

# NEWPORT

## LOCAL DEVELOPMENT PLAN

### 2011 - 26

ADOPTED PLAN  
January 2015



**NEWPORT LOCAL DEVELOPMENT PLAN 2011 – 2026**

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## FOREWORD

For many years, the Council has been working to produce a Local Development Plan that provides land use policies and proposals to shape the future growth of Newport up until 2026. Widespread consultation with the public has significantly shaped the content of this document and I thank all who have taken the time to comment. I would also like to thank the Officers and Members who have helped shape and deliver this Plan.

The Council has listened to the views expressed and as a result has made a number of changes to the Plan throughout the process. The Plan has been subject to public examination by an independent Planning Inspector who, having considered the evidence base and the views of stakeholders, has concluded that the Plan is sound.

The economic downturn has had a challenging impact on Newport in recent times. Growth and regeneration are key requirements to aid recovery and these are promoted by this Plan. Not only does the Plan encourage economic growth and regeneration, it also protects and enhances our best natural environments and conserves Newport's built heritage. It supports the development of our existing businesses and welcomes new ones, utilising Newport's strengths in terms of its workforce and its physical and digital connectivity. In addition, it will support healthier lifestyles and well-being, for example, by protecting and enhancing our highly successful world class sport and leisure facilities.

Sustainability is at the heart of the Plan and Newport is very keen to support development, but it is crucial that it is the right development in the right location. The policies within the Plan will help to ensure this is achieved.

Major regeneration projects are already underway in our City Centre, and at Glan Llyn, Jubilee Park and Loftus Gardens to name just a few. This is an exciting time for Newport, which is truly a City on the rise. I consider that this Local Development Plan is fundamental in helping Newport achieve economic recovery by delivering sustainable growth across the City. I am therefore confident the Plan will help to improve people's lives and that we can look forward to a more prosperous future.

Councillor John Richards  
Cabinet Member for Regeneration and Development



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# 1 Introduction and Overview

## Background

- 1.1 The Planning and Compulsory Purchase Act 2004, or as amended, requires Newport City Council to prepare a Local Development Plan. The Plan will guide development within Newport up to 2026.

## Historical Context

- 1.2 In order to plan for the future, it is valuable to briefly look at the past to understand how the City has developed and adapted over time.
- 1.3 The first settlers in the Newport area arrived during the Bronze Age and evidence of this has survived to present day, particularly on the coastal levels. During the Roman occupation, Caerleon became a principal military base and substantial excavated remains can be seen, including the amphitheatre, baths and barracks occupied by the Roman Legion. In the 5<sup>th</sup> Century, the Welsh Saint, Gwynllyw, established a religious site which has adapted over history to become the St Woolos Cathedral that stands today.
- 1.4 By the 15<sup>th</sup> Century, Newport was a notable trading port, and the recent discovery of a substantial ship preserved in the mud in the banks of the River Usk gives evidence of this. Then in the industrial revolution of the late 18<sup>th</sup> and 19<sup>th</sup> Centuries, the City grew substantially, firstly with the development of the canal network and then with the railways, enabling vast quantities of coal to be exported, along with iron and steel products. Newport became the principal town of Monmouthshire, which at that time extended as far west as the Rhymney valley. Many of the fine Victorian buildings constructed in that period remain to this day, giving Newport a character which many other towns and cities have lost.
- 1.5 In more modern times, steelmaking was a mainstay of the economy through the 20<sup>th</sup> Century, along with its port. However, much of the heavy industry in Newport went into decline. Steelmaking at the Llanwern Steelworks, for example, ceased in 2001, resulting in the loss of 1,300 jobs.
- 1.6 The regeneration of this site is now a key focus of the Plan, along with other brownfield sites which have similar stories to the Llanwern Steelworks. This Plan will help to respect the past, but aims to promote growth and will regenerate sites, creating a prosperous future and a positive new chapter in the history of Newport.

## Vision of the Plan

- 1.7 This vision of the Plan is:

**As a gateway to Wales, Newport will be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing City,**



**with communities living in harmony in a unique natural environment.**

## **Key Issues**

- 1.8 There are a number of key issues facing Newport which need to be addressed if the Plan is to achieve its Vision. The issues have been identified following consideration of:
- Outcomes of public consultation
  - Baseline social, economic and environmental information
  - Sustainability Appraisal/Strategic Environmental Assessment
- 1.9 The key issues are as follows:
- **Flood risk** - this is of significance in that Newport sits astride a major river, the Usk, and borders the Severn Estuary. New development is, however, already improving defences for existing development.
  - **City Centre poor image** - this is seen as a high profile issue in public perceptions. Newport has fallen down the UK retail rankings over the last 10 years, and faces strong competition from Cardiff, Cwmbran and to a lesser extent Bristol, as well as the internet and out of town shopping. In 2010, a £200m deal for the Friars Walk Shopping Centre stalled due to the UK wide recession, however, a new Friars Walk development was unveiled in April 2012 with Debenhams and Cineworld being confirmed as anchor tenants for the new Centre.
  - **Economic decline** - these issues are likely to revolve around the need to continue recent trends of diversification of the Newport economy. In addition, population growth will result in an increasing workforce, but tempered by the large numbers reaching retirement age during the Plan period.
  - **Redundant sites** - this is a major issue for Newport, however, brownfield land represents a major resource, providing opportunities to carry out development in a sustainable way.
  - **Lack of affordable housing** - this is likely to remain an issue. House prices have fallen and interest rates are currently low, but mortgage finance is restricted and the need for affordable housing is as acute as ever.
  - **Protection of heritage** - Newport has a rich heritage resource which needs to be conserved, used and promoted.
- 1.10 As part of a wider agenda, the Plan also needs to address such issues as:
- **Climate change** - where the Plan has the potential to address both the causes and the consequences, for example on flood issues and air quality issues.
  - **High energy consumption** - this is a contributory factor to climate change and a key area where the Plan can make an impact is through its effect on both the need to travel and the means by which this is done.
  - **Protection of biodiversity** - this is an area where Newport has particularly valuable resources, with a rich diversity of habitats of local, national and international importance.
  - **Ageing Population** - the needs of the elderly will need to be considered in future development.
- 1.11 There are some specific local issues that the Plan must address, including:

