

Additional Written Statements

Val Waring

I have had sight of the proposed local plan and understand that there will be a meeting next week sometime and that anyone wishing to make any comments regarding the local plan, should do so via this email.

Unless I am reading this incorrectly, there is some suggestion that an industrial area be created in Takeley by the traffic lights at Thremhall Park. I may be mistaken, but my understanding is that this is within the CPZ. I am sure everyone is aware that only recently the application made to the Planning Inspectorate by FKY Ltd for a logistics centre, also within the CPZ was refused, notwithstanding the fact that the Applicant argued that the CPZ was out of date.

Surely if this industrial area goes ahead, we are going to be faced with the same logistics issues that we would have had the FKY Ltd application been successful. I would almost understand it if there was nowhere else to go, but there is, North Side at Stansted being one very good option.

These roads are simply not designed for heavy good vehicles as they stand, the B1256 is already overused, any given day of the week the traffic backs up. Presumably any vehicles will come along the B1256 to join the M11 at Junction 8, already over capacity. What happens when the M11 roundabout is closed/blocked or the M11 at a standstill, a regular occurrence. Will everything head through the surrounding villages including Hatfield Broad Oak and Great Hallingbury so they can access the M11 at the new junction? We have seen much increase in traffic in these villages since the new junction was opened, specifically when there have been issues with junction 8, these rural roads are certainly not equipped to take more volume of traffic.

David Rutter

In respect of the draft local plan and the public document pack for 4th October

I would like to submit to the committee that the amends to the CPZ area is not in keeping with the councils commitments on climate change and the environment, And that the following clauses and other similar statements be removed prior to public consultation.

"On this basis, it is proposed that the CPZ area is amended to ensure the rural setting of the airport continues to be protected, but that the sustainable development proposed by the Plan is removed from the areas protected by the 1995 policy."

The CPZ was set up to protect the environment, and the trees and farmland and scrubs help to mitigate both the climate aspects and the air and noise pollution from the airport.

Any new areas set aside should be on brownfield sites, not green field and the CPZ must in all cases be protected and not reduced."

Councillors Emanuel and Hargreave

The paragraph highlighted below has been sent to the LP team, it requests that flexibility be included in the sites to come forward for Newport in the LP via the emerging NhP. This will help to mitigate the risk associated with the fact that the two site allocations proposed have been refused at public enquiry on the grounds of heritage and landscape harms, they are in close proximity to the motorway and are subject to traffic junction capacity issues. **We ask that the LPLG endorse our request.**

We have evidence to back our concerns that the sites proposed may not be deliverable. Not just the inspectors appeal decisions but an independent transport report (supplied to the LP team but not considered) that demonstrates that the two previous appeal sites (total 224) would take the junction of Wicken Road past its functional capacity. The LP proposal for Newport is for 412 and both sites would be accessed via the same junction in the historic core of the village.

The Neighbourhood plan team have been working on a revised NhP (with site allocations) for almost a year with the support of planning consultants O'Neill Homer and AECOM. Our site assessment process is well advanced and our project plan has our public consultation running in November this year. **The NhP will be adopted prior to the LP and will bring forward allocations equal to or greater than that required in the LP.** The NhP has identified sites that were not included in the call for sites process and have approached the land-owners to assess viability. In addition, as of last week a large site in Newport (for 240 dwellings) is now being marketed by Savills. This site has constraints, but fewer harms associated with it than either of the two included in the LP.

If the NhP fails to deliver a viable alternative then the LP is still able to come forward as proposed, there is no risk to the overall process by offering some flexibility in the mid-term.

The Newport, Quendon and Rickling NhP was adopted in 2021 and has supported three very positive schemes for the village totalling 113 dwellings since. It has prevented 13 inappropriate development proposals with **every** appeal decision since NhP adoption being dismissed.

Requested Text to be inserted in Regulation 18:

'The Neighbourhood Plan (NhP) for Newport, Quendon & Rickling has been reviewed and the Qualifying Body is bringing forward a replacement NhP that will include a housing site allocation policy with the intention of delivering at least the number of new homes required in the Local Plan for the key settlement of Newport and for the wider NhP area. The two councils will seek to agree the speediest and most effective means of planning for the delivery and co-ordination of those homes and any necessary supporting infrastructure in Newport before the respective plans are submitted for examination.'

Under Planning Guidance and the NPPF paras 13, 66 and 67, a LPA is required to proactively engage with neighbourhood plan-making bodies and to work with emerging Neighbourhood Plans. On request, a housing requirement for the NhP

area must be provided. Requests were made by the Newport Quendon & Rickling Neighbourhood Plan Steering Group to UDC in June, July and August 2023.

The Guidance states that a neighbourhood plan 'should support the delivery of strategic policies set out in the local plan or spatial development strategy'.

[Neighbourhood planning - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/neighbourhood-planning) See paras 003, 006 and 102.

48% of the sites being proposed within the LP have been fully or partially dismissed at appeal – that impacts 2,917 dwellings. This proposal may help to mitigate the risk of the inspector refusing the draft LP on those grounds.