Road, with traffic light control over the railway bridge. A design and visibility splay is shown for the Widdington Road access. Trip analysis evidence is that with traffic growth the High Street / Debden Road junction will be well within its Ratio of Traffic to Capacity (RTC).

An Ecological Survey is also published, which concludes that there is significant scope for Biodiversity Net Gain, and with careful design to retain and enhance habitats *‘Subject to further survey work and a sympathetic design, residential development within the site is considered to be deliverable in ecological terms’*.

Below is the cross valley view of the north parcel from the bridleway south of the Recreation Ground. The area above the fence is not in the site allocation. The southern part, not shown, is entirely screened by trees from this view. The photo illustrates some of the landscaping requirements in the policy and how conformity with NQR17 may be achieved.



Documents in the NQRP2 evidence base relating to Sites to the East and South of Chalk Farm Lane, Newport, are

Access and Transport Opportunity May 2026 i-Transport
Non-Technical Utilities Summary – TetraTech

Landscape And Visual Appraisal – Marrons

Ecological Review – Aspect Ecology

Built Heritage – TetraTech

Preliminary Flood Risk and Drainage Review - WSP

The Foxley House allocation at Quendon provided for up to 19 dwellings, subject to site specific requirements including 'The development provides a housing mix for a balanced community'. Only 9 houses were built, so although the other requirements were met, the subdivision removed the requirement for affordable houses and there were no smaller houses, being all 3 and 4 bedrooms. The retention of the policy in NQR2 requires that any future approval of development on the remainder of the site delivers on the mix for a balanced community to show its clear intention cannot be circumvented in this way.

NQR2 Site Allocations

The Neighbourhood Plan allocates land as shown on the Policies Maps, for residential development and associated mixed uses. Proposals will be supported provided they accord with the following site-specific requirements alongside other relevant policies of the development plan:

Land East of London Road, Newport

- Dwellings are not to be constructed outside of the area on the Policies Map, to the rear of the site that lies within an area of possible fluvial or surface water flood risk
- The scheme should deliver up to 20 homes.
- The scheme should be two storeys with a layout and form that minimises gaps between buildings to achieve a consistent building line with a continuous street frontage.
- The detailed design, including the roof line and materials is to achieve a consistent building character and appearance.
- The scheme layout provides for vehicle access via a new access running parallel to London Road that minimises the loss of the existing tall hedgerow
- The landscape scheme and sustainable drainage system relate the scheme to the adjoining biodiverse wetland
- Provision of communal space fronting onto the wide valley view will be supported
- Support of Recommendation NQRREC6 'Extensions of speed limits' south on the B1383

Site East of London Road



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Bounds: 552035.83, 232903.39, 552262.93, 233171.94 **Scale:** 1:1250 @ A4 **OSGridRef:** TL 521 330 **Date:** 10/09/2025

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Sites to the East and South of Chalk Farm Lane, Newport

The scheme comprises a range of housing types to deliver a total of approx. 300 homes and new public open space across three sites



- The development will come forward through a single comprehensive masterplan with agreed triggers for the supporting infrastructure.
- The south, quarry, part of scheme has a road access to Widdington Road, by upgrading the existing means of quarry access from the south-west corner of the site.
- The north part of the scheme to have a new access off Debden Road (1) with provision for traffic management measures to improve the single lane bridge crossing restrictions and a landscaped gateway linking the lane into Debden Road for ped/cycle users.
- The north and south parts to have emergency vehicle access only between the two, to avoid concentration of traffic flows into the village centre and the creation of a 'rat run' through the development.
- The existing landscape boundary to Debden Road (2) will be managed and reinforced to retain the rural character of Debden Road and provide a definitive development boundary.
- The development will make provision for controlling and managing parking along the lane (3) to protect its rural character and create a ped/cycle/equestrian priority environment.

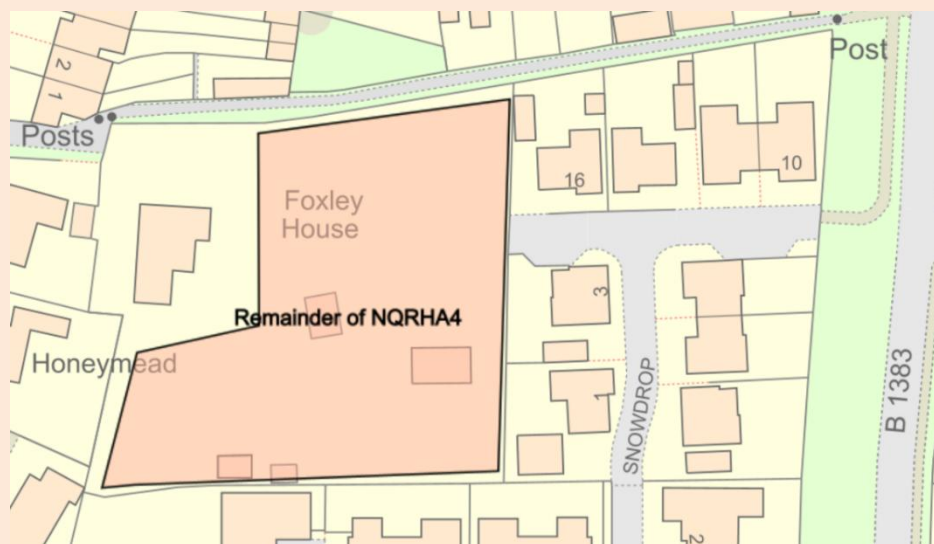
- The layout of the development will make provision for improvements to the station access (4) and the creation of an accessible 'hub' around the station. Provision of a lift, subway or access compliant ramped bridge at the station would be supported, subject to financial viability and the facilitation by Network Rail
- The unmetalled section of the lane (5) will be upgraded for ped/cycle/equestrian users with access to the southern parcel only for authorized and emergency vehicles.
- Development layout and form (6) will respond to the site contours and create active frontages to the lane and structured views of the development from within the village whilst retaining the quality of views from the Conservation Area.
- Development of the northern parcel will retain key views of St Mary's Church from the footpath.
- Development layout and form (7) will respond to the site contours and embankment and create active frontages to the lane and the wetland triangle.
- Development will be set back from the boundary (8) with the layout and rooflines designed to mitigate the visual impact of the development from key viewpoints.
- A landscape buffer to the eastern boundary (9) will be used to screen the development and create a definitive development boundary.
- Provision will be made for an accessible access (10) to the PROW as part of a Green infrastructure plan.
- The ped/cycle function of the lane will be extended up to the quarry (11) and as a bridleway through to the Widdington Road.
- The remediation of the quarry (12) will provide a development platform that mitigates the visual impact of the development from key viewpoints.
- The layout of development in the quarry (13) is to create active frontages onto the wetland triangle with connecting views across the valley.
- A perimeter landscape buffer (14) to be provided to screen the development and create a definitive development boundary.
- The layout of the development (15) is to create strong visual and physical links to the wetland triangle.
- Access road to the quarry (16) to follow the perimeter of the field and the route and layout of the development to be designed to retain the landmark view of the church tower and its contribution to the significance as a listed building. Lighting and signage to be kept to a minimum to maintain the rural setting.
- A publicly accessible wetland 'nature park' (17) is to be provided and designed to deliver biodiversity enhancement with possible use as part of the SUDs strategy for the development.
- The boundary between the lane and the wetland nature park (18) is to be permeable to allow oversight and encourage use.
- Publicly accessible, attractive and safe routes (19) are to be provided across and around the wetland nature park for leisure and recreation use and to connect the quarry development to the station and village centre.
- Provision is to be made for a serviced land parcel (20) at the northern end of the wetland nature park for a community use.
- The existing properties along the lane (21) are to be integrated into the layout to maintain access and protect residential amenity.

- The layout is to be designed to facilitate the creation of a community hub or facility around the station (22) and a contribution made to its delivery, subject to financial viability.
- The Master Plan, and later detailed design, will follow the principles of the Uttlesford Design Code.

Foxley House, Quendon (from Policy NQRHA4 of NQRP1)

Should a development come forward on the remainder of the site allocated previously under 'NQRHA4 Foxley House Quendon Site Allocation. allocated for up to 19 dwellings', it will be expected to provide affordable housing factoring the 9 houses built on part of the site under UTT/19/1301/FUL into the total dwelling count on which the affordable requirement is based. The site specific conditions from NQRP1 are carried forward, but noting that the safe foot access has been delivered:

- The development provides a housing mix for a balanced community
- Development respects the amenity of existing dwellings adjoining the site
- Vehicular access should be from Bluebell Drive.
- The development must not impact adversely on the Conservation Area and must be complementary to the surroundings.
- Provision of a 'safe convenient internal footpath' into the village parallel to the main road, to be for public use including from the Bluebell and Ventnor developments to the south.
- The parish is in the zone of influence for Hatfield Forest and therefore contributions will be required for visitor impact mitigation measures as set out in the Statement of Common Ground dated 26 June 2019 between Natural England and Uttlesford District Council.



Site for commercial redevelopment

Redevelopment for commercial use of the former Carros Nursery Cambridge Rd Newport will be supported. It is redundant glass houses and some commercial building. This was Site 2 in

the informal consultation on scenarios in March / April 2024. It is 0.85ha of usable space. Although it is by the River Cam it is not in a flood zone. Access is narrower than ideal, but it was previously used by 4 businesses as well as the glass houses. The glasshouses are in situ but not used for many years and the owner has stated in informal discussion that too much work would be required to make them usable and the small scale is not viable. This would also complement the existing auto repair business that is in situ on the site as supported by policy NQR4.

The draft Shortgrove Conservation Area assessment comments:

'The former nursery at the western edge of the Conservation Area particularly requires maintenance and repurposing. A management plan for this site is needed and any development should be sympathetically designed in terms of scale, materials and massing.'

Supporting the need for commercial space the Uttlesford Employment Needs Update September 2023 states:

*'A lack of industrial supply is noted in Uttlesford and more generally within 10 miles of Bishops Stortford with a 99.6% occupancy level within the industrial market. Demand outstrips supply and there is a need to bring forward new development. There is demand for industrial space in a range of small, medium and large size bands across the District including from established manufacturing businesses in the District. Additional supply is needed, particularly close to M11 Junction 8, which is the area of strongest occupier demand. **Demand exists for smaller rural premises across the district and around the smaller towns and villages.**'*

NQR3 Infill and Backland Development

This policy refines that of LP CP3 Settlement Hierarchy in setting out specific means by which infill or backland development may be compatible with the character of the settlements and their countryside setting.

The text of the former LP 2005 backland policy H4 has not been carried forward to the new Local Plan and which does not mention it, and although defined in the Design Code 2024 that does not give any guidance. The Design Code definition is therefore included in this policy, together with the carried forward H4 policy text. Quendon has been the subject of a significant number of infill and backland proposals, therefore specific planning guidance is considered necessary.

NQR3 Infill and Backland Development

Infill is the development of a relatively small gap between existing buildings.

Backland development is of sites which may be landlocked or located behind existing buildings, and site redevelopment.

Proposals for backland development within Development Limits may be supported where all of the following apply:

- There is significant under-use of land and development would make more effective use of it;
- There would be no material overlooking or overshadowing of nearby properties;
- Development would not have an overbearing effect on neighbouring properties;
- Access would not cause disturbance to nearby properties.

Proposals for limited infill development in Quendon and Rickling Green within Development Limits may be supported, provided they:

- Reflect the essentially open and low-density character of the settlement; and
- Preserve the setting and significance of listed buildings and preserve or enhance the character or appearance of the Conservation Area

Business & Local Economy

NQR4 Newport Village Centre

This policy identifies the village centre at Newport as its most important hub of commercial and social activity. It adds local detail to LP CP 50: Retail and Main Town Centre Uses Hierarchy and CP 45: Protection of Existing Employment Space, recognising that the centre serves an equivalent 'local centre' function and is a cluster of convenient shops, services and community facilities. The LP uses hard lined maps to define commercial centres, which were out of date at the Regulation 18 stage (by including properties which fell out of commercial use some years previously) and do not have the flexibility to reflect change. The NQRP2 policy map takes a wider zonal approach which will accommodate change.

The Parish Council has been mindful that the policy is limited to proposals that require planning permission for changes of use but has wished to anticipate further changes to national development management policy and the permitted development rights regime over the lifetime of the NQRP2. Its intention is to encourage and bolster the viability and vitality of the centre as a critical mass of activity by preventing harmful changes of use at the same time as allowing land interests and occupiers to operate successful businesses.

NQR4 Newport Village Centre

Within the Newport Village Centre, as shown on the Policies Map, the following development proposals will be supported, provided that they accord with national and local policies to protect heritage assets and their setting, and with the relevant design guidance:

- Improvements to, or for the extension of, premises that are in an established commercial, business, service, public house or hot food take-away use.
- The change of use of premises to a new commercial, business or service use.

- Within the Newport Village Centre, proposals where planning permission is required for a change of use of the ground floor of premises in an established commercial, business, service, public house or hot food take-away use to a residential use will be resisted, unless it can be demonstrated that:
- The location is no longer economically viable for its established use, nor for a new commercial, business or service use; and
- The premises are incapable of improvement or extension to provide a viable commercial, business or service use without causing unacceptable harm to their heritage significance or in an economically viable way.

Proposals for the expansion or diversification of existing commercial, business and service uses, will be supported, providing that they accord with all other relevant policies of the development plan.

Green Infrastructure & Sustainable Development

NQR5 Green Infrastructure Network

The policy refines Local Plan CP 38: Sites Designated for Biodiversity or Geology and CP 39: Green and Blue Infrastructure by identifying a Green Infrastructure Network across the Parishes. For this purpose, green infrastructure is defined as a network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings.

The neighbourhood area contains a variety of green and blue infrastructure that provides an environmental support system for the community and wildlife. The Neighbourhood Plan designates this as a Network, as shown on the Policies Map, which comprises land with known biodiversity value, including two Sites of Special Scientific Interest (SSSIs), priority habitats, woodlands (including ancient woodland), significant hedgerows and lines of trees, streams and other water bodies as well as amenity space. The Policies Map shows the full extent of the Network, which allows applications to determine if their proposals should take this policy into account.

The policy requires that all development proposals that lie within the network, or that adjoin it, should consider how they may improve it, or at the very least do not undermine its integrity of connecting spaces and habitats. This may mean that development layouts are designed to contribute to the network's effectiveness.

The policy responds to the biodiversity net gain (BNG) provisions of the Environment Act 2021, which became a statutory part of plan making and development management in February 2024 and April 2024 for small sites and CP 40: Biodiversity and Nature Recovery. The BNG Metric will provide the means for applicants to calculate the baseline biodiversity value of the application site in determining the net gain requirement of their proposals. The Policies Map makes a distinction between those parts of the Network that

have, or are likely to have, existing biodiversity value, based on published mapped data and observation, and those that do not. Green infrastructure is multi-functional but some features – for example amenity and formal recreational land – may have less biodiversity value than the rest of the Network or will be suited to improving that value by the nature of their use. The areas identified as ‘amenity open space’ consist of open spaces with recreational or social value.

Given the Network includes all defined Priority Habitats and semi-natural habitats, native hedgerows and trees and natural water bodies, the clause anticipates that the distinctiveness multiplier score of the BNG Metric (from very low to very high) will be at least medium. The policy sets out how the loss of biodiversity value will be addressed through a sequential approach. The new biodiversity net gain requirement of at least 10% (as set out by the Environment Act of 2021) should be delivered either onsite or within or adjoining the Network so that the benefits of development are accrued as close as possible. However, it is accepted that the Network in the neighbourhood area may not be suited to delivering every type of required off-site gain.

NQR5 Green Infrastructure Network

Development proposals that lie within or adjoining the Network are required, where relevant, to have full regard to creating, maintaining and improving the Network, including delivering a net gain to general biodiversity value and wildlife connectivity, in the design of their layouts, landscaping schemes and public open space and play provisions.

Proposals that will harm, or lead to the loss of, land lying within the Network and that will undermine its integrity will not be supported. Development proposals that will lead to the extension of the Network will be supported, provided they are consistent with all other relevant policies of the development plan.

The Policies Map shows those parts of the designated Network that are known or likely to have biodiversity value either as habitat areas; as hedgerows or lines of trees; or as streams and rivers. When calculating Biodiversity Net Gain requirements using DEFRA’s latest metric, development proposals located within or adjoining that part of the Network should anticipate achieving at least a medium or higher tier distinctiveness multiplier score.

Biodiversity should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site through maximising local place making and nature improvement opportunities.

Development should through effective layout and design, recognise the location of existing multifunctional green infrastructure and support appropriate uses and functions e.g. through incorporation of invertebrate, swift or bat boxes into the design of built infrastructure. Development proposals must be designed to maximise opportunities for the

preservation, restoration, enhancement, and connection of natural habitats having regard to the Essex Local Nature Recovery Strategies or future replacements.

NQR6 Local Green Spaces

The policy designates a series of Local Green Spaces in accordance with §106 - 108 of the NPPF in seeking to protect precious open spaces.

Proposals on land defined as a Green Space will be determined in line with national Green Belt policy. In that respect proposals may be deemed ‘appropriate’ development per the exceptions set out in the NPPF. For clarity, proposals for ‘infill housing development’ or ‘affordable housing schemes’ will not be considered appropriate for a designated Space and the very special circumstances test will need to be met.

The list of Spaces has been derived from a review by the Parish Councils of all open land within and adjoining the neighbourhood area, informed by the qualifying criteria in the NPPF. They are the only sites considered to meet those criteria and are therefore worthy of designation as illustrated and justified in the Local Green Space report in the evidence base.

Although the Newport Common meets the NPPF criteria it is designated by Essex County Council as a Village Green - VG36. This being a higher level of protection than a Green Space, further designation is not sought.