- **Accommodating Gypsy and Travellers** - Making appropriate provision for Newport's Gypsy and Traveller community.
- **Locating waste sites** - Making appropriate provision for waste management sites.

## Achieving the Vision – Strategy and Plan Objectives

- 1.12 A **sustainable development strategy** is proposed, with a focus on **regeneration**, building on the culture and heritage of the City, seeking to maximise the use of previously developed, brownfield land. The City is currently undergoing significant changes. New development is taking place, the 2020 Masterplan for Central Newport has led to new housing and a university campus on the riverfront, which form part of the 'Riverside' and 'Arts and Creative' Quarters. These and other developments are bringing derelict and rundown areas and buildings back into beneficial use.
- 1.13 This Plan has also been prepared in the context of the growing awareness of the need to produce and use energy in more sustainable ways. The Welsh Government has a strong commitment to low and zero carbon development, and achievement of this will be critical to meeting the UK Government's international obligations on climate change.
- 1.14 The overall goal of achieving the vision of the Plan can only be reached by the delivery of a number of objectives which seek to address the key issues facing Newport, as identified above.
- 1.15 Newport City Council has five corporate objectives which the Plan is ideally placed to help deliver. These corporate objectives focus on creating a:
- **Caring City**
  - **Fairer City**
  - **Learning and Working City**
  - **Greener and Healthier City**
  - **Safer City**
- 1.16 **Caring City** - The LDP will help to deliver sustainable developments where people want to live. Careful planning and design will enable communities to form where people trust and respect each other.
- 1.17 **A Fairer City** - The LDP will provide land to meet the City's housing needs and will help to generate affordable homes for all members of society. It will reduce social exclusion by promoting accessibility to key services and inequalities will be addressed through significant regeneration schemes.
- 1.18 **A Learning and Working City** - The LDP recognises the importance of education and will help to protect and develop schools for the future. It identifies large areas of land for employment purposes that will create significant numbers of jobs. The scale of housing growth promoted by the LDP will also help to generate widespread jobs in the construction market.
- 1.19 **A Greener and Healthier City** - The LDP focuses on building on previously developed land which helps in the protection of countryside and other green spaces. The protection of green spaces will contribute to the visual character of an area, helping to provide recreational areas, including routes for walking and

cycling. Brownfield sites are also typically closer to amenities and therefore allows for non-car transport and active lifestyles.

- 1.20 **A Safer City** - The LDP will aim to create developments where people feel safe and secure. Mixed housing will help to enhance social cohesion and promote interaction between different groups and ages of people, which is key to developing safer communities.

- 1.21 These corporate objectives have been developed further to provide ten detailed objectives specifically for the Plan. These specific LDP objectives have also been refined through public consultation:

- **Objective 1 – Sustainable Use of Land**

**To ensure that all development makes the most efficient use of natural resources by seeking to locate development in the most sustainable locations, minimise the impact on the environment and make a positive contribution to local communities.**

- 1.22 A key way in which the Plan will seek to meet this objective is by focusing development on previously used, brownfield sites. Newport has a good supply of this type of land. Some of the sites are of a sufficient size that they have the potential to create new communities in their own right, with a mix of different land uses, and with appropriate landscaping making for a pleasant environment. *“Sustainable development is about improving well-being and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.” (Wales Spatial Plan page 8)*

- **Objective 2 – Climate Change**

**To ensure that development and land uses in Newport make a positive contribution to minimising, adapting to or mitigating against the causes and impacts of climate change, by incorporating the principles of sustainable design, changes to travel behaviour, managing the risks and consequences of flooding, and improving efficiency in the use of energy, waste and water.**

- 1.23 Tackling climate change is a key objective of the Plan and will be addressed through a combination of approaches. The sustainable design of development and identification of opportunities for the incorporation of sustainable building standards and district heating networks will be supported. Maximising renewable energy sources will also be central to the Plan’s impact on climate change. An assessment of potential renewable energy resources, renewable technologies, energy efficiency and conservation measures will seek to establish the Plan’s approach to tackling climate change in more detail.
- 1.24 Transport is a major source of greenhouse gases, so the Plan seeks to influence travel behaviour by minimising the need to travel, and to enable journeys that do need to be made, to be done so in a sustainable fashion. Newport has a relatively compact urban form, and has radial routes running into the City Centre, enabling bus services to be provided that allow many journeys within the City to be made by public transport.
- 1.25 The concentration of major growth in the Eastern Expansion Area should produce a development of sufficient size to enable efficient and attractive public transport services to be viable, including the proposed railway station and park

and ride site. A scatter of relatively small scale peripheral extensions would conversely tend to need to rely on the private car.

