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I am here to speak again on behalf of the ward that I represent.

I brought to the PPWG committee's attention last week the concerns of capacity on the M11 and also the capacity problems of the B1383 raised in WYGs report. Still no improvements seem to have made it into Reg 19.

My ward is impacted by both of these roads. The M11 is just two lanes from Junction 8 north to Junction 9 and there is no access north at Junction 9. At one end, we have Stansted Airport with its potential to dramatically increase passenger numbers, and, at the other, NUGC. Both will have a huge impact on this motorway, and as we all know, this regularly falls over now and is shut. This, being one of the longest stretches of motorway without an exit in the country, then pushes all this traffic onto the B1383 down through Great Chesterford, Little Chesterford, Littlebury, Wenden, and onwards to Stansted. Promises that this will be dealt with later are no good to this community. To ignore this problem is not acceptable to me or to the residents I represent.

In January GCPC gave a great deal of thought to SP7 and passed our version to UDC. I appreciate that some of our "red Lines" have been adapted and merged into Reg 19, and I thank officers for this. There are however some key things still not dealt with.

I have spent time with Stephen Miles and gone through many of my concerns, I hope that these will be dealt with in the final version of this draft. *Reg 19 document.*

We need clear protection of areas of the scheduled ancient monuments. We need it clearly stated what will be done about schools, especially secondary school as we already have children bussed past the County High on to Newport. Adding even a small number of extra secondary aged children without a new school will have a negative impact on both the new community and the existing villages.

Going back to roads, we asked for traffic mitigation measures prior to any occupation of new dwellings including a comprehensive strategy to minimise vehicular traffic into Chesterford station and into Saffron Walden Town. This is not included. We asked for further access routes out of the new town, not just Field Farm Drive, this is an absolute must, where else do you have a town with only one proper entrance and exit?

We asked for a clear buffer zone to protect the existing villages, in particular the triangle between Gt Chesterford and Stumps Cross, this is not in here. Why can the area of search not be redrawn to give this clear buffer and assurance to our residents?

Officers have GCPC red lines and I have highlighted some of the ones that most concern me here, and others with Mr Miles can I have agreement that these will be looked at again and the wording of this Reg 19 be strengthened where possible?

There were 11 points in our SP7 version, some have made it and some not but if not can we have a written explanation to the PC why not? Or how they have been altered so our residents can understand how we got to the draft SP7 of Reg 19?