NQR6 Local Green Spaces

The Neighbourhood Plan designates the following Local Green Spaces, as shown on the Policies Map:

1. Rickling Green, Cricket Pitch and Pavilion
2. Rickling ‘Dell’ Pond and Surrounding Environs
3. Quendon Bowling Club
4. Blue Bell Woods
5. Quendon Playing Football Fields
6. Land South of Simon and St Judes Church
7. Gaces Acre
8. The Garden of the Coach and Horses
9. Newport Recreation Ground

Proposals for development in a Local Green Space will only be supported under very special circumstances

NQR7 Protection of Locally Important Views

This policy identifies a series of views from public vantage points in the Parishes that form essential elements of their rural landscape character. It requires that schemes should avoid obstructing a view by way of their location and height.

The policy does not seek to prevent any development lying within a view but requires that proposals recognise and take account of these in their design.

The Views are illustrated and described in the appendices Locally Important Views.

Views from roads are considered very important as they are seen by thousands of people a day.

NQR7 Protection of Locally Important Views

The Neighbourhood Plan identifies Locally Important Views, as shown on the Policies Maps as valued elements of the landscape. Development proposals should preserve or enhance the local character of the landscape and through their design, layout, height and massing should recognise and respond positively to a View. Development proposals which would have a significant adverse impact on a Locally Important View will not be supported.

The views identified are not exhaustive. There may be other views of significance not highlighted on the maps which, for example, may contribute to how the significance of the Conservation Areas are understood and appreciated.

NQR8 Flood Risk and Surface Water Discharges into Watercourses

Surface water flooding is a significant local concern within parts of the Plan area. The local drainage network includes unimproved watercourses, ditches, culverts and historic drainage routes, some of which may have limited capacity, uncertain condition or restricted maintenance access and responsibility. Flood risk can therefore arise not only from the development site itself, but from the ability of the wider drainage route and final outfall to receive and convey water safely.

Newport Parish Council is aware of recent significant residential development which was designed to attenuate surface water on site and discharge at greenfield run-off rates via a new culvert to an existing ditch. In practice, the drainage system did not operate as intended, and surface water has to be removed by tanker. This demonstrates the importance of assessing not only on-site storage and flow rates, but also the capacity, condition and functionality of the full drainage route, including the receiving ditch, culvert or watercourse.

The purpose of Policy NQR8 is therefore to ensure that drainage strategies are realistic, deliverable and based on local circumstances. It is not sufficient for proposals to rely only on standard modelling assumptions or the theoretical availability of an outfall. Where local

evidence shows that flooding, drainage failure or restricted watercourse capacity has occurred, that evidence should inform the assessment of development proposals. Local knowledge can be especially important in rural areas where flood behaviour may be affected by blocked culverts, poorly maintained ditches, groundwater conditions, field run-off, historic drainage routes or local topography. Photographs, parish records, resident evidence and local authority investigations can provide useful evidence of how water actually behaves during heavy or prolonged rainfall. Such evidence should be considered alongside Environment Agency flood mapping, Lead Local Flood Authority advice, site-specific flood risk assessments and drainage strategies. Global climate warming is increasing the intensity of storms, which emphasises the importance of thorough flood design.

The policy also supports the use of sustainable drainage systems and permeable surfaces to reduce run-off at source. In a rural parish context, reducing the volume and speed of surface water entering ditches, culverts and watercourses is an important part of managing flood risk and protecting downstream properties, highways and watercourses.

The Plan area lies within a chalk aquifer landscape and the combination of recent changes to rainfall patterns (less persistent rain, more intense downpours) with increased demand for drinking water to support residential use means that the aquifers may not recharge sufficiently to meet demand. Infiltration-based SuDS can help rainfall soak into the ground close to where it falls, supporting natural groundwater recharge while reducing rapid run-off into ditches, culverts and watercourses. However, infiltration drainage must be designed carefully, taking account of ground conditions, groundwater levels, source protection requirements, contamination risk and the need to protect water quality.

The policy draws special attention to the problems of flooding in parts of the Parishes. It does not modify national policy or CP 36: Flood Risk and CP 37: Sustainable Drainage Systems, but does require that the flood risk assessment submitted with a planning application properly addresses the flood risk from surface water and not just fluvial sources. This follows the recent clarification in the Courts of the modification to the Planning Practice Guidance in August 2022 in this respect. (Paragraph: 023 Reference ID: 7-023-20220825; Revision date: 25 08 2022; The sequential approach to the location of development). This is also clarified by CP 36: Flood Risk, which specifies developments should avoid *‘the risk of all forms of flooding to future occupiers, and do not increase the risk of flooding elsewhere’*.

The Environment Agency flood risk maps assume all water channels are available and not blocked. The Environment Agency (EA) maps are created from readings and by computer modelling. The EA text quoted on ParishOnline states they are ‘best estimates’. They are indicative but may not reflect current conditions. In a meeting concerning flooding issues in Newport, with the EA and representatives from UDC, ECC, parish and district councillors held on 21st March 2018, it was agreed that EA assessments relating to Newport may under-record the flood risk, particularly as the models assume that the channels are 100% available, which many are not. For example, the Bury Water Lane – School Lane junction, critical for access to the secondary school and over 250 properties and a care home – has suffered repeated ‘1 in a 100 year’ events and in 2014 a ‘1 in a 1000 year’ event, defined as over one metre depth at the road surface (illustrated below). Other areas which should have flooded according to the

EA map if there really had been a once in 100 years flood didn't flood. This includes the area to the south of Newport to the Widdington road.

Despite submissions from residents on planning applications reporting flooding, three flood plain sites (UTT/13/1037/FUL, UTT/12/5198/OP, UTT/13/3297/FUL) which flooded from the Cam and Wicken Water in 2014, now have houses on them. The EA map does correctly record the three sites as being at flood risk

Such properties may be built high or in one case with a surrounding bund. This may protect the residents themselves, but any development on a flood plain reduces the ability of the natural environment to retain flood water, and to release it in a filtered clean condition into the watercourse. Tanked SuDS systems may not be able to retain as much water as a large flood plain (such as those bordering the Cam south of Station Rd, Newport) when under water, nor do they typically filter the water.

Any reduction in the function of flood plains may disadvantage land and home owners both up and down stream. There is a common law duty not to do this, as well as local and national policies

There are five types of flooding in the parishes, some of which combine. These are;

- flooding of wetlands, and Newport Common, which is beneficial
- flooding of roads caused largely, but not exclusively, by the Highways Authority's failures to maintain road drains
- water rising from watercourses
- surface water run off
- foul water flooding onto roads and footways resulting from the failure of the Water Company to install new pipes and increased pump capacity. Their reports for the new north west quadrant of Newport specified pipes of double the existing capacity and a doubling of pump capacity at the sewage works. This was not done.

The most serious in relation to development sites is the flooding rising from watercourses, and primarily the Cam. The Steering Group expresses its deep concern that in considering applications clear photographic evidence of site flooding was not considered by planning officers or planning inspectors, in favour of desktop analyses by consultants and Environment Agency mapping. Applicants and their consultants are not, in the experience of the parish councils, asked by officers to justify 'clean' reports when the evidence shows otherwise.

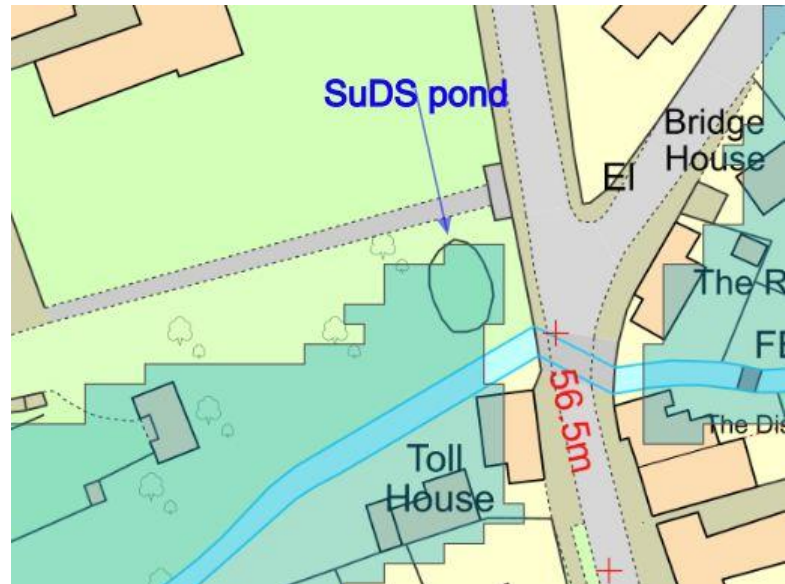
It should be noted that objectors to development often quote road flooding as being 'caused' by development. The local evidence is to the contrary. The developers Hill Residential building 89 houses in Newport resolved frequent road flooding which the Highways Authority had obfuscated about for five years, by using machinery to extract debris from a gully draining the surrounding area, blocked under the B1383. This was despite it not being related to their land and they constructed their own drainage connecting the onsite SuDS outlet to the river Cam.

Highway Authority conditions preventing unbound surfaces near the public highway should not be interpreted as a requirement to use impermeable surfaces such as concrete or tarmac.

Incorrect siting of an attenuation pond

In their Regulation 14 comments it is stated *'ECC recommends that the policy be amended to ensure that built development and SuDS must be kept outside of the flood zone'*.

This pond is in the 'pre 2025 Flood Zone 2' in the grounds of the Joyce Frankland Academy, also illustrated in the 'Water rising from watercourses' paragraph showing flooding in 2014 which matches the EA flood predictions



Examples of the local flooding types

Wetland - Newport Common 11th January 2016 and 9th February 2024, looking east towards the station. The water source is mostly fluvial



Lowland wetland east of the railway and west of Chalk Farm Lane 1st November 2020



Adjacent to Debden Water and the potential Local Wildlife Site, see NQRREC3 Local Wildlife Sites – Water Lane Plantation. Photo 24th December 2013



Roads – these floodings were caused by the failure of the Highways Authority to maintain gulleys under the B1383 draining from the west valley slopes to the Cam.



By Shortgrove, 5th December 2020. The cause was a blocked gully under the road carrying water from the land to the west down to the Cam across Shortgrove. The Shortgrove owner constructed a new direct drain to the river, although the drainage within Shortgrove was not the cause and was flowing.



B1383 by Bridge End 7th February 2014

B1383 South of Newport by 'Kiora' 5th June 2022



25th July 2021. The side wash from flooding hit houses and people after only light rain. For 5 years the Highways Authority obfuscated about doing a full drain clearance. However, a developer working nearby needing temporary use of it, used machinery to extract debris from the gully to the Cam under the B1383

Other flooding from blocked drains continues (2024) at the entrance to Quendon Hall, and outside the plan area but still impacting all traffic, at the B1383 – Birchanger junction

Bridleway 16 which bisects one of the rejected Regulation 18 Local Plan sites where it passes under the M11. On 20th December 2019 it was flooded and impassable. The water is from fields and the M11.



Water rising from watercourses

Fluvial flooding from the Cam 7th February 2014. The Coach & Horses pirate ship location has been the subject of four refusals at appeal for housing but flooding was not given as a reason and was not referred to in the inspectors' reports.



The adjacent former glasshouse site, above right, was flooded from the river in 2014 but is now a housing estate. The same location is shown in February 2024 from the housing development car park



The grounds of Joyce Frankland Academy 7th February 2014. The flooding is from Wicken Water. This exact location is now the site of the attenuation pond for the drainage from 24 houses on Joyce Frankland Close, built around the school cricket ground.

The Inspector at the appeal hearing was shown this photo but gave no weight to the objection that an attenuation pond which floods from the watercourse it empties into was not going to function when it is most needed.

In 2023 there was sewage pollution at this location from a blocked foul sewer taking the outflow from several hundred properties



Surface water run off and water rising from watercourses

Bury Water Lane – School Lane junction 7th February 2014 and 5th January 2024. A frequent occurrence.



Foul water flooding onto roads and footways

Policy NQR9 addresses the requirement for the sewage works not to pollute the Cam. However, the combined storm and foul system and the failure to upgrade pumping and sewer capacity as specified in the Anglian Water reports for UTT/13/1769/OP, causes sewage to be released onto roads and footways and to enter watercourses. The water company report accurately predicted foul sewer manhole ‘surcharging’ at the road junction under the water shown above and as shown below on 15th November 2020. The other photo is sewage pollution onto the footpath behind White Horse Lane. This is the last manhole before the sewer reaches the pumping station which was not upgraded as required. The water company sometimes strips out the soil for disposal elsewhere. Photo taken 2nd February 2021. This is also a regular occurrence. The Anglian Water report is in the Appendices.



Permeable surfaces

For major developments CP37 only requires SuDS and does not require the use of permeable surfacing. A recent major development in Newport has tarmac roads and pavements with drainage going into a Proprietary Vortex Separator (a filter system) and then direct into the River Cam, see UTT/22/2969/DOC. NQR8 takes a clearer position on the use of permeable surfaces for all developments and all hard surfaces and specific reference to the Essex SuDS Guide.

NQR8 Flood Risk and Surface Water Discharges into Watercourses

Development proposals requiring surface water drainage, must show assessment of drainage capacity and functionality for the entirety of the drainage route including certainty of the capacity and functionality of the drain outfall to a watercourse, and that there is no increased flood risk as a consequence.

In assessing applications for development, locally recorded evidence of flooding, including historic events, photographic records, parish records and local authority investigations where relevant to understanding observed flood behaviour, should be considered. Proposals should be supported by flood risk evidence that reflects local circumstance and does not rely solely on modelled flood map assumptions.

Development proposals should follow the requirements of the Sustainable Drainage Systems Design Guide for Essex and should prioritise managing rainfall close to where it falls. Infiltration-based SuDS, including permeable surfacing, swales, filter drains, rain gardens, infiltration basins and soakaways, should be used wherever suitable ground conditions and pollution-control requirements allow. Built development and SuDS must be kept outside of flood zones

Measures must not only minimise surface water run-off and flood risk, but also support groundwater recharge of the underlying chalk aquifer.

Permeable surfaces should be used for roads, driveways, parking areas and other hardstanding unless it is clearly demonstrated that this is not technically feasible or appropriate.

NQR9 Sewerage Systems

The policy draws attention to the problems of insufficient sewage capacity and effectiveness of the Newport and Quendon Water Recycling Centres (WRC)s. The Water Company must increase the capacity of the Newport WRC, as well as improve the quality of its outputs and provide a storm tank to handle heavy rain.

The policy has the effect that approved development schemes connecting to the Newport, and Quendon WRC's will be conditioned so that they cannot be occupied until the Water Company has increased the capacity of the WRC's, to a level agreed with the Environment Agency as acceptable, or that can be otherwise evidenced to have the necessary headroom. The quality of their outputs must also comply with the recommended maximum phosphate and other pollution levels. The provision of storm tanks to handle heavy rain is recommended.

To complement the policy, it is noted that Newport Parish Council, Uttlesford District Council and CURAT community volunteers are restoring an 11 acre wetland by the Cam that is 100 metres upstream of the Newport WRC. The purpose is to capture, store, filter and regulate water flow into the chalk stream. It is the first site of 5, with an aggregate increase of wetland in the Parish of over 30 acres. Anglian Water's continued discharge of pollutants is negating the benefits gained when working to restore an internationally important and protected habitat.

Background

Newport lies within a water-stressed part of Uttlesford where water supply depends heavily on groundwater abstraction from the chalk aquifer. This has implications for river flows, chalk stream ecology and the ability of watercourses to dilute pollutants during dry weather. The River Cam and its tributaries are particularly sensitive to reduced flows and poor water quality.

The Local Plan water evidence identifies Newport as having significant wastewater infrastructure constraints. The Stage 1 Water Cycle Study identified Newport Wastewater Treatment Works as already at its dry weather flow permit limit, and the Stage 2 Water Cycle Study identifies Newport WwTW as likely to be close to or exceed capacity, with a reported capacity position of -389 dwellings. The Chalk Stream Study also identifies Newport WwTW (without further development) as being at its dry weather flow permit limit, reinforcing the need for development to be phased with infrastructure provision.

New development in Newport should therefore be supported only where it can be demonstrated that sufficient water supply, foul drainage and wastewater treatment capacity will be available in time to serve the development, and that there will be no unacceptable worsening of water quality, river flows or chalk stream ecology.

The Newport sewage works was reported by Hyder Consulting in 2010 for UDC for the Local Plan, to fail on all three key indicators. These are insufficient processing capacity, insufficient dry weather flow in the Cam, and having a combined storm and foul water sewer system. It frequently smells. The Quendon works has similar issues. The failures were recorded again in the UDC Local Plan Water Cycle Studies – Stage 1 2022 and Stage 2 2024.

Significant extra burden has been added since and the scale of permitted development is recorded elsewhere. There is no evidence of any significant upgrade work at the WRC since construction in the 1970's. Sewer pipe constraints were supposedly addressed at the Bury Water Lane developments by building an onsite holding tank which can delay release when a monitor flags that the pipe is backing up. This was instead of doing the sewer pipe and pumping capacity upgrades recommended, see photo above of foul water flowing from the hatch with the monitor inside.

The WRC has no storm tank and in heavy rain the works is inundated and floods poorly treated effluent into the Cam. It is a grey musty smelling flood.

The Water Studies spanning 14 years also report the condition of the Cam as poor, with agricultural run-off as well as the burden placed on it by the WRC output which, although usually appearing clear, contains biological material which consumes oxygen from the water, Biological Oxygen Demand (BOD), and phosphate.