- 1.26 Although the City sits astride a river with a large tidal range, the risks and consequences of flooding are well understood. Recent developments, especially on the east bank of the Usk, have contributed to improving the flood defences to existing development by being built at higher ground levels than previous uses on the sites, creating a landbank flood defence. However, climate change continues to pose significant challenges.

- **Objective 3 – Economic Growth**

**To enable a diverse economy that meets the needs of the people of Newport and those of the wider South East Wales economic region.**

- 1.27 The Plan seeks to enhance Newport's role as a major economic hub in the region by providing new sites for employment use. Economic forecasts for Newport suggest an increase of 7,400 jobs over the Plan period, which is a 9% increase on 2011 levels<sup>1</sup>. The Plan ensures that adequate employment land is available to support this job growth. In addition, proposed growth in housing is likely to be a significant boost to the construction industry and consequently the local economy.

- 1.28 The employment value of other sectors will also be recognised by the Plan, for example, health, education, other public services, transport and communication.

- **Objective 4 – Housing Provision**

**To ensure that there is an adequate supply of land for housing in the most sustainable locations, and to ensure that the quantity, quality and variety of housing provision meet the needs of the population. Also to foster the creation of places which contribute to local distinctiveness and thriving communities.**

- 1.29 A level of house building is proposed that will meet current trends in household formation and so enable everyone to have potential access to quality housing. The reuse of brownfield sites will help to ensure sustainability, both in avoiding use of greenfield sites and also in helping to maintain existing communities by providing new housing opportunities nearby. Detailed policies and Supplementary Planning Guidance on design will help to maximise the eco-standards of new development.
- 1.30 The identification of the housing requirement for Newport is based upon two broad types of scenario. In summary, demographic-led data, such as natural change and migration, has been examined alongside economic-led scenarios, such as anticipated employment rates, in order to determine an appropriate dwelling requirement for Newport. These scenarios are discussed in more detail within the 'Assessment of Housing Requirements Paper'<sup>2</sup>. Further detail on employment rates can also be viewed within the 'Employment Land Review Paper'. To summarise, Newport has a target to deliver approximately **10,350**

<sup>1</sup> Newport City Council Employment Land Review – Roger Tym & Partners  
<http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Newport-Final-ELR-Report-130502-LR.pdf>

<sup>2</sup> Assessment of Housing Requirements Paper - NLP <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Assessment-of-Housing-Requirements-NLP-2013.pdf>

**new homes** over the Plan period and **7,400 new jobs**. Table 1 below demonstrates the projected population, number of new dwellings and new jobs over the Plan period.

Table 1 Population, Dwelling Requirements and Employment Projections						
	2011		2016		2021	2026
Total Population	137,432		138,481		145,490	153,030
Dwellings	61,888		63,896		68,109	72,212
Jobs	67,873		69,426		72,529	75,205
		2011-16		2016-21		2021-26
House Building Requirement		2,008		4,213		4,103
Annual Requirement		402		843		821

- 1.31 A number of housing estates in the City are likely to need significant regeneration works during the Plan period, such as at Malpas and Ringland. It is proposed that a comprehensive regeneration approach should be taken to this, such as that achieved at Alway.

- **Objective 5 – Conservation of the Built Environment**

**To ensure that all development or use of land does not adversely affect, and seeks to preserve or enhance, the quality of the historic and built environment.**

- 1.32 The quality of the built environment is a contributor to the quality of life. Newport has a variety of interesting buildings and structures, including within the City Centre where many fine Victorian buildings remain, having escaped the redevelopment that many towns and cities saw in the 1960s and 70s. In other areas, the built environment goes back to Roman and Mediaeval times and important remains survive both above and below present ground level. The Strategy therefore seeks to preserve historical quality and to ensure that new development is carefully designed.

- **Objective 6 – Conservation of the Natural Environment**

**To protect and enhance the quality of the natural environment, including landscape, protected habitats and species of principal importance for biodiversity in Wales (regardless of greenfield or brownfield status) and the protection of controlled waters.**

- 1.33 Newport has an important natural heritage not only in its countryside, but also within its urban area. Numerous designations apply to sites and species within the County Borough, and the Strategy seeks to maintain and enhance biodiversity.

- **Objective 7 – Community Facilities and Infrastructure**

**To ensure the provision of appropriate new, and/or enhanced existing, community facilities, and to safeguard existing well-used facilities.**

- 1.34 New community facilities provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. New development will be required to make contributions to the provision of community facilities and infrastructure necessary for the development. This will largely be achieved through obligations negotiated under Section 106 of the Planning Act 1990 (as amended) and also through the Community Infrastructure Levy brought in by the 2008 Planning Act, or as amended.



- **Objective 8 – Culture and Accessibility**  
**To ensure that development proposals and uses are socially and physically accessible to all, taking account of the needs of all individuals.**

1.35 The Strategy seeks to facilitate development that is accessible by a choice of means of transport. This will assist in serving the interests of sustainability, both in ensuring that there are alternatives to travel by private car, and also in helping to ensure that developments are accessible to all, so that all people can potentially achieve the same outcome.

- **Objective 9 – Health and Well-being**  
**To provide an environment that is safe and encourages healthy lifestyle choices and promotes well-being.**

1.36 Many of the factors that contribute to health and well-being have some basis in the planning system, which can therefore contribute to their achievement. These include locating development near safe, accessible and sustainable travel routes; attention to air quality issues; designing out crime; and enhancing access to green spaces and the wider natural environment.

- **Objective 10 – Waste**  
**To ensure that waste management choices are based on the proximity principle, where appropriate, and a hierarchy of reduce, reuse, recovery and safe disposal, and that there is adequate provision for facilities to enable this to happen.**

1.37 The Plan will seek to facilitate sustainable waste management technologies, both in terms of the design of developments to support waste management storage and collection arrangements, and in the provision of an adequate supply of land to accommodate a range of waste treatment facilities.

### **National, Regional and Local Context**

1.38 This Plan has not been prepared in isolation. It is compliant with national policies and priorities, plus partnership work at a regional level has been essential in helping to set the direction of the Plan. Further information is below:

#### **National Context**

- 1.39 Newport is identified as a key settlement of national importance in the **Wales Spatial Plan**, updated by the Welsh Government in 2008. As part of the South East Wales - Capital Region, Newport is identified as the economic gateway to Wales, sitting astride the main corridors of national connectivity running along the coastal belt to England to the east, with links to the rest of South Wales, and beyond to Ireland to the west.
- 1.40 The Spatial Plan sees the parts of South East Wales as inter-dependent, and that only if it works as a networked City region of 1.4 million people will it have the critical mass to provide the quality of life appropriate for the 21<sup>st</sup> Century and be able to compete with other parts of the UK and Europe for investment and growth.

- 1.41 Newport, as one of the two main centres of the coastal zone, has a key role with Cardiff as being a sustainable community spreading prosperity to the valley areas inland. The regeneration of Newport will strengthen the City's gateway role, maximising the benefits of its strong connections with the Eastern Valleys of South Wales. High value developments should be a dominant feature of its employment growth.

### Regional Context

- 1.42 The **South East Wales Strategic Planning Group (SEWSPG)** provides a vehicle for cross-boundary collaboration between the ten local authorities<sup>3</sup> of South East Wales plus the Brecon Beacons National Park, part of whose area falls within South East Wales. Such collaboration is required by Planning Policy Wales<sup>4</sup>, and SEWSPG has been fully supported by all eleven local planning authorities.
- 1.43 One of the key issues that SEWSPG has been addressing is that of housing need and its apportionment across the region, and this has been recognised in the Wales Spatial Plan. SEWSPG has sought firstly, to assess Welsh Government population and household forecasts, which are trend based, and then secondly, to assess the potential provision in emerging LDPs to ensure that overall regional needs are being met in an adequate way.
- 1.44 The Green Belt between Marshfield and Cardiff is the first area of statutory Green Belt in Wales. This was designated in the adopted Newport Unitary Development Plan 1996 – 2011 following earlier regional collaboration through SEWSPG on Green Belt issues around the Capital. The Green Belt will continue to be protected throughout this Plan period.
- 1.45 The **South East Wales Transport Alliance (SEWTA)** has prepared the Regional Transport Plan (RTP) for South East Wales in accordance with the Transport (Wales) Act 2006, or as amended. This provides a framework for delivering the Welsh Government's integrated transport strategy, which seeks to improve accessibility and increase the use of sustainable modes of transport. SEWTA has now been disbanded as a group, but its work remains relevant.
- 1.46 The **South Wales Regional Aggregates Working Party (SWRAWP)** has produced a Regional Technical Statement (2008) which is currently undergoing its first review (2014). The document covers forecast demand, production of primary aggregates, and the potential for secondary and recycled aggregates.
- 1.47 The **South East Wales Regional Working Group** is made up of 11 local authorities in South East Wales. The group provides a forum for discussing the waste management requirements for the region. TAN 21: Waste (Feb 2014) reinforces the need for collaboration between local planning authorities to monitor progress towards establishing an integrated and adequate network of waste management facilities.
- 1.48 Newport is working in partnership with four other local authorities in the South East Wales region, known as Prosiect Gwyrdd (Project Green), to commission a joint waste disposal facility. Further details are set out in Chapter 11 – Waste.

<sup>3</sup> They are Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taff, Torfaen and the Vale of Glamorgan.

<sup>4</sup> PPW (Edition 7, July 2014). Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

## Local Context – The Single Integrated Plan

- 1.49 The Newport Single Integrated Plan (SIP)<sup>5</sup> is the defining statement of strategic planning intent for the next 3 years. It identifies key priorities for improving the City. Its vision is:

**“Working together to create a proud and prosperous City  
with opportunities for all”**

- 1.50 The SIP has six priority themes, which are:

- Skills and Work
- Economic Opportunity
- Health and Wellbeing
- Safe and Cohesive Communities
- City Centre
- Alcohol and Substance Misuse

- 1.51 The Plan has had regard to these priority themes and is well placed to help deliver them.

## Devising the LDP - The Process

- 1.52 Visions & Objectives and ‘Candidate Sites Criteria’ for the LDP were drafted and consulted upon in December 2008. A number of key strategic options were then identified and consulted upon between March and May 2009. A potential airport in the Severn Estuary was also raised, but as approval of this is beyond the Council’s jurisdiction, and as the proposal does not feature in any Government Plan or Strategy, the proposal is not considered further in this Plan. The Council also called for ‘Candidate Sites’ at this stage.

- 1.53 In January 2010 a Preferred Strategy for the LDP was presented and consulted upon; at the same time an initial **Sustainability Appraisal** incorporating a **Strategic Environmental Assessment** (SA/SEA, often referred to as SA for short) was provided. This has been an integral part of the process which has been separately and independently run and has informed successive stages of the Plan. In view of the proximity of a number of sites that are of European importance for habitats and species, a Habitats Regulations Assessment has also been carried out.

- 1.54 An original Deposit Plan was approved by Full Council and consulted upon in April 2012. In working towards ‘Focussed Changes’ being published in March 2013, instead the Council decided to produce a Revised Deposit Plan in June 2013 in order to ensure the Soundness of the Plan.