In an email on 20th June 2013 the Senior Growth Planning Engineer, Planning & Equivalence, Growth Planning Team of Anglian Water Services Limited stated: 'With regards to Newport Wastewater Treatment Works (WwTW), which is currently operating at its capacity;...' At a visit to the Works by the Cam Upper Reaches Action Team (CURAT) in 2022 the manager had no knowledge of any upgrades having been done. The Works is about 50 years old and main

sewers 90 years old. There is no statement in any of the Water Cycle reports done for the various iterations of the Local Plan noting any upgrades since its construction in the 1970's. In the last 10 years, since declared by AW as operating at its capacity there has been 59% growth to the number of properties in the village taking the total to 1,500 dwellings. The Local Plan requires 300 additional dwellings in Newport, and more will likely be permitted in the catchment area which includes Arkesden, Wicken Bonhunt and Widdington, which will exacerbate the harm from polluted outflow into the chalk stream.

Phosphate pollution

Testing by CURAT using Anglian Water Get River Positive (GRP) testing equipment 100m downstream of the WRC shows the P concentration has never been less than 4mg/l, and up to 8mg/l. At the outflow itself, it has been measured at 13mg/l. Above the outflow, the P level has been 0.8mg/l at the highest, and 0.0mg/l at the lowest.

In response to an enquiry in 2022 Anglian Water stated;

"We have an obligation to meet a new Phosphorous (P) limit of 1mg/l annual average at Newport Water Recycling Centre (WRC) from 22 December 2024. This limit will be included into the environmental permit by the Environment Agency".

The recent response to the same enquiry in 2024 about completion of the upgrade was:

"Subject to Ofwat approval, in AMP8 we are planning investment under the WINEP programme, Water Framework Directive – Good Ecological Status.

This investment will involve tightening of the Phosphorus limit at the Newport Water Recycling Centre in the Cam and Ely Ouse catchment. This will be achieved by installation of a new advanced filtration system and chemical dosing with the associated ancillaries."

"Planned total expenditure within AMP8 of around £3,300,000.

Expected improvement of watercourse status from moderate to good.

Investment start date: April 2025 (first year of AMP8)

Obligation date: April 2027 for first stage / April 2028 for second stage".

The Steering Group understand that Ofwat has given this approval and so the earliest there will be the required upgrades to be P compliant will be 2027.

With reference to the quoted investment start date of April 2025, the Anglian Water website in February 2026 showed a start date of 1st June 2026 for the £3.3m spend, but no work or sign thereof was visible on that date.

Capacity

Anglian Water (AW) state the capacity of the sewage works can cope with a forecast population of 3,338 by 2035, and 3,616 by 2050. (Anglian Water DWMP Technical Report 2022 pp118)

Newport, including development completing in 2026, will shortly have a population of about 3,140. Widdington has 502 residents and Arkesden 370, so the catchment population is already greater at over 4000 than AW's forecast for 2050. The site allocations in this Plan will take the catchment population to about 4700, plus the requirement from schools and businesses. There continue to be sewage spills throughout Newport including from the WRC

itself. Some spills are caused by wet wipes and fat build up. The water company is very prompt when called out and the Newport River Group in 2025 leafletted a wide area including a request to residents not to put wet wipes down toilets. The Steering Group however contends that there is inadequate capacity at the Newport WRC for current population and future growth and some lack of sewer capacity

Phosphate stripping was installed in December 2025 and there was an immediate improvement in test results to just above Environment Agency targets as tested by the Newport River Group. But in April 2026 it shot back up, and the invertebrate results collapsed to previous levels. It is understood that AW removed the equipment to use it elsewhere. At the time of writing a meeting is scheduled between the River Group and AW. In an email 13th August 2025 the Regional Engagement Manager confirmed *'To ensure there is no pollution or deterioration in the receiving watercourse due to the additional foul flows that would arise from new development, we will continue to recommend a planning condition is applied to approved developments within this WRC catchment.'*

We are requesting a condition which requires written confirmation from Anglian Water stating there is sufficient headroom at the WRC to accommodate foul flows, prior to occupation.'

E-Coli

CURAT also reports concern regarding a 2024 screening test showing possible high levels of e-coli in the discharge from Newport WRC and CURAT is investing in a full analysis.

CP 34: Water Supply and Protection of Water Resources states:

'Planning proposals which increase the demand for off-site water and sewage service infrastructure will only be granted permission where it can be demonstrated that sufficient infrastructure capacity exists, or where it can be demonstrated that extra capacity will be provided in time to serve the new development prior to first occupation. Where necessary, phasing conditions will be attached to planning permissions to ensure that new developments are not occupied until the required capacity is in place.'

CP 34 refers to 'capacity' but does not define for example sewer pipe, quality and volume requirements, or who is to 'demonstrate' they are in place. As the water company is required by statute to provide the service this wording may not in practice be totally effective as the water company must always state there is or will be 'capacity' regardless of the reality. Policy NQR9 seeks to be more specific in requiring the water company to evidence compliance rather than just stating that the WRCs comply. Discharge consents and testing records are not on any public information platform and in pre Regulation 14 correspondence were not immediately to hand from the water company.

The figures for Newport published in the evidence base were obtained by FOI from the Environment Agency.

Therefore infrastructure 'capacity' as referred to in the Anglian Water statement, and CP34, must also include sewer capacity and output quality.

NQR9 Sewerage Systems

Development proposals that would increase foul water flows to Newport and Quendon Wastewater Treatment Works will be supported only where it is demonstrated that the development can be accommodated without unacceptable risk to wastewater treatment capacity, sewer flooding, pollution, public health, residential amenity or water quality in the River Cam and its tributaries.

Proposals should be supported by proportionate evidence, prepared in consultation with the Water Company and, where relevant, the Environment Agency, identifying:

- a. the proposed foul drainage strategy;
- b. whether there is capacity in the sewer network and at the Wastewater Treatment Works to accommodate the additional flows;
- c. any upgrades, permit changes or mitigation required;
- d. the timing and delivery mechanism for any required infrastructure; and
- e. how the development will be phased so that additional foul flows do not arise before the necessary infrastructure is available.

Where existing wastewater infrastructure does not have sufficient capacity, development will only be supported where a clear and deliverable strategy is in place to ensure that necessary wastewater infrastructure, treatment capacity and/or permit changes are completed before occupation, or before the relevant phase of occupation.

For applications of 10 dwellings or more, phasing conditions will be attached to planning permissions to ensure that new developments are not occupied until these output quality and capacity requirements are in place

Development should also incorporate high standards of water efficiency and sustainable drainage measures designed to reduce pressure on wastewater infrastructure and protect water quality in the River Cam catchment.

The Water Company will be encouraged to make provision of storm tanks at the WRC to handle heavy rain and prevent overflow into the adjacent watercourse.

NQR10 Long-Term Transport Assessment Horizons

As part of the Local Plan evidence base, the LPA commissioned a strategic transport assessment for Newport, focused on the cumulative impact of 412 homes proposed to the west of the village. The assessment concluded that, by the end of the Plan period, queue lengths at the Wicken Road / High Street junction would reach 28 minutes at peak times, with mitigation measures only reducing this to 26 minutes—still far beyond acceptable thresholds. A separate assessment carried out for the NQRP1 Neighbourhood Plan, covering a similar but smaller development to the west, reached the same fundamental conclusion: the junction would operate over acceptable capacity. A further LPA-led study explored whether smaller-scale development to the west could be more acceptable in transport terms, but again concluded that even modest schemes would result in significant congestion.

The assessments are:

Newport Transport Study - Railton TPC July 2019

Regulation 18 Model Outputs Thaxted Newport October 2023

Regulation 19 Model Outputs NEWPORT - THAXTED Traffic Assessment February 2024

Critically, all three assessments—whether for large, small, or no development at all—identified that background growth alone would cause the junction to exceed the acceptable Ratio of Flow to Capacity (RFC) within the Plan period. This underlines that, even in the absence of additional development, the transport network is forecast to be under significant pressure.

In contrast, a developer-led assessment for a proposal of 90 homes to the west concluded that the impact would be acceptable. However, this analysis only considered a five-year time horizon. This discrepancy in timescales—between assessments extending to the end of the Plan period versus those assessing only five years ahead—explains the stark difference in conclusions.

In addition, there are further factors not typically captured in conventional assessments. For instance, the B1383 regularly receives diverted traffic from the M11 during closures. In addition, in 2023 alone, there were 35 recorded incidents on the Newport bypass section of the M11 (Junctions 8 to 10), one of which was fatal. These closures place additional, unplanned pressure on local roads, including over height vehicles hitting the railway bridge despite repeat signage on the approaches and at the high vehicle diversion turns.

26th February 2026

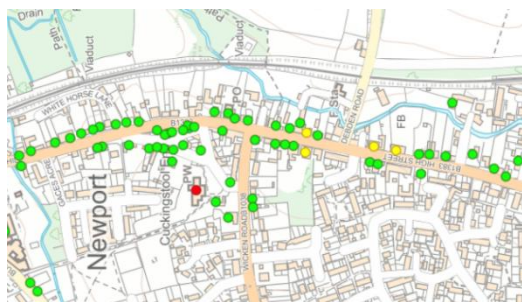


The two worst congestion locations are the Debden Road – High Street and Wicken Road – High Street T junctions. The Wicken Road junction has further constraints with the pedestrian crossing 3 metres from the junction and the narrow entrance to the village shop close by on the other side from Wicken Road. This causes gridlock with vehicles waiting to turn into the shop being blocked by vehicles queued waiting to turn up Wicken Road. The junction takes a significant number of general articulated vehicles, and agricultural vehicles such as grain

carriers, bale carriers pulling trailers and combine harvesters under escort being towed. These cannot exit Wicken Road without using both sides of the High Street. This causes complete blockage in all directions (including for pedestrians) while typically all other vehicles negotiate to reverse to make room. Exceptionally wide military vehicles from Carver Barracks are regular causes of congestion. There is a safety issue, as unlike with normal traffic congestion, where emergency vehicles still get through, trucks occupying both sides of the road have nowhere to move aside. Noting the 35 incidents on the M11, Newport fire station attends most of them (also major incidents at Stansted Airport) and their access is via both congestion locations and the busy High Street.

The Problem with Five-Year Horizons

Traffic assessments for developments of permanent impact should not rely on five-year modelling—especially where no substantial transport interventions are planned or viable and where existing evidence shows a long term capacity problem to exist. The Newport and Larger Villages Topic Paper and the Tetra Tech Uttlesford Transport Study – Newport and Thaxted Model Outputs from the eULP evidence base demonstrates the constraints associated with the Wicken Road/B1383 junction and the difficulties associated with remediation, particularly given the high volume of listed buildings in the vicinity:



Source: Parish Online, Historic England record of Listed Buildings

The 2024 Essex Parking Standards reinforce this context, classifying the entire NQRP2 area as “Very Low Connectivity,” requiring the highest level of residential parking provision. While Active Travel Network improvements are proposed (see Policy NQR11), the area’s rural character, topography, historic road network, and valley setting significantly limit opportunities for sustainable transport alternatives.

The medieval core of Newport, with narrow roads and lanes, combined with the valley topography, the location of heritage assets, the rivers and the railway, mean that significant improvements are not realistic. No major schemes contributing to Newport’s 59% housing growth since 2011 have delivered meaningful highway improvements, and such upgrades remain unlikely. It is therefore neither realistic nor responsible to base decisions on a five-year horizon in the hope of future solutions emerging.

Although five-year assessments may be typical for smaller-scale planning applications, strategic allocations generally use ten-year horizons, and for plan-making, assessments

normally extend to the full plan period. These are not fixed rules but norms, and the horizon selected must be proportionate to the scale and context of development.

At locations generating traffic which would impact Newport, the Local Plan requires 1,886 new homes. These are 1,314 at Saffron Walden, Elsenham and Stansted Mountfitchet, and 572 in the villages of Clavering, Debden, Henham and Newport. Adding windfalls to this makes the total about 2000 dwellings. None of these currently have planning permissions so are unlikely to deliver most of the dwellings within five years and so their traffic impact would be excluded from a five year assessment horizon carried out as at October 2025.

Given Newport's long-term transport constraints, and the absence of viable strategic mitigation options, traffic impacts must be assessed on a longer timescale as included in the emerging revised neighbourhood plan policy:

NQR10 Transport Assessment Time Horizons

Development proposals of a scale requiring a Transport Assessment must assess the impact of the development on the transport network for a period extending to the later of:

- Ten years from the expected date of first occupation; or
- The end of the Neighbourhood Plan period.

Assessments must take into account cumulative background growth, existing network constraints, and the absence of realistic, deliverable strategic transport interventions. The start point for assessment period will be the expected first occupation date.

NQR11 Active Travel Network

This policy contains a series of measures to encourage and enable walking and cycling in the Parishes. It complements and refines Local Plan CP 26: Providing for Sustainable Transport and Connectivity, and CP28: Active Travel – Walking and Cycling, in defining a network of routes on the Policies Map to enable the effect of a development proposal on that network to be better understood and mitigated or enhanced.

More generally, the Parishes aspire toward, and support the provision of a cycle route along the B1383 between the villages, and south of Quendon. It has been recommended that this be incorporated in the Local Walking and Cycling Implementation Plan (LCWIP90) in due course, and into the Essex Cycling Strategy. The Essex Strategy was consulted on in May 2024, although this seems not to have been taken further. The Uttlesford LCWIP was consulted on ending in January 2025, but at present no update has yet been published and the 2018 version remains the latest.

Footpaths and other public rights of way enable recreational access to the local countryside for residents and visitors to the area. These features are highly valued by residents and are an important feature of the village lifestyle.

New development may offer an opportunity to improve existing footpaths and other routes and may in some circumstances be able to contribute to the creation of new ones. If developments come forward which border on hedgerows or copses, the Parish Council will request, as a consultee, that the development leaves wide borders with foot access in similar fashion to that already done by some farmers, and with non-aggressive, wildlife friendly, cutting and maintenance regimes.

Unacceptable adverse impacts on footpaths and rights of way are changes that will reduce public enjoyment and amenity value and include the closure of footpaths, re-routeing of paths that reduce accessibility or the loss of adjacent landscape and wildlife features and the 'boxing in' of paths or other rights of way, for example by fencing or walls.

A sample of views and features showing Newport's and Quendon & Rickling's locally important views is included in the Plan and published on the Plan website. These are from footpaths, bridleways, byways and roads. Views from roads are considered very important as they are seen by thousands of people a day.

Constructions within 50m of footpaths will be of particular concern, but the more distant impact of loss or degradation of views will also need to be considered. ('Constructions' is used as a generic term for anything not there previously. It could be an earth mound blocking views, a ditch, a fence, a building, a sewage pump, a road.)

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

In Newport, Network Rail have closed all three footpaths across the railway line with the only alternative to walk on existing roads. The central one, footpath 14, leading off the High Street, referred to as the 'Elephant' was frequently used and formed part of a circular route. It was closed in 2015 but the then Secretary of State in March 2022 required a diversion. This was delivered in March 2026. The 'Elephant' closure resulted in more pressure on the remaining paths, which in winter become muddy.



Newport footpath 14
prior to closure



The Harcamlow Way between site options 5 and 5a



Winter mud – White Horse Lane path

NQR11 Active Travel Network

The Neighbourhood Plan identifies the existing and suggested Active Travel Network, as shown on the Policies Map and Active Travel Map for the purpose of supporting healthy and safe active travel opportunities in the Parishes.

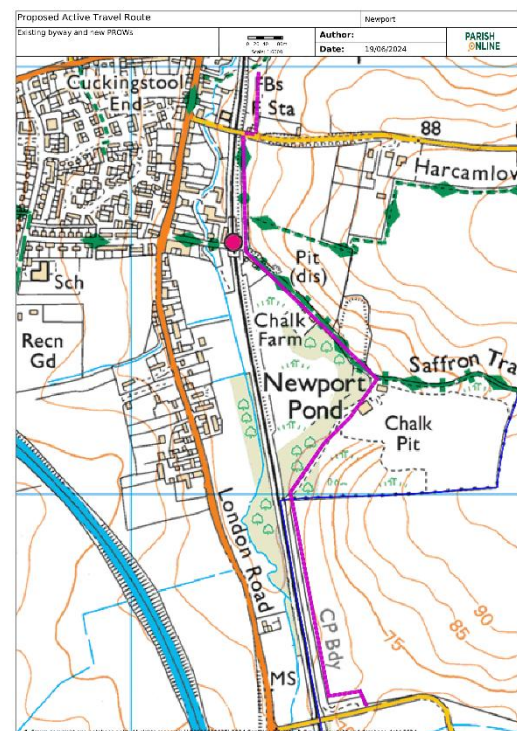
Development proposals on land that lies within or adjacent to the network should sustain, and where practicable, enhance the functionality of the network by virtue of their layout

and means of access and landscape treatment. Improvements to the surfaces and signage of existing footpaths will be encouraged.

All new development should provide safe, convenient internal footpaths and cycle paths to allow easy access for both pedestrians and cyclists towards the schools, community facilities and village facilities, on land within the development site or under the control of the Highway Authority.

Where development outside development limits is considered acceptable, the development will be expected to provide or fund where it is justified, appropriate and deliverable, safe footpaths connecting to the nearest settlement. These may be alongside roads, or preferably on the inside of developments, connecting to existing footways. Proposals that will cause harm to the functioning or connectivity of the network will not be supported.

Development of the quarry to the east of Newport provides an opportunity for a public right of way for cycle, foot and equestrian use, including the new footpath 14 diversion north from Debden Road, via Chalk Farm Lane along the wetland side of the quarry site allocation and out to the Widdington Road. The south section along the current vehicle quarry access is in Widdington parish. The photo is in the woodland looking north east.



Community Infrastructure

NQR12 Retaining and enhancing existing community facilities

This policy identifies facilities in the Parishes that provide essential services for their local communities. In seeking to protecting those facilities, and the land on which they sit, from unnecessary loss, the policy adopts a similar approach to that of Local Plan CP 67: Open Space, Sport and Recreation, CP 67a: Management of Public Open Space and CP 68: Community Uses that applies to the loss of sports fields and recreational facilities.

The facilities have been identified by the Parish Councils as part of their evidence gathering and community engagement activities.