## Structure of the Plan

- 1.55 The Plan should be read as a whole, as many different Policies may be of relevance to the matter under consideration. The Plan has regard to national planning policies but does not seek to repeat them. National guidance should therefore also be taken into account when considering development proposals.

<sup>5</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Single-Integrated-Plan-2014-15-FINAL.pdf>

- 1.56 Whilst this chapter sets out the Vision and Objectives and general overview of the Plan, Chapter 2 outlines the overall spatial strategy and the Plan's Strategic Policies, including major proposals that provide the overall direction for the Plan and broad locations for development.
- 1.57 Chapter 3 deals with the General Policies that could apply to any development proposed within Newport. It covers a variety of commonly recurring themes.
- 1.58 The succeeding chapters provide the detailed Policies and proposals, with a separate chapter for each main topic area. Where possible, the Policies and proposals are illustrated on the Proposals Map (or Inset Maps). This illustrates major areas of change, and is not intended to be a land use survey map delineating current uses.
- 1.59 Chapter 12 outlines the detailed Monitoring Framework for the Plan and provides indicators that will help assess the effectiveness of the Plan and its Policies. This chapter is followed by a list of infrastructure that is deemed necessary to deliver the development proposed within the Plan.
- 1.60 Within the Plan, references have been made to current (at the time of publication) national or regional policies, standards, guidance, laws and acts. For the avoidance of doubt, unless otherwise specified, if any of these are subsequently amended or replaced during the duration of the Plan, then the amended or replacement version will apply.
- 1.61 Finally, reference is made throughout the Plan to Supplementary Planning Guidance (SPG), to provide greater detail on how a Policy or Policies will be implemented, or how a site should be developed. SPG prepared to accompany the LDP will be a material consideration in the determination of planning applications. Further details on the proposed list of SPG are set out in Chapter 14 – Procedures.

## 2 Spatial Strategy and Strategic Policies

### Introduction and Relevance of National Policy

- 2.1 This chapter sets out the overall spatial strategy of the Plan and the Plan's Strategic Policies, including major proposals that provide the overall direction for the Plan, and broad locations for development. The Policies are also the starting point for the consideration of any proposals for the development or other use of land that need to be considered within the planning system. The Strategic Policies all begin with the reference **SP**.

### Spatial Strategy

- 2.2 Key elements of the Plan's spatial strategy are:
- to maximise the use of brownfield sites in the interests of sustainability, regeneration, community cohesion, and urban form;
  - to develop the Eastern Expansion Area of the City, focused on the former Llanwern Steelworks;
  - to regenerate the retail core of the City Centre;
  - to protect the landscape, including maintaining the statutory Green Belt on the Cardiff boundary;
  - to conserve protected sites and species, and encourage biodiversity;
  - to foster growth of the City in line with its role in the region, its locational advantages and its distinct sense of place;
  - to build upon the success of Newport's national and international class sporting facilities.
- 2.3 In many ways Newport is a microcosm of Wales, and not least in terms of economic indicators. Action is needed to address the challenges and to take advantage of the opportunities its location and strengths provide. As a key part of the Capital Region of South East Wales, and as the gateway to South Wales, Newport has long had a key role within the region. The countryside and heritage resources of the City also give it a significant sense of place, which offer advantages in helping it to take the region forward.

### Strategic Policies

#### SP1 Sustainability

**PROPOSALS WILL BE REQUIRED TO MAKE A POSITIVE CONTRIBUTION TO SUSTAINABLE DEVELOPMENT BY CONCENTRATING DEVELOPMENT IN SUSTAINABLE LOCATIONS ON BROWNFIELD LAND WITHIN THE SETTLEMENT BOUNDARY. THEY WILL BE ASSESSED AS TO THEIR POTENTIAL CONTRIBUTION TO:**

- i) **THE EFFICIENT USE OF LAND;**
- ii) **THE REUSE OF PREVIOUSLY DEVELOPED LAND AND EMPTY PROPERTIES IN PREFERENCE TO GREENFIELD SITES;**
- iii) **PROVIDING INTEGRATED TRANSPORTATION SYSTEMS, AS WELL AS ENCOURAGING THE CO-LOCATION OF HOUSING AND OTHER USES, INCLUDING EMPLOYMENT, WHICH TOGETHER WILL MINIMISE THE OVERALL NEED TO TRAVEL, REDUCE CAR USAGE**



- AND ENCOURAGE A MODAL SHIFT TO MORE SUSTAINABLE MODES OF TRANSPORT;**
- iv) REDUCING ENERGY CONSUMPTION, INCREASING ENERGY EFFICIENCY AND THE USE OF LOW AND ZERO CARBON ENERGY SOURCES;**
  - v) THE MINIMISATION, RE-USE AND RECYCLING OF WASTE;**
  - vi) MINIMISING THE RISK OF AND FROM FLOOD RISK, SEA LEVEL RISE AND THE IMPACT OF CLIMATE CHANGE;**
  - vii) IMPROVING FACILITIES, SERVICES AND OVERALL SOCIAL AND ENVIRONMENTAL EQUALITY OF EXISTING AND FUTURE COMMUNITIES;**
  - viii) ENCOURAGING ECONOMIC DIVERSIFICATION AND IN PARTICULAR IMPROVING THE VITALITY AND VIABILITY OF THE CITY CENTRE AND DISTRICT CENTRES;**
  - ix) CONSERVING, ENHANCING AND LINKING GREEN INFRASTRUCTURE, PROTECTING AND ENHANCING THE BUILT AND NATURAL ENVIRONMENT;**
  - x) CONSERVING AND ENSURING THE EFFICIENT USE OF RESOURCES SUCH AS WATER AND MINERALS.**