NQR12 Retaining and enhancing existing community facilities

The Neighbourhood Plan identifies the following community facilities, as shown the Policies Maps, in the Parishes for the purpose of applying development plan policy on such facilities:

- 1) Newport Recreation Ground
- 2) Gaces Acre playground and tennis courts
- 3) The Common and Village Hall
- 4) Allotments off Frambury Lane
- 5) Proposed Play Area funded from the London Road Development location TBD
- 6) Quendon & Rickling Village Hall

Development that involves the demolition of or change of use of a community facility (in full or in part), must include provision for either an equally sized replacement of that facility or the provision of an enhanced facility in terms of design and /or capacity, unless it can be demonstrated the need for the facility and land on which it sits will no longer be required.

Development proposals that provide for or extend the following community facilities will be supported, provided they comply with other development plan policies:

- Quendon & Rickling Village Hall
- Newport Recreation Ground Changing Rooms
- A New Children's Play Area in Quendon and Rickling
- New Community Facilities for Younger People

NQR13 Evidence of value of CIL and s106 mitigation benefits

Communities may be more accepting of development where the total benefits and mitigations are made clear, for example quantifying the value of affordable housing. For major applications (ten or more homes) it is considered beneficial to the application process for all parties – applicant, residents, consultees and decision makers – to have the monetary value of all mitigation benefits specific to the completed proposal clearly laid out. An example is set out in the Appendix 'Frambury Fields Benefits Breakdown'.

This policy also draws attention to the priority for investing financial contributions secured through new development in sports and recreational facilities in the Parishes as set out in the Master Plan. This has consistently been regarded by a majority of the local community as necessary given the large scale of housing development approved and built out in Newport over the last decade which has not led to an equivalent increase in local capacity.

NQR13 Evidence of value of CIL and s106 mitigation benefits

To assist in the assessment of the planning balance major applications will be expected to provide in tabulated form the monetary value of all mitigation benefits specific to the completed proposal. Such items are not to include estimates of unquantifiable or ephemeral considerations, those arising from construction activity, increased council tax or any funding not originating from the landowner or developer, or highways alterations specific to the development.

Where it can be shown to meet the legal tests set out in Regulation 122 of the Community Infrastructure Regulations 2010, financial contributions will be sought from any net additional new housing units through a planning obligation to fund upgrades to, and additional, sport and leisure facilities within the parishes, unless funding is provided by the introduction of a Community Infrastructure Levy Scheme.

Unless otherwise agreed, all payments will be index-linked using the retail prices index. Indexation will be calculated from the date of the s106 agreement to the date of payment.

NQR14 Provision of Amenity space and for Ball Sports and use of surplus material

This policy encourages developers to make provision for active amenity space as part of their schemes of a scale that exceeds the required Local Plan standards. Together with Policy NQR12 this may go some way to improving access to informal, as well as formal, active recreational space. Quendon is a generally flat area, but Newport is in a valley and all flat areas are either developed or are unsuitable, being flood prone and green infrastructure areas. The Recreation Ground was built using spoil from the M11 to create the level playing field. The Wicken Lea development created a large volume of spoil. This was used to create a bund of no community value, and a large quantity was also removed under a planning enforcement concerning the over-height of the bund. The bund resulted in increased wind speeds from the venturi effect. Roofs damaged by wind were repaired by the developer.



The bund runs the full length of the photograph. It is assumed mostly to be the excavation material from the drainage basin on the right.

NQR14 Provision of Amenity space and for Ball Sports, and use of surplus material

Developments will be encouraged to provide green spaces, allotments and play areas in excess of the LP policy, and also flat areas suitable for ball sports, such as basketball and netball, in appropriate locations having regard to the residential amenities of nearby residents.

Developments which produce surplus material are encouraged to use it productively, including to create flat spaces. Spoil which cannot be used to improve the amenity of a development should be removed and not used to create bunds or other unnatural additions.

NQR15 Retention of Sports Fields

This policy refines Local Plan policy CP 67 Open Space, Sport and Recreation by specifying sports fields in the Parishes that are especially important to meeting the needs of a growing local population. It is considered that any housing development building onto a sports field would be substantial and therefore would need to provide larger substitute facilities, not just replacement of what is lost.



Quendon Bowls Club

NQR15 Retention of Sports Fields

Development proposals on any sports fields, as shows on the Policies Map, will not be supported, unless:

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

NQR16 General Practice

This policy encourages future development schemes to consider if they may be suited to accommodating the relocation of this vital health facility serving the Parishes and the wider rural area. Although the room to expand the existing facility on Frambury Lane within its site boundary appears limited, proposals in the interim to increase its operational floor area are also encouraged.

The Regulation 18 Local Plan response from the NHS, 18/12/2023 stated the patient list to be 9372. Extract *'Table 1.2 shows that collectively GP surgeries in all settlements are operating either over capacity or are very close to reaching capacity, hence their ability to accept new patients is limited. This assessment has also identified a need for new on-site medical facilities in Newport, Great Dunmow and Takeley'...* Newport Surgery is currently operating between 20 – 25 patients per m2. This Surgery is a purpose – built surgery, which is now 40 years old.'

The NHS response states 18 patients per m2 is the generally accepted maximum. NQRP1 stated *'The West Essex Care Commissioning Group (WECCG) in a response to application UTT/17/2868/OP on the UDC planning portal on 31 Oct 2017 show the patient list for the Newport surgery as 8,003 and its capacity as 6,423 patients. Current permissions suggest around 1,500 extra patients in Newport and around 125 from Quendon & Rickling. There is also significant development underway elsewhere in the surgery's catchment area – which includes Clavering – so an increase of 2,000 patients may be a reasonable assumption.'*

All the large permissions from NQR1 will have been completed when the 89 house London Road development finishes. At 2.4 patients per house this will add 214 patients, thus bringing the roll to about 9,600, not far off the 10,000 estimated in NQRP1. Further development at around 500 in Newport and the catchment area, would add 1,200. Thus a health centre for at least 11,000 patients is needed, compared with the current capacity of 6,423.

The NHS Regulation 18 response quotes build costs including land, fit out and fees, of £5,410 m2, and a requirement of 18 patients per m2. The cost of a facility for 11,000 patients is

therefore about £3.3m.

A Steering Group and District Council member met with the practice managers in August 2025 to discuss the availability of s106 funds for practice enhancement. It was noted that some internal reconfiguration of the current building was planned, now completed. There was no engagement from the practice owners in the Regulation 14 consultation. The Hertfordshire and West Essex Integrated Care Board consultation response is published in the evidence base. It supports the NQRP2 policy in general terms but does not evidence any construction or finance plan to achieve the 70% size increase noted in the calculations above.

NQR16 General Practice

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

Design

NQR17 Design Code and Landscape Character

This policy brings together a small number of key design principles that refine Local Plan CP41 Landscape Character, the provisions of the Uttlesford Design Code and the Uttlesford Landscape Character Assessment October 2023 (ULCA). It was not considered necessary to produce a specific design code for this area at this time.

Design and Access Statements will be expected to show how the scheme has had regard to the Uttlesford Design Code. Other applications are also encouraged to show how they also have had regard to the principles set out in these documents. The policy should not be interpreted as requiring copies or pastiche of earlier building styles.

Gated developments reduce connectivity, which is contra to the objectives of policies supporting foot and cycle access and linking developments to the villages. They are contrary to the spirit of village life, sense of community, social interactivity and greater sense of safety in a village as noted in the text in the Foreword defining the differences between a town and a village.

Newport is in the A1 Cam River Valley landscape character area. Extracts from the ULCA include:

An open landscape with wide cross-valley views from higher ground, sometimes framed by distant woodlands and copses. Views in the wooded river valley are more intimate.

Tranquillity is impacted locally by traffic noise on the M11 and larger roads and the railway line, and in proximity to the larger settlements.

Small deciduous woodlands, unimproved grassland and fen habitats, some along road verges, provide variety within the intensively farmed landscape, most of which are designated as Local Wildlife Sites. (Note the ULCA Figure 3.5: Nature conservation designations map is incorrect in including LWS which were considered but not designated. The Newport quarry and White Horse Lane plantation are not LWS.

Locally distinctive building styles and materials including red brick, flint walls and thatched or tiled roofs, create a strong local vernacular.

Panoramic views on the higher ground in the north-east over the rolling arable fields provide a distinctive sense of place. These contrast with the more intimate landscapes on the Wicken Water valley floor, with views channelled through trees to the sloping countryside. The sound of water from weirs and fords along Wicken Water adds a sense of place.

Critical comments and improvement proposals include:

New built residential development has altered the north-western edges of Newport, Great Chesterford, and the northern and eastern edge of Saffron Walden. The poorly integrated urban fringes of Saffron Walden and Newport, and hedgerow loss are detracting features across the landscape. Recently expanded settlement edges at Great Chesterford, Saffron Walden and Newport are exposed, and not well-integrated into the landscape.

Plan to integrate existing urban fringe areas into the landscape, especially the recent residential developments at the edges of Great Chesterford, Saffron Walden and Newport.

Plan for future development on settlement edges, particularly at Saffron Walden and Newport. Any new development should incorporate green and blue infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.



Newport church from bridleway 16 looking north east. A 'Panoramic view of the plateaux and uplands...to historic buildings and landmarks such as the churches of St Mary's Newport, St Simon and St Jude Quendon, and All Saints Rickling'. The woodland in the background and fields viewed behind the tower are the Shortgrove listed parkland and intended Conservation Area.



The Cam Valley C2 Arkesden Chalk Upland as seen from the highest point of Wicken Road in Newport looking north west across a site refused permission for 90 houses in 2025 and previously at appeal for 74 houses, on grounds including landscape harms.

Quendon and Rickling are in the B3 Debden Farmland Plateau landscape area. Described as 'Gently rolling plateau incised by the river valleys of the Cam, Debden Water, and Chelmer... Small linear villages with their clusters of listed buildings are designated as Conservation Areas, and with historic parklands at Quendon, Henham and Amberden and Debden, provide time-depth in the landscape.'





The Wicken Lea development bisected a field on a convex open slope as seen in the 'before' and current photos - a cross valley view.

The houses are also subject to noise from the M11 (hidden here in trees and well landscaped) and the prevailing wind. It illustrates the need to protect and enhance the landscape pattern, as described in the Uttlesford Design Code 'A3: Edge of Settlement Locations'

The street view is to the south.

Below, the London Road Hill Residential development, from the church tower, showing integration within the field boundaries, and the outwards view to the east



NQR17 Design Code and Landscape Character

Development proposals will be supported, provided they accord with the following design principles:

- Cross-valley views in the river valleys are maintained with development on valley sides respecting the historic linear Newport settlement pattern, form and building materials of the locality;
- Panoramic views of the plateaux and uplands are maintained especially open views to historic buildings and landmarks such as the churches of St Mary's Newport, St Simon and St Jude Quendon, and All Saints Rickling;
- The development protects and enhances the historic settlement pattern, especially scale and density, and that it uses materials and colours that complement the landscape setting and landscape character. Such development should be well integrated with the surrounding landscape;
- The development protects and enhances the landscape pattern and structure of woodland areas, hedgerows and individual trees and does not diminish the role they play in views across the landscape;
- The development protects and enhances the historic landscape character of field patterns and field size, greens, commons and verges;
- It preserves and enhances the landscape significance and better reveals cultural heritage links.
- Proposed development must be sensitive to the setting of Newport within the surrounding countryside.

To be supported, a development proposal will be expected to, through layout, design and materials, and where it is appropriate:

- Relate well to its site and its surroundings
- Make a positive contribution towards the distinctive character of the villages as a whole
- Contribute to local character by creating a sense of place appropriate to its location
- Be appropriate to the historic context and character and appearance of the Conservation Areas.

New developments will be expected, wherever possible, and appropriate having regard to the nature, form and layout of the development, to incorporate adequate space for the planting of appropriate specimen trees, and to plant such trees, for example in amenity areas and on perimeters.

Gated communities will not be supported except where exceptional need has been demonstrated. More than two houses is considered to be a 'community'.

NQR18 Housing Mix & Tenure

This policy aims to contribute towards a mixed and balanced community to help satisfy the increased demand for smaller, lower cost dwellings and generally to improve choice. Its provisions are drawn from the policy recommendations of the Housing Needs Assessment report prepared for the NQR2 by independent experts, AECOM, published in the evidence base. The AECOM report notes *'Newport and Quendon & Rickling' dwelling size mix is relatively well balanced in its current proportions, and only needs minor changes to reach its 'ideal' dwelling size mix by 2033. To achieve this, future housing delivery might prioritise mid-range dwellings (two-to-four-bedrooms)*

And *'less dense dwelling types are more common in the NA' 'Therefore, it may be appropriate for future housing delivery to prioritise denser dwelling types, such as terraced houses and flats, to offer a wider range of accommodation type options within the NP.'*

CP 56: Affordable Housing reduces the affordable requirement from 40% to 35%. The rent / sale ratio in NQR18 is slightly different to CP56, but which does state *'The exact tenure split on each site will be a matter for negotiation, taking account of up-to-date need assessments and the characteristics of the area'*

The AECOM HNA evidences what is common knowledge, that at the 80% discount for 'affordable' homes for very many people this is still a long way outside their means. It may therefore be beneficial to the community to negotiate to have fewer affordable houses, but at around 50% of market values. This could be achieved in compliance with CP56 which states: *Where a developer considers that exceptional development costs mean it is not possible to meet the full requirements for the delivery of affordable dwellings the burden of proof will be on them to demonstrate this to the Council and the evidence must be supported by a PPG-compliant developer-funded viability assessment in a form and sufficiency to be agreed with the Council (through an open book approach).*

NQR18 Housing Mix & Tenure

Proposals for residential development will be expected to provide a mix of dwelling types and sizes to address the nature of local needs and contribute to the objective of creating a mixed and balanced community. To achieve this objective, new residential development will seek to include in their housing mix, a majority (>50%) of 2 to 4 bed dwellings. The starting point for the existing level of affordable housing provisions sought on qualifying developments should be 60% affordable homes for rent and 40% affordable homes for sale, as evidenced in the AECOM Housing Needs Assessment.

The provision of housing specifically for elderly or disabled people, including care home units, will be supported in appropriate locations

The provision of denser dwelling types, such as terraced houses and flats will be supported.

The provision of fewer affordable homes than the 35% LPA requirement, but at more heavily discounted prices and rents, may be supported, subject to the open book approach envisaged in CP56.

NQR19 Local Heritage Assets

This policy identifies three 'non-designated heritage assets' in the Parishes to engage the NPPF provisions (§209) in seeking to protect buildings and structures of local architectural and historic interest from unnecessary harm. None are considered to impose on land interests or statutory undertakers. Each is considered to represent part of the Parishes' history.

The Uttlesford Local Heritage List was published in October 2018, with subsequent updates, the latest being March 2022. It includes assets in the Plan area and to which the four additions below are recommended. The Criteria noted are as in the Uttlesford list.

- 1) Cast Iron Finger Post adjacent to Rickling Green Road and Belchams Lane: Historically important piece of street furniture, made by the Maldon Iron Works, worthy of retention and making a positive contribution to the Conservation Area. The finial is a C21st replacement.

Criteria: Aesthetic Value, Landmark Status. Value: Individual.



- 2) WW2 spigot mortar emplacement at Debden Road Bridge, Newport. Marked by the dot.



Criteria: Archaeological, Social. Value: Individual

The Sparrows End mortar point is already on the Uttlesford Heritage Assets List. It is in good condition, the surrounding pit and ammunition sections have not been filled in. It is much overgrown with brambles but is a well preserved example. It is to the east of the B1383 south of the roundabout.

- 3) Mileposts '37 miles to London' and '38 miles to London' in the Shortgrove wall and opposite the White Horse in Newport



The Hockerill (Essex and Hertfordshire) Turnpike Trust was formed in 1744.

Criteria: Aesthetic, Social. Value: Individual.

NQR19 Local Heritage Assets

The Neighbourhood Plan identifies the following buildings and structures, as shown on the Policies Map, as Local Heritage Assets, which shall be considered non designated heritage assets:

- 1) Cast iron finger post adjacent to Rickling Green Road and Belchams Lane
- 2) WW2 spigot mortar emplacement at Debden Road Bridge, Newport
- 3) Mileposts '37 miles to London' and '38 miles to London' opposite the White Horse in Newport and in the Shortgrove Wall.

In weighing up applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

NQR20 Parking standards

This policy notes the Essex Parking Standards Design and Good Practice - September 2024 (Essex Parking Standards') which are adopted by the LPA. For residential parking spaces this has three levels of requirement depending on the deemed level of 'Connectivity' of the locality, as set out in an Appendix in the document. The NQRP2 area is all 'Low Connectivity'. This means that the previous Uttlesford standard continues to apply to this plan area, as summarised in the policy.

The Essex Parking Standards states '*Tandem Parking (two cars parked one behind the other) is acceptable on-plot, within the curtilage of a dwelling but not allowed in areas which also offer communal access, e.g. parking courts. They are effective in reducing vehicle dominance at building frontages, but can reduce the uptake of spaces, often used instead for bin storage in rear parking courts, and their provision can encourage on-street parking.*' It does not explicitly prohibit triple tandem parking.

In addition to the vehicle requirements noted in this policy, the Essex Parking Standards set many other requirements, including for two wheeled transport, dimensions for spaces and disabled spaces and EV charging facilities. It also recommends the use of sustainable drainage systems such as permeable surfaces, which is consistent with the requirements of NQR8 Flood Risk and Surface Water Discharges into Watercourses.

For the avoidance of doubt as to which of the three different Essex standards applies to the Plan area it is confirmed in policy NQR20.

NQR20 Parking standards

Residential vehicle parking arrangements must comply with the standards set out in the table below which accords with the 'Low Connectivity' designation of the Plan area:

Typology	Residential Parking Minimum
1 Bedroom	1 space per dwelling
2/3 Bedrooms	2 spaces per dwelling
4+ Bedrooms	3 spaces per dwelling
Retirement developments	1 space per dwelling
Visitor/Unallocated spaces	0.25 spaces per dwelling (to be rounded up)

In-line parking above two spaces, or other poorly accessible arrangements, will not count towards the number of parking spaces required by the adopted policies.

Opportunities for more parking to support businesses will be encouraged provided it can be done without damage to the Conservation Areas or the residential amenities of adjacent properties. For business parking such as at restaurants and public houses, the Essex Parking Standards are as set out in Essex Parking Guidance 2024.

Residential parking standards will apply to the residential part of commercial properties.

Proposals to mitigate the effects of traffic generated by new development in Newport must not lead to the loss of on-street car parking spaces in the Newport Village Centre.

NQR21 Light Pollution

This policy draws special attention to this issue and refines Local Plan CP 42: Pollution and Contamination, in particular referencing the relevant professional body, and requiring schemes to have continuing conditions set, to control subsequent alterations. The villages have in recent years had permitted flood light schemes in previously dark areas and where unacceptable light spillage has occurred. At least one has involved a planning enforcement case and referral to the UDC Environmental Health team. The station and car park is very brightly lit, and the Highways Authority has in some cases upgraded to very bright LED lights. Because high power lighting using LEDs is very cheap to run this must not be a reason to provide over intense lighting.

There is a need to avoid strong lights impacting wildlife, residents' amenity (gardens and houses), and preventing the sight of stars. There is also a potential safety and amenity issue where bright lighting finishes and, without sight adjustment to darkness, pedestrians go straight into darkness. There is also a need to consider the cumulative effect of lighting across wider areas.

The secondary school hockey lights seen from a neighbour's garden in an otherwise dark area



NQR21 Light Pollution

All development proposals will be expected to demonstrate how they will prevent or minimise the occurrence of light pollution wherever possible. Proposals for new or replacement external lighting, and other externally projected lighting, should demonstrate that :

- the installation of the proposed lighting is necessary;
- they meet the current guidance on light pollution of the Institute of Lighting Professionals (ILP)
- any light spillage beyond the application site is eliminated, or reduced by measures such as timing and proximity controls, orientation, screening, shielding or glazing;
- the impact on nearby residential properties, wildlife, local heritage assets or the wider landscape is minimised; and
- they have considered carefully, and provide details of, the light source and intensity being used, the luminaire design, height, and angle, adding baffles and cut-off shields where required, and details of control mechanisms to dim or switch off lighting schemes when not required.

Where appropriate, lights should be controlled by passive infrared detectors.

Information on these measures must be submitted with applications, and where a development would potentially impact on light levels in the area, an appropriate lighting scheme will be secured by planning condition, including to ensure that any post construction or occupation lighting additions or alterations comply with this policy

Sports lighting must have maximum hours of use set in the planning conditions and will be expected to have the hours enforced by time switch. In addition, to avoid harm to residential amenity and to wildlife the lights must be maintained at their lowest lux level setting outside of match events when the higher lux level is required by the relevant sporting body.

NQR22 Custom and Self-Build Housing

Local Plan Core Policy 58 Custom and Self-Build Housing sets out specific requirements for individual plots, and for plots within proposals for 100 or more dwellings. For individual plots Core Policy 58 invokes the NPPF, and the Self-build and Custom Housebuilding Act 2015 requirement that it is housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. It is however silent on the evidence to demonstrate compliance with that, and the period of occupation needed to maintain the criteria, and also on the Planning Policy Guidance (PPG) definition that *'relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.'*

In relation to multiple plots, which may involve standalone sites not part of a larger development, there is no clarity as to how applicants should demonstrate the probability of multiple self or custom builders stepping forward, and who fulfil the NPPF, the 2015 Act and PPG definitions, and will be financially capable and competent to complete the builds. In addition, the seven proposed Plot Passport parameters are specific to the plot and so largely incapable of setting out the resultant streetscape, in particular to ensure conformity with the Uttlesford Design Code, which for a normal application would largely be decided at the reserved matters stage, following on from core parameters set at outline.

The maintenance of the self build register and provision of total plot numbers is a requirement at Local Plan level, not parishes, and is a matter for the LPA. Nevertheless, awareness of, acceptance onto, and continuance on the register, needs continual maintenance and regulation if it is to be a reliable indicator of genuine demand.

NQR22 Custom and Self-Build Housing

Applications for individual plots must provide evidence that the self or custom builder is the prime mover in the application process.

In particular, in order to demonstrate compliance with the NPPF 2024 definition of 'housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual', a confirmation statement must be provided by the intended occupant separate from other documentation. The statement will also be expected to confirm how the PPG requirements to establish how *'relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.'* are fulfilled.

For multiple plots and detailed applications, as defined in LP Core Policy 58 (those not part of proposals for 100 or more dwellings), the applicant will be required to supply evidence of identified self-custom-builders signed up for the project at the time of application. Without such evidence negligible weight will be apportioned to the self-build and custom-build aspect of applications.

Self and custom builders can claim for exemption from CIL. If the property is sold or let out within five years of completion, or if the development ceases to meet the self and custom build criteria, the exemption will be revoked, and the CIL payable. The amount to be that payable at completion, indexed by the Builders Cost Information Service Private Housing Construction Price Index (PHCPI) or relevant building cost index at the time.

Recommendations

NQRREC1 Air quality monitoring and remediation

The Uttlesford Air Quality status Report 2023 states '*Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas.*

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017'

Table E.1 – Air Quality Objectives in England⁵

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

The only air quality monitoring in the Plan area is of NO₂ levels. The narrow medieval road layout and canyon like built form has a concentrating effect, particularly on Wicken Road. There were no exceedances of the NO₂ limits in 2022, as shown in the 2023 Uttlesford report. NO₂ concentration is a marker for other vehicle related pollutants such as particulates, which are therefore also likely to be at higher levels in central Newport.

The DEFRA report 'Emissions of air pollutants in the UK – Particulate matter (PM₁₀ and PM_{2.5})

Updated 19 February 2024' shows for a rural area particulates emanate from domestic burning and traffic. Although total UK particulate emissions have fallen dramatically over 5 decades, since 2005 this reduction has stalled (emphasis added):

Road transport continues to be a major source of PM emissions, as it contributed 18 per cent of total PM2.5 emissions and contributed 16 per cent of total PM10 emissions in 2022. Road transport emissions are made up of both exhaust emissions and non-exhaust emissions (brake, tyre and road wear). Exhaust emissions have decreased markedly from 1996 to 2022 due to stricter emissions standards (decreased by 93 per cent for both PM2.5 and PM10). However, non-exhaust emissions (brake, tyre and road wear) have increased by 15 per cent for PM2.5 and increased by 14 per cent for PM10 between 1996 and 2022, as the overall number of kilometres travelled by vehicles each year in the UK has increased over this period. This means that most PM emissions from road transport derive from non-exhaust emissions, which alone contributed 15 per cent of total PM2.5 emissions and contributed 14 per cent of total PM10 emissions in 2022.

This means that transition to electric vehicles although it will end traffic NO₂ will not cut particulates. And in the meantime, NO₂ pollution continues. The traditional assumption of scaling pollution levels with traffic volumes ignores the very real problem of cold-starts. The majority of vehicles queuing at the junction of the Wicken Road with Newport High Street will have only just started from cold in the village and will thus be polluting at many multiples of their 'steady state' output. For this reason alone, the idea of 'bolting on' large housing developments at the edge of a village with very few employment opportunities and then forcing the resulting commuter traffic to queue at such a bottleneck is inherently unsustainable.

For information the NO₂ monitoring tubes are at the Wicken Road / High Street junction, near the Station Rd/London Rd/Frambury Lane cross roads, on Cambridge Road near Bury Water Lane, the junction of Debden Road with the High Street, and at the pedestrian crossing on Belmont Hill opposite Gaces Acre.

The centre of Newport at the B1038 – B1383 junction is particularly sensitive as it has queuing vehicles – the majority of which will have cold-started within the village and will thus be emitting at many times their steady state output – and significant pedestrian traffic at peak periods. This is the main pedestrian route for many students going to and from the Joyce Frankland Academy from the station and bus stops, as well as other commuters.

B1038 – B1383 junction



Photo 12th November 2017 at 08.30 from the B1038 – B1383 junction, at the NO₂ monitoring point which is attached to the Stop sign, looking west



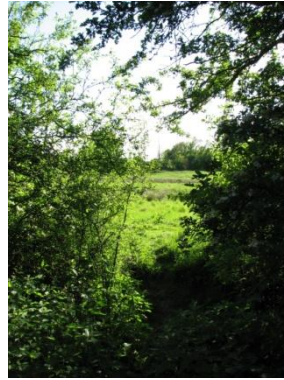
Photo 14th June 2019 at 09.22
B1383 – Debden Rd
junction, looking south

Photo 18th June 2019 at 07.41
High St – B1038 junction looking north



Photo 18th June 2019 at 07.28
High St by village shop looking north

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



The full citation is in the Appendices together with the other six LoWS in the NQRP2 area. The summary is 'This site is a complex of habitats associated with Wicken Water, a tributary of the River Cam, including Reedbed and Wet Woodland Priority Habitat, with fringing scrub and woodland.'

NQRREC2 Wicken Water Marsh Local Wildlife Site - maintenance and access

It is recommended that the LoWS be assessed by a recognised body such as the Essex Wildlife Trust. The purpose being to assess its condition in detail, recommend actions to improve it, and if needed, create a Biodiversity Action Plan to be overseen by an appropriate body. The assessment should also consider whether there can be some degree of public access to the site, subject to landowner agreement. Newport River Group and local residents should be encouraged to participate in implementation of any recommendations, and developer contributions and Biodiversity Net Gain funds may be welcome. Community Infrastructure Levy funding may be available, subject to the LPA's policies.

NQRREC3 Local Wildlife Sites

The existing sites are:

Broom and Burney Woods, Quendon and Rickling (bluebell woods)
Coney Acre
Bushy Lays and Spring Close
Quendon Park
Kiora Pastures
Newport Churchyard
Wicken Water Marsh



The lowland wetland south of Chalk Farm Lane is home to Reeves muntjac, fallow deer, foxes, squirrels, mallard, coot, moorhens, Little Egret, Grey Heron, stoats and frogs and toads. As in many areas around the Plan area there are buzzards, red kites and occasionally sparrow hawks and tawny owl. Photo courtesy of Susan Brown.

It is also a site allocation as part of development to the east of Newport. It is referred to as the wetland triangle and the intention is to provide 'publicly accessible, attractive and safe routes across the wetland nature park for leisure and recreation use and to connect the quarry development to the station and village centre'.



Water Lane Plantation, which is home to an extensive list of bird species and bisected by the Cam Chalk stream. The Cam Upper Reaches Action Team (CURAT) have received a £12,500 grant from UDC

for re-wiggling and restoration works to improve river quality and wetland water retention. Since the removal of non-native mink, otters have been recorded in the area.

NQRREC3 Local Wildlife Sites

It is recommended that the lowland wetland east of the railway and south of Chalk Farm Lane, and the Water Lane Plantation surrounding the Cam and adjacent to the Debden Water SSSI, as shown on the Green Infrastructure Maps, be considered for designation as Local Wildlife Sites and landowner support be sought.

NQRREC4 Primary school funding

The purpose of this recommendation is to ensure that planned housing growth in the Neighbourhood Plan area is supported by appropriate, accessible and sustainable primary school provision. This should reflect the geography of the Plan and surrounding area where on current policy primary age children could be required to commute to school. It is considered reasonable, sustainable, and in the interests of the health and well being of young children that where primary schools are present in their home villages, the Education Authority (EA) should provide capacity in each village rather than requiring them to attend distant schools. In particular school provision policy which increases car journeys, and places additional cost and time pressure on families, is contrary to local and national sustainability principles. The community sizes are large enough to support local primary schools.

There are primary schools at Rickling Green, Newport and Clavering (which is not in the NQR Plan area). Despite it being around 5km between Newport and Quendon, and 7 to 8 km to Clavering School, Essex Education considers them to be 'one school' for the purposes of having 'available' places. As Essex County Council is a statutory provider of school places, they are not permitted to reject housing applications even if they do not have places available or easily expandable capacity on school sites. The grouping of schools by Essex is done throughout the district and allows them to fulfil their duty by saying there are places at a more distant school in the group, to which pupils must commute.

Essex County Council's '10 Year Plan' to meet the demand for school places published January 2026 states for the group '*No expansion projects currently in pipeline*'.

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

The Regulation 14 consultation response from ECC quotes Department of Education guidance to Education Authorities. *'We recommend that you identify a preferred and 'contingency' school expansion project in a planning obligation, or list all schools in the pupil planning area...'*

In an urban location a 'contingency' school may be a realistic option. The purpose of a Neighbourhood Plan is to interpret, in this case, a national recommendation which may not consider rurality, and that in this location there are no reasonably accessible 'contingency' schools.

NQRREC4 Primary school funding

A. Where development would generate additional demand for primary school places it is recommended that financial contributions from development should be to provide capacity at the nearest primary school to the development

B. 'Nearest school' will in the majority of cases not be in doubt and will typically be within walking distance. 'Nearest school' does not mean a distant school in a group of schools.

NQRREC5 Speeding and crossing the road

In Newport there are frequent postings on Facebook and to the Parish Council about vehicles not stopping at the pedestrian crossing by the village shop. There are complaints about speeding throughout Quendon and on London Road in Newport.

Mini roundabouts may be a traffic calming measure at certain locations; however, the Essex Highways projects officer has stated they should only be installed where the roads are of fairly equal status eg B road to B road. Therefore, only the Wicken Rd/High St junction would qualify. It needs space to make a circular 'diversion' from a straight line and a flat white dot can be used where space is restricted. It was considered unlikely that the junction would be wide enough

For a zebra crossing mean speeds must not be above 35mph. Otherwise a puffin or pelican crossing should be used (which are different types of sensor). Streetlights are necessary. Validation is done by a 12 hour visual survey to work out a 'PV² assessment' (Pedestrian/Vehicle) and determine the 'desire line', which is where people want to cross. An alternative is an island with a space – for these there is no set criteria

Newport has a Vehicle Activated Speed sign (VAS) on London Rd, installed in March 2018 and extension of the speed limit with a 40 mph buffer on Cambridge Rd and to the south of Quendon has been implemented. A VAS was installed on Cambridge Road Newport in February 2026. Quendon has a VAS at the approach from the north, and by the Village Hall.

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

Nevertheless, there is regular foot traffic across the road to the bus stop and village hall amenities, particularly school students and the elderly. Lack of a safe crossing point left some of the most vulnerable members of the community isolated. Using funding from a development, the PC in 2020 commissioned a professional assessment and design proposals concerning parking at Waterbutt Row, speeding, and road safety crossing the B1383. The parking recommendation was implemented, and an island installed rather than a pedestrian crossing.

However, the speeding issue remains. As an alternative to installing more expensive infrastructure, here is one of the responses to the NQRP1 consultation, slightly edited.

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

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

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

This scheme has been considered and, in some cases, applied in Holland and Britain and it is thought that the B1383 through Quendon could benefit from such a scheme; with central lines being removed as vehicles enter the village. Adding a different coloured road surface, creates an environment that both calms traffic and enhances the rural environment. This in turn will create the confidence that cars can be parked off the pavement.'

Examples below show the effect of removing lines so as to change the perception from a busy main through road to more of a rural setting.





In a study for Newport PC by Railton TPC July 2023, it was noted concerning the zebra crossing by the shop that:

In addition to street lighting columns, telegraph poles and bollards there are a number of road signs; direction signs for Wicken Road, pedestrian crossing warning sign, a new housing development direction sign (yellow), a destination information sign (brown), four signs extending from the fronts of the Post Office and Convenience store, a street litter bin on the verge and a number of coloured advertising hoardings places outside of shops and on the verge. It can be seen that the black and white pole marking the zebra crossing on the eastern side of the road is not visually striking against the white building. The belisha beacon on the western side of the road was missing at the time of the site visit after having been destroyed in a vehicle collision some months before.



The right hand photo is flipped left to right to illustrate how a driver not familiar with it would see it, or not see it. The clutter on the right is temporary but only awaiting railings which will have a similar effect

And in the conclusions stated (emphasis added):

There have been four personal injury road traffic accidents (PIAs) on or very close to this section of the B1383 over the past 5 years. All of these have occurred close to but not at the B1383/Wicken Road junction. One of the PIAs occurred on Wicken Road and does not appear to be related to the road environment of the B1383. Another appears to be primarily the result of a driver being impaired. Of the other two, one occurred on the B1383 close to the access to the convenience store car park and appears to have involved some degree of driver error. The final PIA that occurred on the zebra crossing immediately north of the Wicken Road junction identifies some element of driver error but suggests that there may be aspects of the street environment, particularly the visibility of the pedestrian crossing, that may have contributed towards the collision.

Options proposed to improve the visibility of the pedestrian crossing have included its relocation to the south of the junction – in the current location pedestrians are hidden from view to drivers turning left from Wicken Road (northwards) because of the adjacent buildings - or moving it north to the Church Street and Elephant Green pedestrian access. Increased lighting has also been requested by the parish council, with an offer to fund it. A raised table crossing at its current location (which is largely the pedestrian desire line) would have a double benefit of reducing speeds at all times regardless of whether the crossing was in use, as well as increased safety. Currently this is against the Highways Authority guidance for this classification of road, referred to as speed cushions, https://www.essexhighways.org/uploads/files/strategy_speed_management_strategy.pdf, as is speed limit reduction to 20 mph. However the guidance is from 2010 and a new Highway Authority will be in place in 2028 with the implementation of unitary councils.