- 2.4 The purpose of this Policy is to provide an over-arching framework that places sustainability at the heart of the Plan. There are increasing demands on the world's resources, and if all countries used resources at the same rate as the UK, then about three worlds would be required to sustain that level of use. This Plan therefore seeks to play its part in facilitating less resource intensive forms of development, both in their initial development and in their use. This will help society to move towards a pattern of 'living on the earth's interest rather than eroding its capital'.
- 2.5 The planning system is primarily concerned with the use of land so one of the key actions that can be taken to achieve sustainable development is to focus on reusing previously developed land, and making the best use of facilities and services, as opposed to developing on greenfield sites. As well as safeguarding countryside and other green areas, this will also tend to result in a more compact form of development, that can make use of existing physical and social infrastructure, and where public transport, walking and cycling are viable alternatives to the car. As an industrial and maritime town that grew substantially in the nineteenth and early twentieth centuries, Newport has a wealth of sites that once accommodated industrial, port or railway uses for example, but where these uses have now gone. Some of these sites already host new development, but much land awaits new uses, giving the City a rich potential for sustainable development.
- 2.6 Transport is a key producer of CO<sub>2</sub> emissions, so providing forms of development that reduce the need to travel or which are accessible by sustainable modes of transport, such as walking and cycling, are favoured. Attention also needs to be paid to ensuring that it is easy to move between modes of transport for efficient journeys. As a relatively compact City, Newport is well placed to capitalise on non-car modes of transport.
- 2.7 Although much energy usage is accounted for by existing buildings, it is important to ensure that all new development is energy efficient, that the energy performance of existing development is improved, and that the energy used is sourced in the most sustainable way and as near to where it will be used as possible. Newport is sufficiently far south to be able to benefit from electricity

generation from photovoltaics, and consideration should be given to making use of this.

- 2.8 In an age where resource scarcity is increasingly becoming an issue, the minimisation of waste, and the reuse and recycling of materials takes on increased importance. Coastal erosion is also a factor of concern for Newport. Policy CE9 provides further guidance in this regard.
- 2.9 With a coastal location with the second highest tidal range in the world, and with another of Britain's largest rivers running through the City, Newport needs to pay close attention to flood risk and minimising the potential impact of climate change. Policies GP1 and GP7 provide further advice.
- 2.10 The pursuit of a predominantly brownfield strategy should help to sustain communities and make best use of existing facilities and services. All new developments should make a positive contribution to their location for the benefit of both existing and future communities.
- 2.11 In the competitive global economy, Newport needs to encourage a broad and resilient economic base. The City Centre is identified as being in need of further investment in its retail core in order to retain more of the City's consumer spending within it. This will assist sustainability in a broad sense, having good accessibility by all modes of transport, making the facilities available to all sections of the community. The provision of employment within the inner urban area will not only be sustainable in its own right, but will also benefit the economy and functioning of the retail core.
- 2.12 Water is likely to become a resource whose availability becomes an increasingly significant issue over time, with increasing usage from a growing population on one hand, and climatic variations affecting both supply and demand on the other. Minerals are also under pressure, with it being generally uneconomic to transport them over a distance. Developments will therefore be required to pay close attention to the use of resources, both in construction and in subsequent use.

#### **Relevant Objectives and Background Paper**

**Objectives:** 1. Sustainable Use of Land, 2. Climate Change, 5. Conservation of the Built Environment, 6. Conservation of the Natural Environment and 10. Waste

### **SP2 Health**

**DEVELOPMENT PROPOSALS SHOULD SEEK TO MAXIMISE THEIR POSITIVE CONTRIBUTION TO HEALTH AND WELL-BEING, AND MINIMISE ANY NEGATIVE EFFECTS BY BEING LOCATED IN THE MOST SUSTAINABLE LOCATIONS, CLOSE TO PUBLIC TRANSPORT LINKS AND PROVIDING EFFICIENT WALKING AND CYCLING ROUTES AND OTHER GREEN INFRASTRUCTURE AS PART OF DEVELOPMENT SCHEMES.**

- 2.13 It is reasonable to assume that where developments are located in locations that are only accessible by the car then the likelihood of people walking to destinations is greatly decreased. This is therefore likely to lead to more inactivity in the local population. This is one reason why development schemes should be located in the most sustainable locations possible.

- 2.14 'Climbing Higher'<sup>6</sup> is the Welsh Government's long term strategy for an active, healthy and inclusive Wales. Through providing a network of sustainable facilities and open spaces and through social inclusion, Newport's LDP can contribute to the health and well-being of its citizens.
- 2.15 There are many determinants of health that can be influenced by the policy in this Plan. Adaptation measures for climate change will feature highly in this respect as they have many public health benefits. For example, tight settlement boundaries and green infrastructure encouragement.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 9. Health and Well-being
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<b>Background Paper:</b> Desktop Health Impact Assessment
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### SP3 Flood Risk