Finding achievable solutions may not been easy, but the Neighbourhood Plan strongly supports addressing both speeding and crossing safety, particularly given the increased traffic flows that further housing development across the district will generate.

NQRREC5 Speeding and crossing the road

- A. Should funding not be available for an infrastructure based safety scheme, it is recommended that Quendon and Rickling Parish Council seek to pilot a scheme to remove driver friendly markings along the B1383. This may be achieved when the road is next surfaced.
- B. Traffic speed in Newport is constrained during the day by parked cars. There has been no consensus on any other measures to be taken. However, if Quendon does have a successful scheme shown to reduce traffic speeds and makes drivers more aware of surrounding activity, this could be extended to Newport and other settlements.
- C. Consideration should be given to the removal of road sign and other signage clutter, bollards, railings and lines, to make the pedestrian crossings stand out. The installation of halo lights at the crossing next to the shop to replace the existing Belisha beacons should be considered.
- D. Consideration should be given to relocation of the pedestrian crossing away from the Wicken Road / High Street junction

NQRREC6 Extensions of speed limits

Developments have been permitted along the B1383 beyond the current 30 mph zones. The opportunity has not been taken to require these developments to fund speed control measures for the safety and general benefit of the residents of the new estates, and the communities. To the south of Quendon and the north of Newport 40 mph buffer zones have been added. Beyond the zones is a 50 mph limit, and most other lanes go directly to the national limit of 60 mph. To the south of Newport the developer of 'Bricketts' offered to fund a speed limit extension but this was not taken up by Highways Authority. A further permission for 11 houses exists outside the 30 mph zone on London Road Newport.

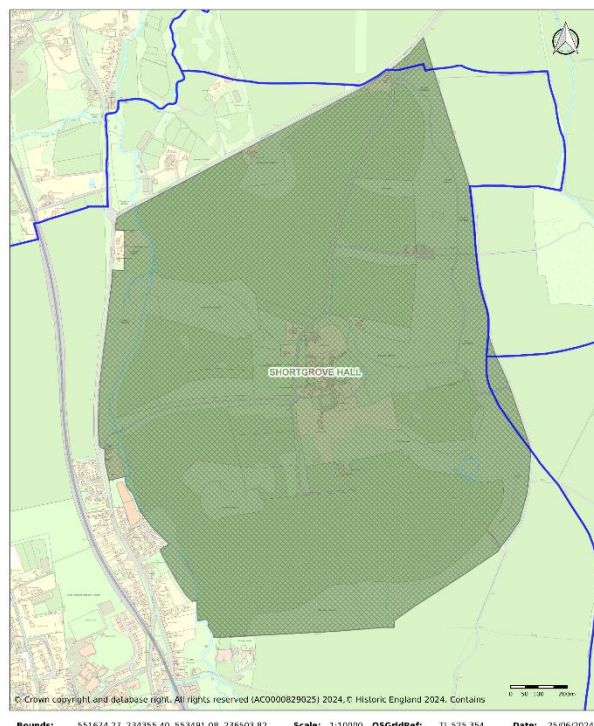
NQRREC6 Extensions of speed limits

It is recommended that where vehicle access to development sites are near to, or just outside of, a speed limit boundary, the Highways Authority should seek funding from the development for speed limit extensions they may require.

NQRREC7 Conservation Area for Shortgrove Listed Parkland

Shortgrove is a Grade II listed park and garden on private land between Newport and Saffron Walden laid out by Lancelot Brown between the 1750s and 1770s overlying an early 18th century formal landscape surrounding the site of Shortgrove Hall, with mid 18th century walled gardens developed by William Chater in the 1860s. The farmland is mostly in one ownership but there are numerous individual owners of the properties on the estate. There has been a significant number of planning applications for alterations, barn conversions and new houses over the last decade which has prompted concern from residents of the estate, Newport Parish Council, Historic England and the Gardens Trust who it is understood have classified the parkland as 'at risk'. The LPA in 2024 declined to act to reverse a recent urbanising alteration which is

Shortgrove Listed Park

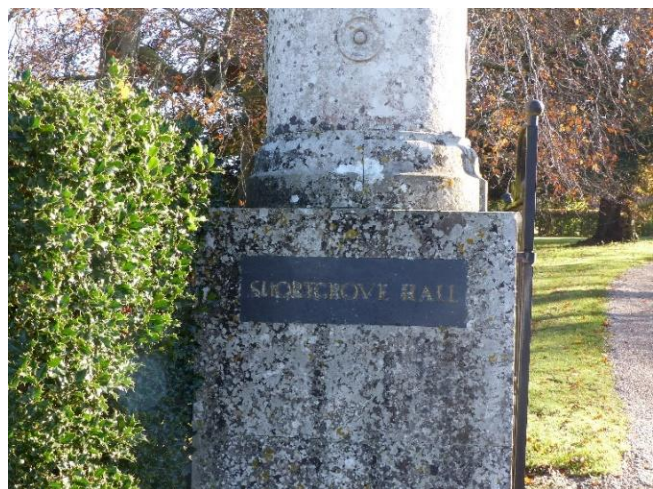


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contrary to the open nature of the listed parkland. The parkland designation requires a general duty of care, but lacks the specific assessments and rules that a Conservation Area would afford and the latter may therefore be of greater use in guiding and determining planning applications. A CA Assessment may also make recommendations and observations for improvements. The UDC Conservation Officer has supplied guidance on the process. The key steps to designate a Conservation Area (CA) are 1. Initial assessment, 2. Conservation Area Appraisal and Management Plan (CAAMP), and 3. Review, approval and legislative works. The work would need to be funded by the parish council.



Shortgrove is considered to be the priority, but there may also be consideration of the same process for Quendon Hall Park. However, there is less urgency there as the estate remains under single ownership and is run as a wedding venue - the main house is still intact and grade 1 listed and the parkland is grade 2.



Update as at June 2026: Newport Parish council has funded a Conservation Area assessment which has completed internal checking and is at public consultation. It proposes a slightly larger area to include the former nursery (site of the medieval St Michael's Hospital) and an area to the north west around the Sparrows Hill junction as having historical connection, plus the previous location of a hamlet around the ford prior to the construction of the road bridge by the Turnpike

NQRREC7 Conservation Area for Shortgrove Listed Parkland

It is recommended that the ward district councillors and the parish council work with the UDC officers to support the consultation and bring the Conservation Area for Shortgrove into effect.

NQRREC8 Consider Article 4 protections for Quendon & Rickling

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

It is however available to councils to designate 'Article 4' protection to any property, even if not in a Conservation Area, where it is considered that the external appearance is of significance. These are of two forms:

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

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

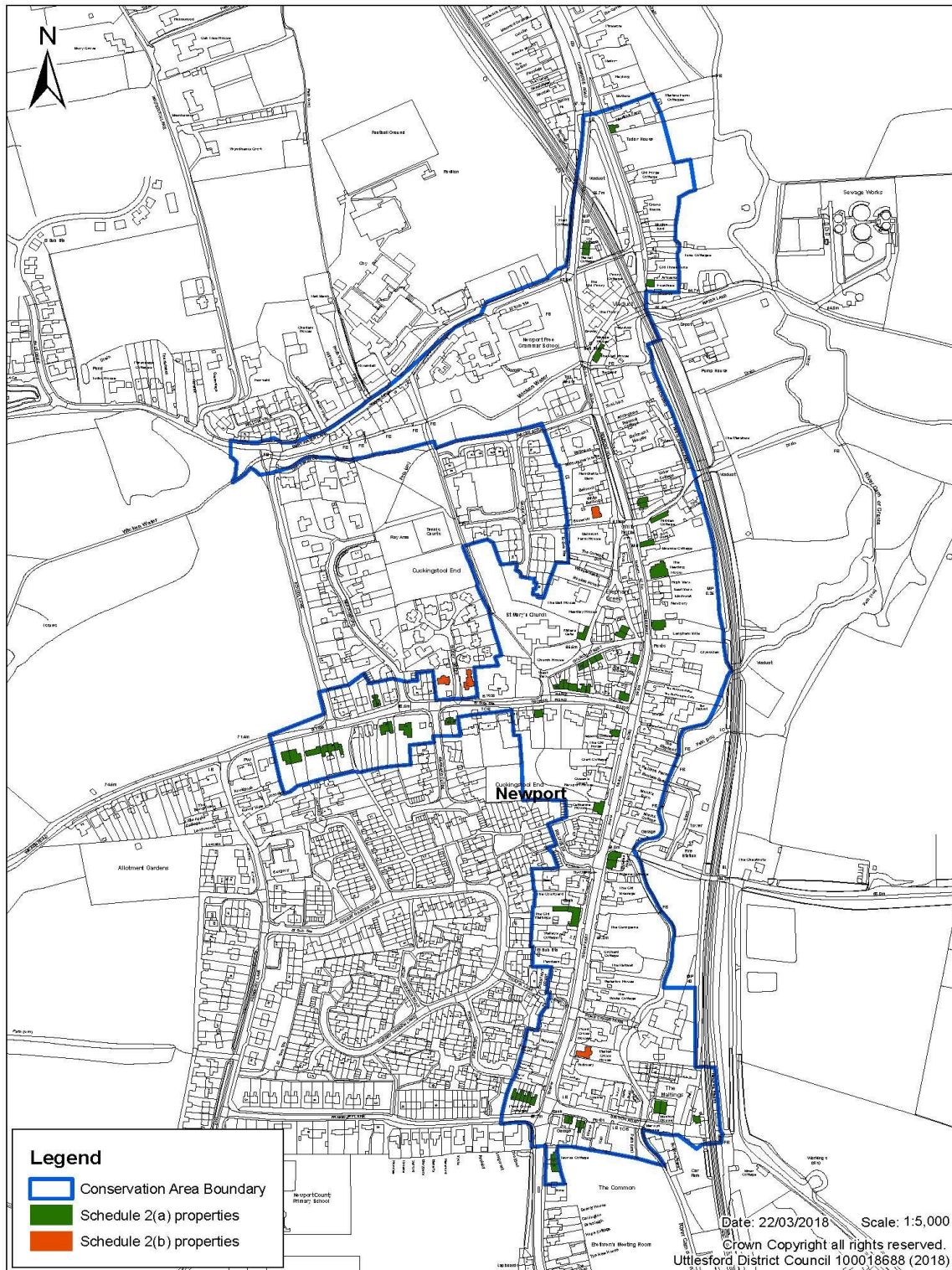
Newport has such designations on a fairly extensive scale, see map below. However, Quendon & Rickling has none.

Examples of buildings are:



Millers Gate Newport – Article 4 protected Old Parish Hall Quendon – On Local Heritage list but no Article 4 protection

Newport Article 4 Directions





Quendon and Rickling has the following included on the UDC Local Heritage List (and see NQR19)

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

Rickling Green. Candle Mass Cottage, Cast-Iron Finger and directional post.

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

Although obliquely referenced in the NPPF the list has no specific weight, for example, to override permitted rights to make alterations

Recommendation

NQRREC8 Consider Article 4 protections for Quendon & Rickling

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

NQRREC9 Update Newport Conservation Area Appraisal

The existing Newport Conservation Area Appraisal was last reviewed in 2007. While the document remains relevant and sound it predates the Local Plan by 19 years and the NPPF, the Uttlesford Design Code and the Neighbourhood Plan. Historic England in their response to Regulation 14 state that updating the Appraisal *'would be a positive step not only ensuring an up-to-date evidence base but also supporting your design policies, particularly those referencing the relationship between the historic cores and the contribution the surrounding countryside makes to its character and appearance.'*

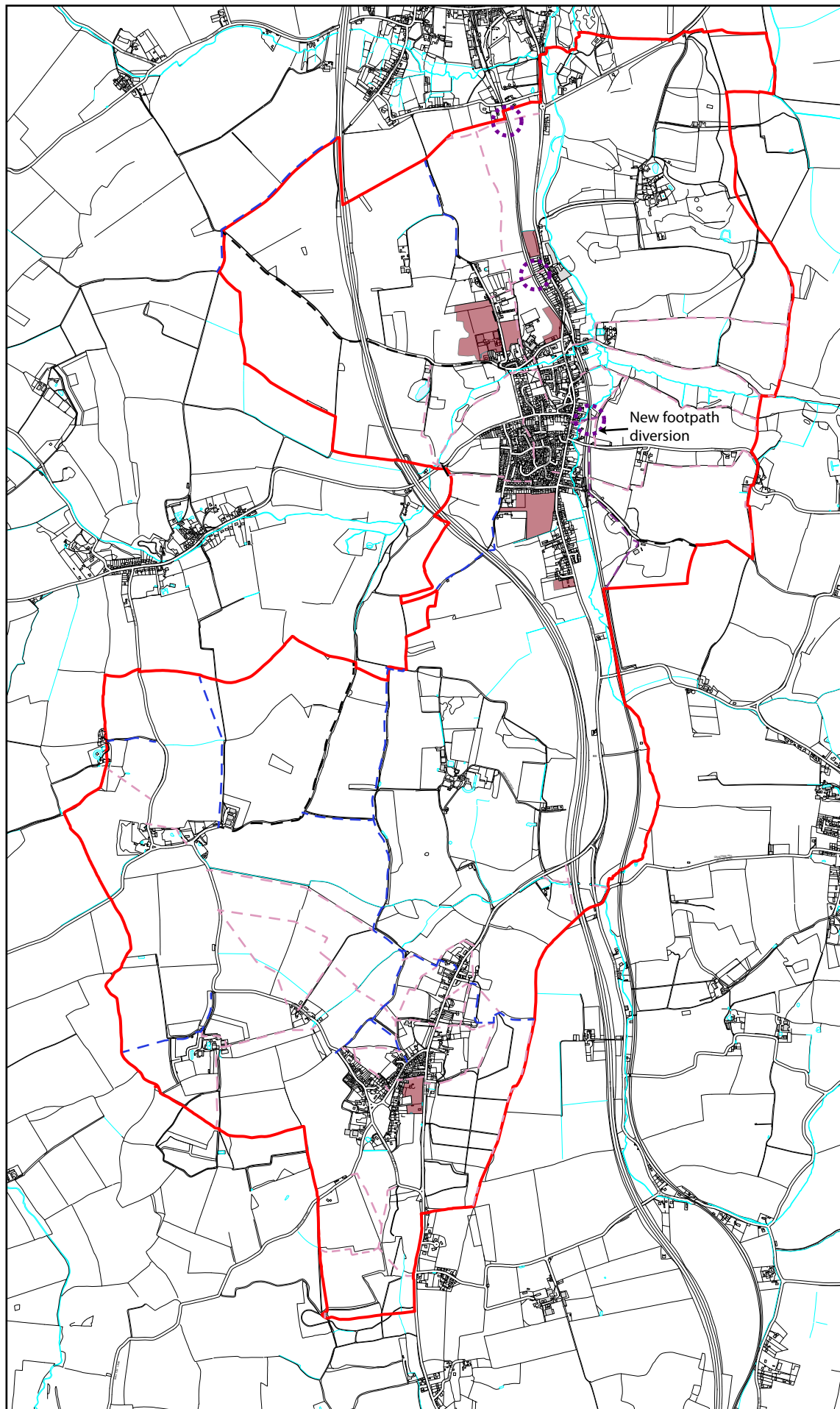
The Quendon & Rickling CAA is dated June 2015 and the area has not been subject to the same scale of development as Newport.