**NEWPORT'S COASTAL AND RIVERSIDE LOCATION NECESSITATES THAT DEVELOPMENT BE DIRECTED AWAY FROM AREAS WHERE FLOOD RISK IS IDENTIFIED AS A CONSTRAINT AND ENSURE THAT THE RISK OF FLOODING IS NOT INCREASED ELSEWHERE. DEVELOPMENT WILL ONLY BE PERMITTED IN FLOOD RISK AREAS IN ACCORDANCE WITH NATIONAL GUIDANCE. WHERE APPROPRIATE A DETAILED TECHNICAL ASSESSMENT WILL BE REQUIRED TO ENSURE THAT THE DEVELOPMENT IS DESIGNED TO COPE WITH THE THREAT AND CONSEQUENCES OF FLOODING OVER ITS LIFETIME. SUSTAINABLE SOLUTIONS TO MANAGE FLOOD RISK SHOULD BE PRIORITISED.**

- 2.16 Flood risk management is a clear consideration for the LDP due to Newport's coastal location, the River Usk and the complex reën systems on the Gwent Levels. The tidal limit of the Usk extends beyond Newport's boundary making tidal and fluvial flood risk a key concern for a high proportion of the Authority area. In addition to tidal and fluvial flood risk developers must also consider their effect on surface, groundwater and flood risk from artificial sources, including reservoirs and canals. Watercourses within the Internal Drainage Board (IDB) area must not be culverted and development must avoid obstructing the water course by providing a buffer zone of 12.5m minimum for reëns and 7m minimum for field ditches in order to allow on-going maintenance. It is recommended that developers seek advice and information from Natural Resources Wales, the Local Authority and Internal Drainage Board where relevant.
- 2.17 A Strategic Flood Consequence Assessment (SFCA) has been undertaken to collate and refine the extensive amount of existing information on flood risk within Newport to inform policy production, namely Policies SP3 Flood Risk and GP1 Climate Change and site selection. There are a range of statutory and non-statutory plans and strategies which affect how flood risk is to be managed by the LDP. The development of coastal strategies (Shoreline Management Plan<sup>7</sup>) and catchment focused strategies (Catchment Flood Management Plans for River Usk and Eastern Valleys<sup>8</sup>) deal with a range of flooding issues and a

<sup>6</sup> Available at: <http://wales.gov.uk/topics/cultureandsport/sportandactiver recreation/climbing/?lang=en>

<sup>7</sup> Available at: <http://www.severn estuary.net/secg/smpr.html>

<sup>8</sup> Both CFMPs are available at: <http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/research/planning/64223.aspx>

consistent approach towards such a complex issue is required and will be brought together in the SFCA. The Plan sets out its approach to planning within its Coastal Zone in Chapter 4.

- 2.18 There is a clear requirement to address the issue of flood risk and flood resilience and resistance measures in developments. The Plan sets out its approach to flood risk in Policy GP1: Climate Change.

Relevant Objectives and Background Paper
<p><b>Objectives:</b> 2. Climate Change</p> <p><b>Background Paper:</b> Strategic Flood Consequence Assessment, Flood Risk Background Paper</p>

## SP4 Water Resources

**DEVELOPMENT PROPOSALS SHOULD MINIMISE WATER CONSUMPTION, PROTECT WATER QUALITY DURING AND AFTER CONSTRUCTION AND RESULT IN NO NET INCREASE IN SURFACE WATER RUN-OFF THROUGH THE SUSTAINABLE MANAGEMENT OF WATER RESOURCES BY:**

- i) **THE USE OF SUSTAINABLE DRAINAGE SYSTEMS;**
- ii) **THE REUSE OF WATER AND REDUCTION OF SURFACE WATER RUN-OFF THROUGH HIGH QUALITY DESIGNED DEVELOPMENTS;**
- iii) **CAREFUL CONSIDERATION OF THE IMPACT UPON FINITE WATER RESOURCES, PARTICULARLY IN TERMS OF INCREASED PRESSURES ON ABSTRACTION AND THE IMPACT OF CLIMATE CHANGE.**
- iv) **ENSURING DEVELOPMENT IS APPROPRIATELY LOCATED AND PHASED SO THAT THERE IS CAPACITY IN THE WASTE WATER, SEWERAGE AND WATER SUPPLY AS WELL AS THE PROTECTION OF WATER QUALITY.**

- 2.19 Sustainability is an overriding objective of the Plan with conservation and enhancement of water resources being a main element. SUDS (Sustainable Drainage Systems) are designed to minimise the quantity and improve the quality of surface water before discharge by dealing with run-off water as close to the source as possible. This minimises the pollution discharged into watercourses, reduces the quantity of water discharged to sewer or outfall while increasing the amount of water infiltrating the ground. These effects can benefit the nature conservation, landscape and amenity value of both site and surroundings and be a major contributor to sustainable development. Further advice on SUDS will be provided through anticipated technical guidance at the national scale, local guidance will be provided where necessary. Developers will be expected to demonstrate that they can reduce any adverse effects of their proposed development on the water environment by encouraging the use of SUDS, where appropriate, at an early stage of the process.