NQRREC9 Update Newport Conservation Area Appraisal

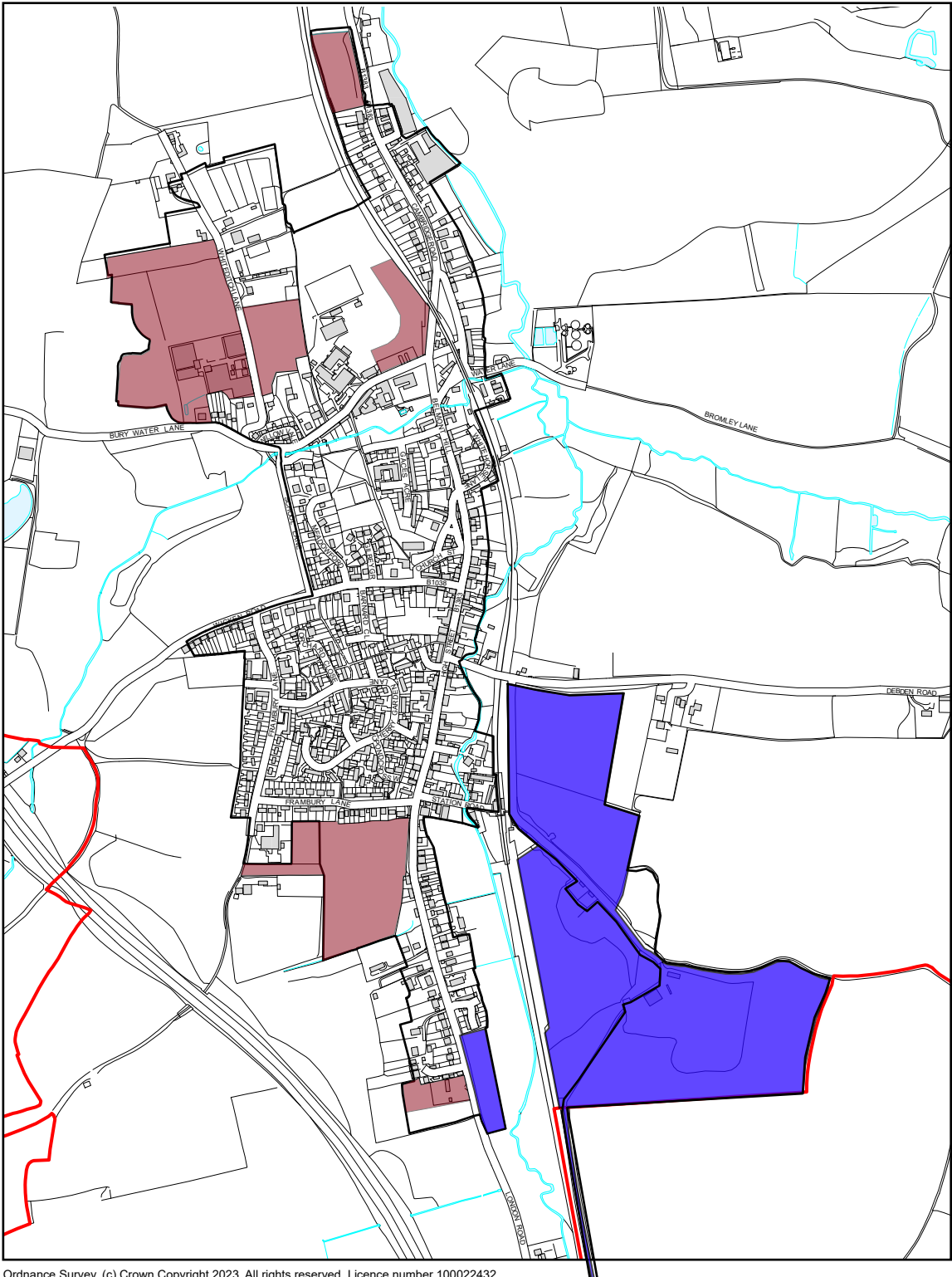
It is recommended that Newport Parish Council and the Local Planning Authority carry out an update to the Newport Conservation Area Appraisal

Newport, Quendon and Rickling Neighbourhood Plan Review Active Travel Map May 2026

-  Neighbourhood Plan Area
-  Recently Built-out Area
-  Public Footpath
-  Bridleway
-  Byways
-  Suggested Routes for Improvement
-  Closed Path



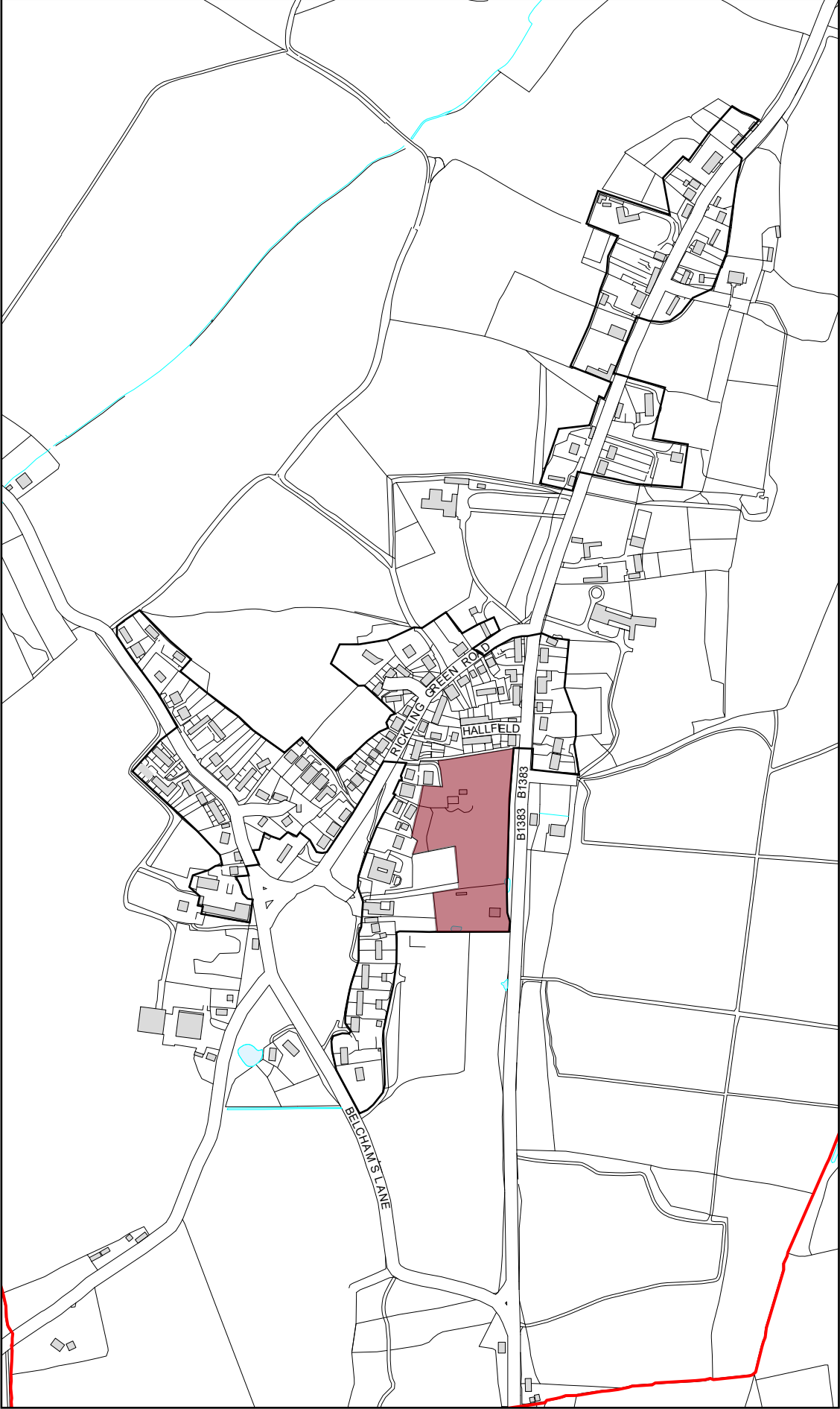
Newport, Quendon and Rickling
Neighbourhood Plan Review
Newport Development Limits
May 2026



-  Neighbourhood Plan Area
-  Recently Built-out Area
-  Development Limits
-  Site Allocations

Newport, Quendon and Rickling
Neighbourhood Plan Review
Quendon Development Limits
May 2026

- Neighbourhood Plan Area
- Recently Built-out Area
- Development Limits



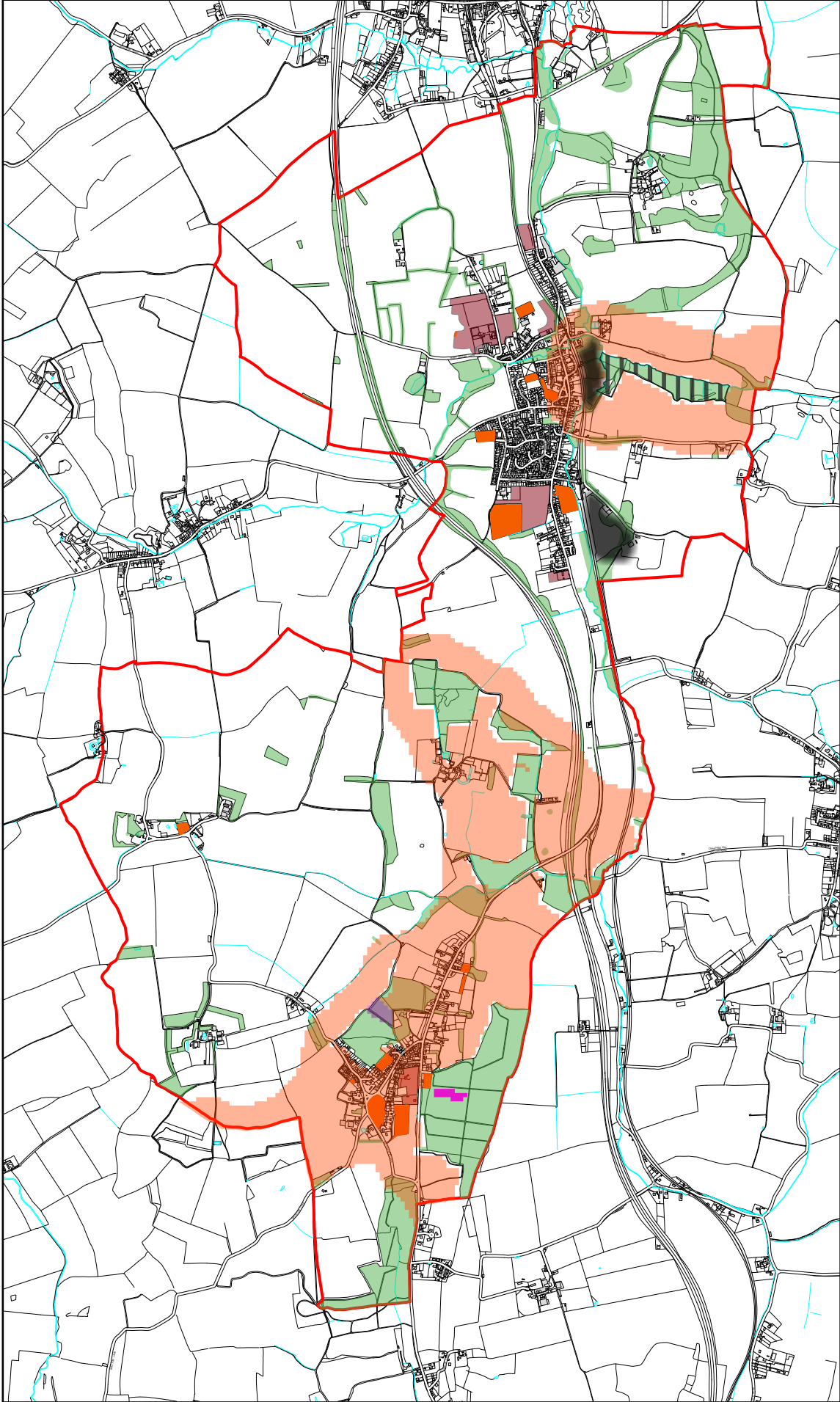
Newport, Quendon and Rickling
Neighbourhood Plan Review
Green Infrastructure Map
(With National Habitat Network)
May 2026

- Neighbourhood Plan Area
- Existing Green Infrastructure
- Existing Blue Infrastructure
- Amenity Space
- Recently Built-out Area
- LoWS Recommendations
- Site of Special Scientific Interest
- National Habitat Network**

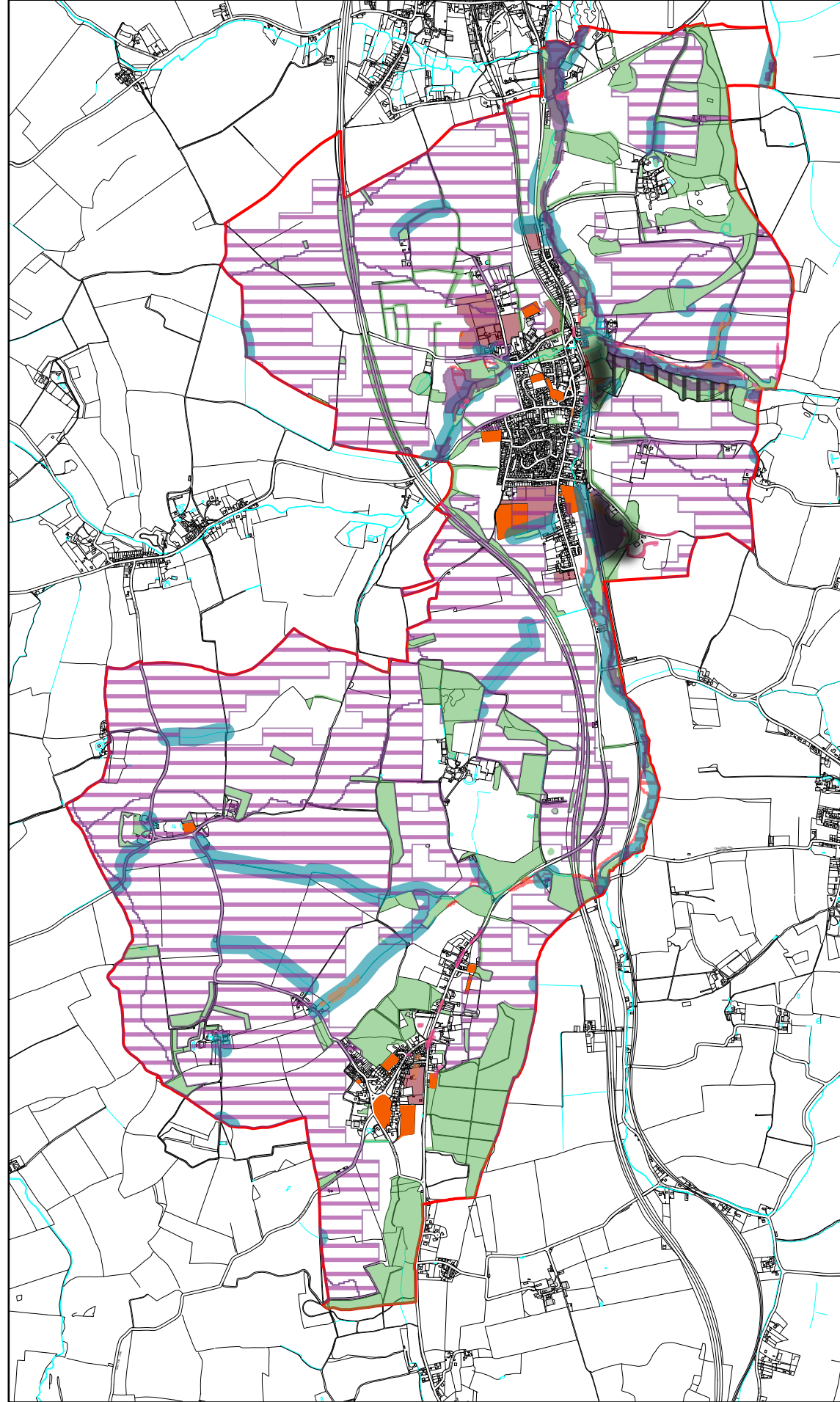
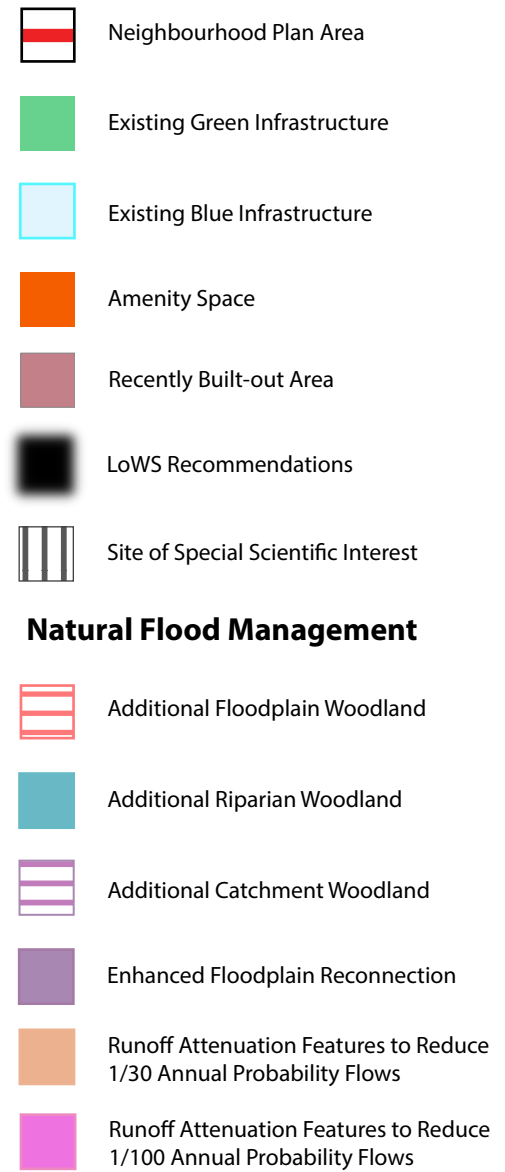
Fragmentation Action Zone

Network Enhancement Zone 2

Restorable Habitat

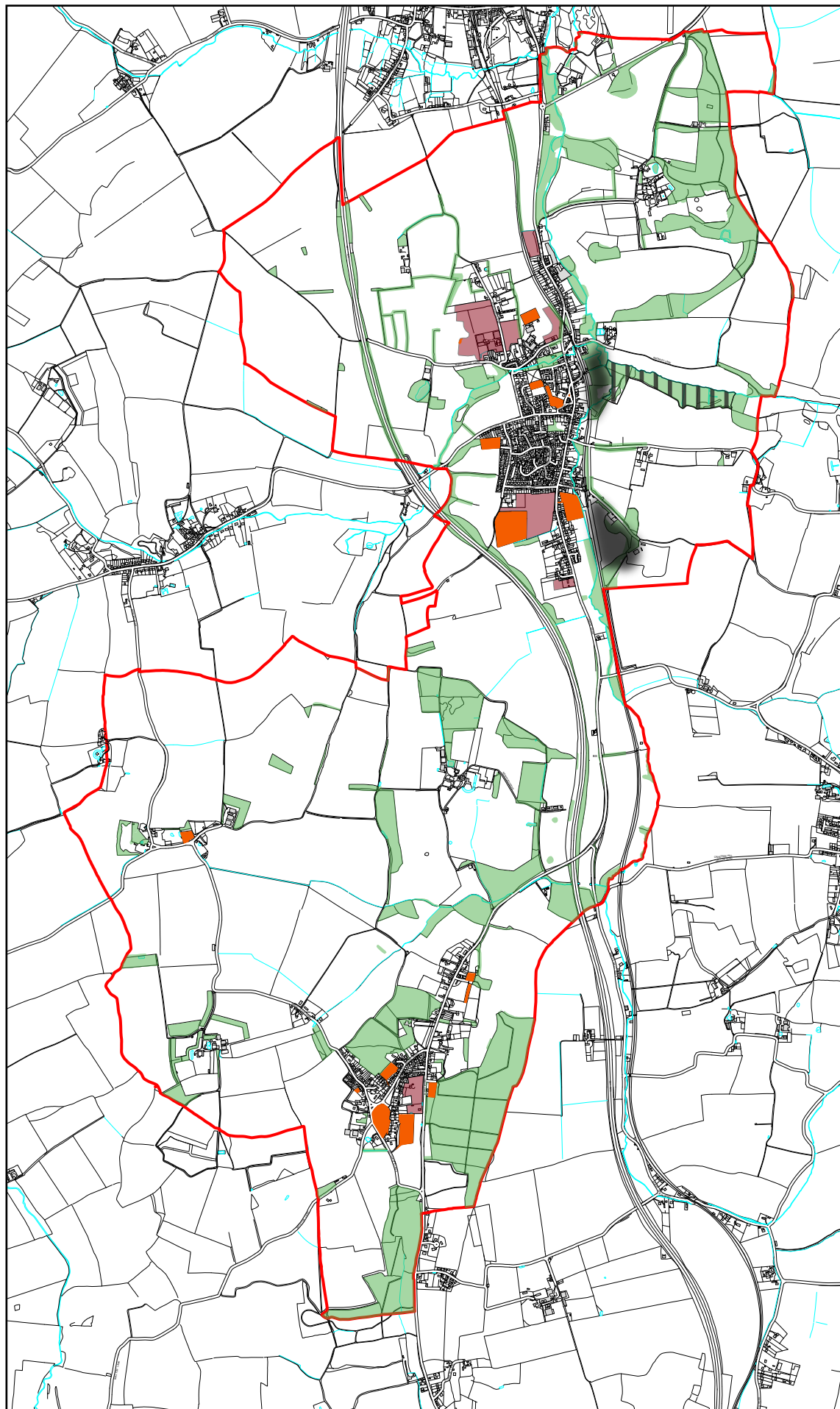


Newport, Quendon and Rickling Neighbourhood Plan Review Green Infrastructure Map (With Natural Flood Management) May 2026



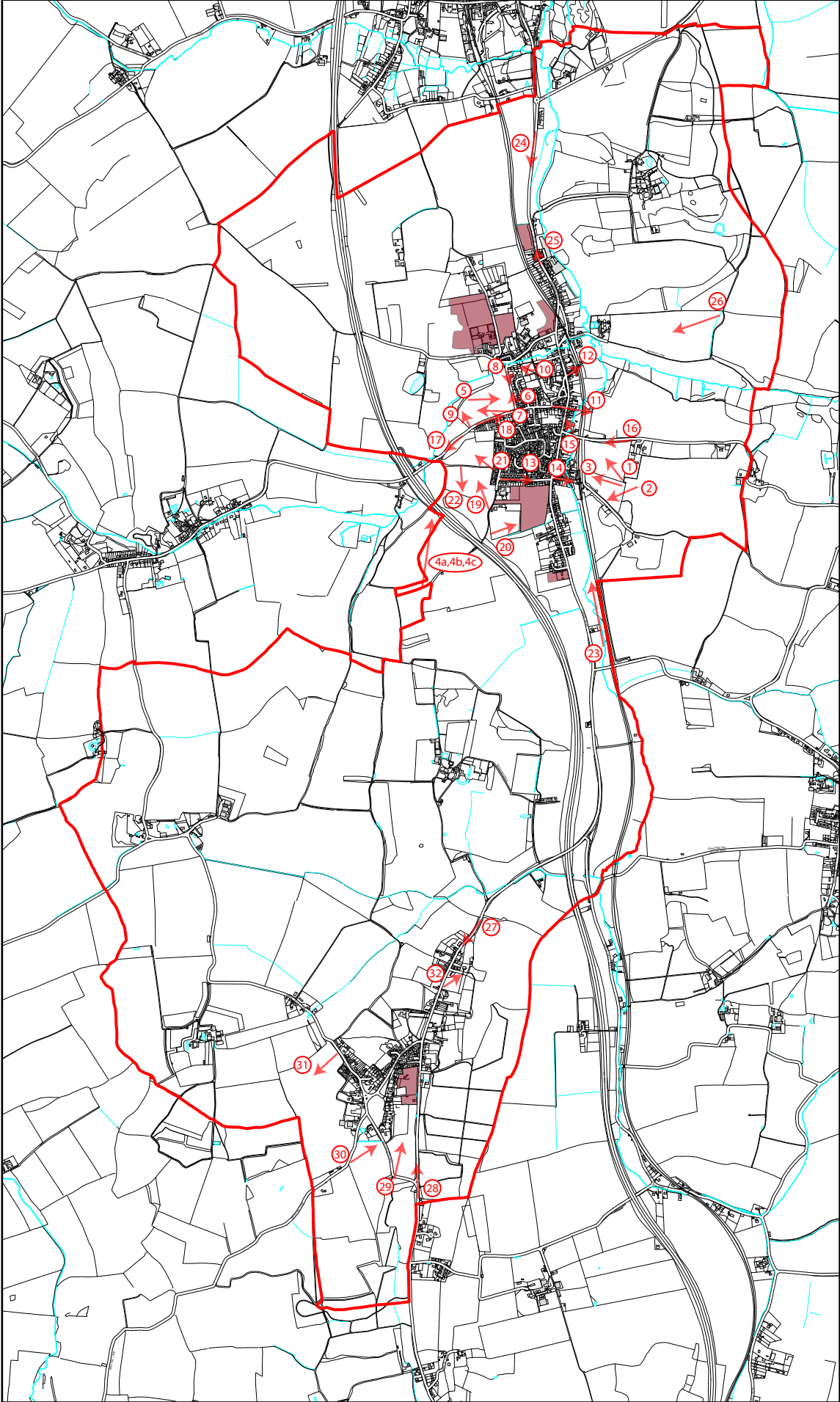
Newport, Quendon and Rickling Neighbourhood Plan Review Green Infrastructure Map May 2026

-  Neighbourhood Plan Area
-  Existing Green Infrastructure
-  Existing Blue Infrastructure
-  Amenity Space
-  Recently Built-out Area
-  LoWS Recommendations
-  Site of Special Scientific Interest



Newport, Quendon and Rickling
Neighbourhood Plan Review
Key Views Map - May 2026

- Neighbourhood Plan Area
- Recently Built-out Area
- NQR7 Protection of Locally Important Views

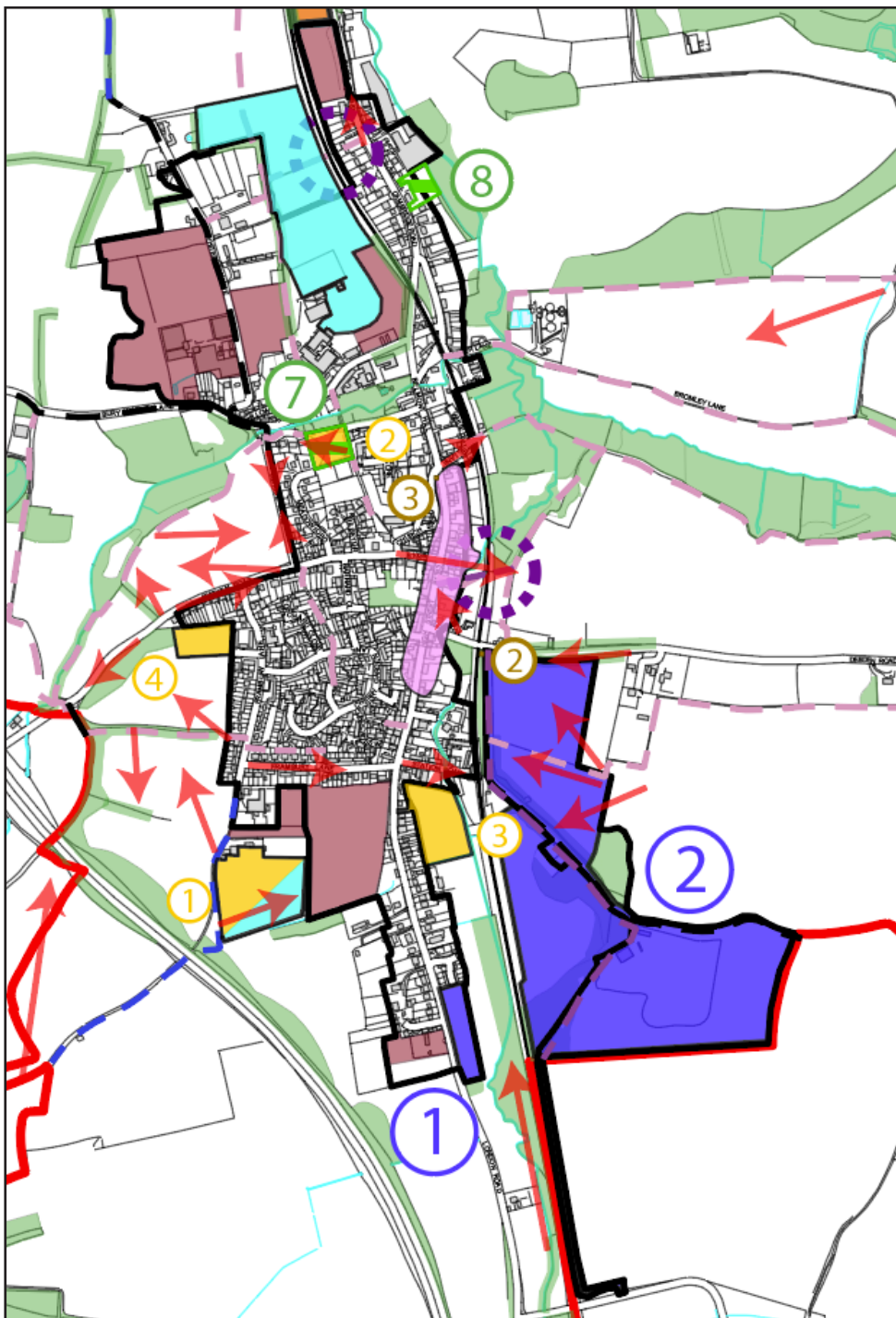


Newport, Quendon and Rickling Neighbourhood Plan Review Policies Map - May 2026

-  Neighbourhood Plan Area
-  Recently Built-out Area
-  NQR1 Development Limits*
-  NQR1 Separation Zone between Newport and Sparrows End
-  NQR2 Newport Development Site Allocations
 - 1. Land East of London Road, Newport
 - 2. Sites to the East and South of Chalk Farm Lane, Newport
-  NQR4 Newport Village Centre
-  NQR5 Green Infrastructure Network*
-  NQR6 Local Green Spaces
 - 1. The Green, Cricket Pitch and surrounds of Pavilion
 - 2. Rickling 'Dell' Pond and Surrounding Environs
 - 3. Quendon Bowling Club grounds
 - 4. Blue Bell Woods north of Rickling Green Road and East of Brick Kiln Lane
 - 5. Quendon Playing [Football] Fields
 - 6. Land South of Simon and St Jude Church
 - 7. Gaces Acre
 - 8. The Garden of the Coach & Horses
-  NQR7 Protection of Locally Important Views*
-  NQR11 Active Travel Network*
 -  Public Footpath
 -  Bridleway
 -  Byways
 -  Suggested Routes for Improvement
 -  Closed Path
-  NQR12 Community Facilities
 - 1. Newport Recreation Ground
 - 2. Gaces Acre playground and tennis courts
 - 3. The Common and Village Hall
 - 4. Allotments off Frambury Lane
 - 5. Proposed Play Area funded from the London Road Development (location TBD)
 - 6. Quendon & Rickling Village Hall
-  NQR15 Retention of Sports Fields
-  NQR19 Local Heritage Assets
 - 1. Cast Iron Finger Post adjacent to Rickling Green Road and Belchams Lane
 - 2. WW2 spigot mortar emplacement at Debden Road Bridge, Newport
 - 3. Mileposts '37 miles to London' and '38 miles to London' in the Shortgrove wall and opposite the White Horse in Newport

*detailed on a separate map

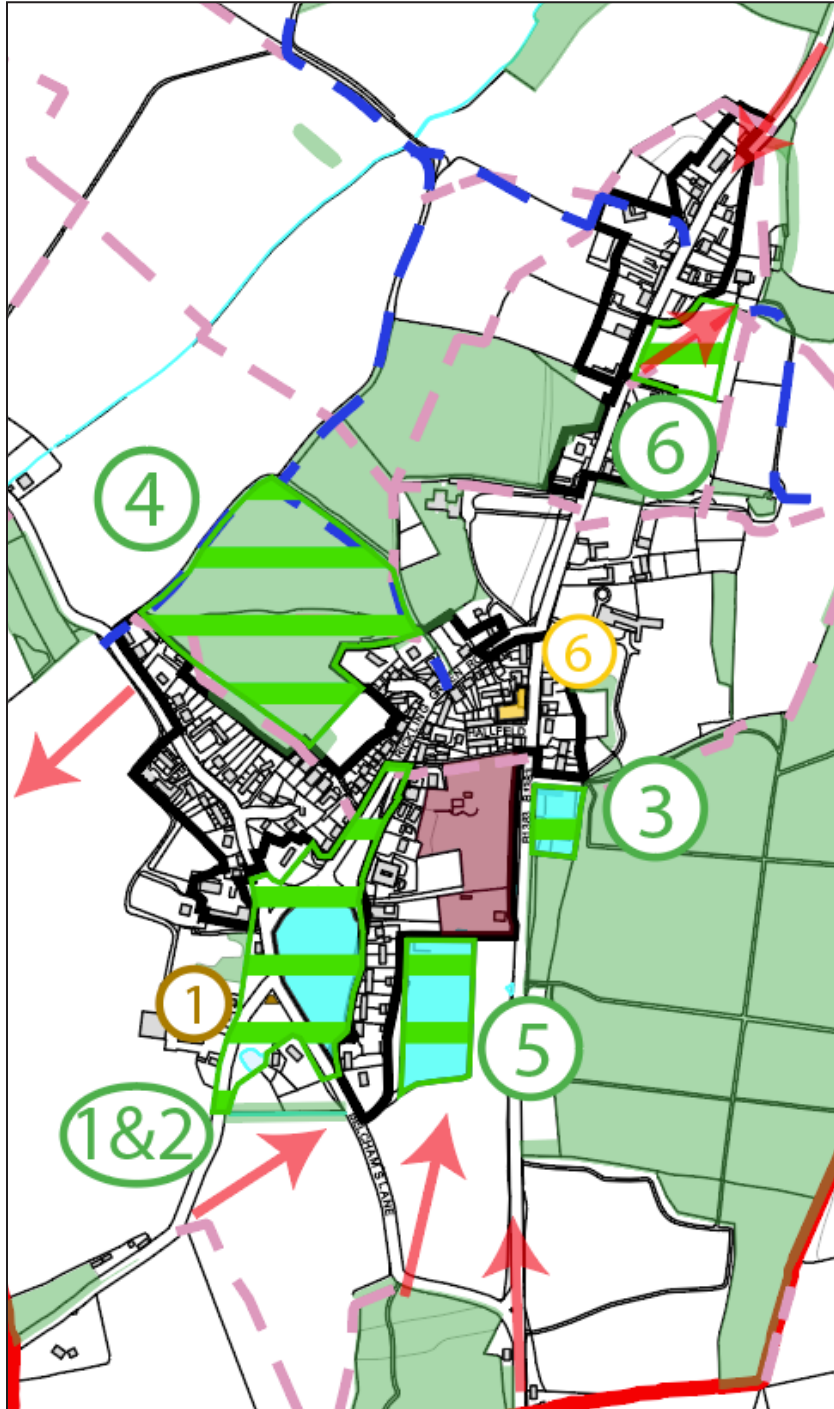
Newport, Quendon and Rickling Neighbourhood Plan Review Policies Map (Inset 1) - May 2026



- Neighbourhood Plan Area
- Recently Built-out Area
- NQR1 Development Limits*
- NQR1 Separation Zone between Newport and Sparrows End
- NQR2 Newport Development Site Allocations
 - 1. Land East of London Road, Newport
 - 2. Sites to the East and South of Chalk Farm Lane, Newport
- NQR4 Newport Village Centre
- NQR5 Green Infrastructure Network*
- NQR6 Local Green Spaces
- 7. Gages Acre
- 8. The Garden of the Coach & Horses
- NQR7 Protection of Locally Important Views*
- NQR11 Active Travel Network*
 - Public Footpath
 - Bridleway
 - Byways
 - Suggested Routes for Improvement
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- NQR12 Community Facilities
 - 1. Newport Recreation Ground
 - 2. Gages Acre playground and tennis courts
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 - 5. Proposed Play Area funded from the London Road Development (location TBD)
- NQR15 Retention of Sports Fields
- NQR19 Local Heritage Assets
 - 2. WW2 spigot mortar emplacement at Debben Road Bridge, Newport
 - 3. Mileposts '37 miles to London' and '38 miles to London' in the Shortgrove wall and opposite the White Horse in Newport

*detailed on a separate map

Newport, Quendon and Rickling Neighbourhood Plan Review Policies Map (Inset 2) - May 2026



-  Neighbourhood Plan Area
-  Built-out Area
-  NQR1 Development Limits*
-  NQR5 Green Infrastructure Network*
-  NQR6 Local Green Spaces
- 1. The Green, Cricket Pitch and surrounds of Pavilion
- 2. Rickling 'Dell' Pond and Surrounding Environs
- 3. Quendon Bowling Club grounds
- 4. Blue Bell Woods north of Rickling Green Road and East
- 5. Quendon Playing [Football] Fields
- 6. Land South of Simon and St Jude Church
-  NQR7 Protection of Locally Important Views*
- NQR11 Active Travel Network*
 -  Public Footpath
 -  Bridleway
-  NQR12 Community Facilities
- 6. Quendon & Rickling Village Hall
-  NQR15 Retention of Sports Fields
-  NQR19 Local Heritage Assets
- 1. Cast Iron Finger Post adjacent to Rickling Green Road and Belchams Lane

*detailed on a separate map