- 2.20 Natural Resources Wales has the statutory responsibility to manage water resources and it does this through its abstraction licensing procedures. Almost all water abstractions require a licence. Dwr Cymru/Welsh Water provides mains water supplies to the majority of households and many of the businesses in the plan area. All abstractions, including existing ones, impact on the water environment through removal of water from our rivers and lakes. The recent review of consents undertaken as part of the European Habitat Regulations requirements by the Natural Resources Wales has sought to ensure that the

water resource being removed from recognised Natura 2000 ecological sites is not having or will not have a significant effect on the conservation objectives for the site. Therefore developers are required to ensure that they consider the impact of such a review on future water supply and that they are able to provide a sustainably sourced water supply and waste water treatment in line with any restrictions placed on abstractions set by the Environment Agency (now Natural Resources Wales) review. The developer must ensure that there is environmental capacity to support the development. The Council will seek to ensure that Natural Resources Wales is consulted on any proposal which is likely to affect the supply of water, the quality of water, or is likely to be affected by, or cause flooding, as appropriate.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 2. Climate Change, 7 Community Facilities and Infrastructure
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<b>Background Paper:</b> Reviewed Water Resources Management Plan, Dwr Cymru / Welsh Water.
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## SP5 Countryside

**DEVELOPMENT IN THE COUNTRYSIDE (THAT IS, THAT AREA OF LAND LYING BEYOND THE SETTLEMENT BOUNDARIES SHOWN ON THE PROPOSAL AND INSET MAPS) WILL ONLY BE PERMITTED WHERE THE USE IS APPROPRIATE IN THE COUNTRYSIDE, RESPECTS THE LANDSCAPE CHARACTER AND BIODIVERSITY OF THE IMMEDIATE AND SURROUNDING AREA AND IS APPROPRIATE IN SCALE AND DESIGN. HOUSING DEVELOPMENT, RURAL DIVERSIFICATION AND RURAL ENTERPRISE USES, BEYOND SETTLEMENT BOUNDARIES, WILL ONLY BE APPROPRIATE WHERE THEY COMPLY WITH NATIONAL PLANNING POLICY.**

- 2.21 Newport is a relatively compact City, and the whole County Borough is only 13 miles from east to west, and only about 7 miles from north to south. Although 70% of the county borough is rural, nowhere is very far from the urban area, and this reduces the justification for development in rural areas compared to what may be appropriate in more remote parts of Wales. Technical Advice Note 6: Planning For Sustainable Rural Communities<sup>9</sup> provides guidance relating to rural development.
- 2.22 The Council recognises the importance of protecting the countryside both for its own sake and because it provides a vital landscape setting for the urban area and transport corridors. The countryside has value for landscape, natural resources, agriculture, ecology, geology, history, archaeology and outdoor recreation. It will rarely be the appropriate location for development, except where this is for the specific benefit of the rural economy or the use satisfies policies H10 – Conversions in the Countryside and H12 – Replacement Dwellings in the Countryside.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 6. Conservation of the Natural Environment
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<sup>9</sup> Technical Advice Note 6, available at: <http://wales.gov.uk/topics/planning/policy/tans/tan6/?lang=en>



## SP6 Green Belt

**THE GREEN BELT IS MAINTAINED ALONG THE NEWPORT – CARDIFF BOUNDARY. WITHIN THIS AREA, DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED. AN INCREASE IN SIZE OF A DWELLING OF MORE THAN 30% OF THE VOLUME OF THE ORIGINAL SIZE OF THE DWELLING, OR AS EXISTED IN 1948, WILL NOT BE APPROVED.**

- 2.23 The Green Belt that lies between Marshfield and Cardiff was designated, following regional discussions, by the Newport Unitary Development Plan 1996 – 2011 as the first Green Belt in Wales. Green Belts are normally expected to have a life beyond that of one Development Plan<sup>10</sup>, so the existing Green Belt is maintained.
- 2.24 The Newport – Cardiff gap, being only about 3 miles wide in places, and sitting between two of the only five cities of Wales, is crucial to the maintenance of urban form. There is no appetite for the cities to merge, and indeed much public support for the maintenance of this gap and the separate identity of the cities.
- 2.25 Planning Policy Wales (Paragraph 4.8.14 – 4.8.18) sets out what is considered inappropriate development within Green Belt allocations, and should be referred to for guidance.
- 2.26 Any application to increase the size of a dwelling by more than 30% is likely to have a negative impact on the openness of the Green Belt and will not be approved.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 6. Conservation of the Natural Environment
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## SP7 Green Wedges

**GREEN WEDGES HAVE BEEN IDENTIFIED IN ORDER TO PREVENT COALESCENCE BETWEEN THE FOLLOWING SETTLEMENTS:**

- i) NEWPORT AND CARDIFF;
- ii) ROGERSTONE AND RISCA;
- iii) BETTWS, MALPAS AND CWMBRAN;
- iv) CAERLEON AND CWMBRAN.

**WITHIN THESE AREAS DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED. AN INCREASE IN SIZE OF A DWELLING OF MORE THAN 30% OF THE VOLUME OF THE ORIGINAL SIZE OF THE DWELLING, OR AS EXISTED IN 1948, WILL NOT BE APPROVED.**

- 2.27 Green Wedges have been designated on a common basis with the other local planning authorities in South Wales. The prime purpose of Green Wedges is to prevent coalescence between urban areas. The designation is not made necessarily on the basis of the physical quality of the landscape, but rather to

<sup>10</sup> PPW (Edition 7, July 2014). Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

maintain their openness. The areas designated tend to have significant importance for their openness and for their role in maintaining the distinct identity of separate communities.

- 2.28 Planning Policy Wales (Paragraph 4.8.14 – 4.8.18) sets out what is considered inappropriate development within green wedge allocations, and should be referred to for guidance.
- 2.29 Any application to increase the size of a dwelling by more than 30% is likely to have a negative impact on the openness of the green wedge and will not be approved.

### **Relevant Objectives and Background Paper**

**Objectives:** 6. Conservation of the Natural Environment

## **SP8 Special Landscape Areas**

**SPECIAL LANDSCAPE AREAS ARE DESIGNATED AS FOLLOWS WITHIN WHICH PROPOSALS WILL BE REQUIRED TO CONTRIBUTE POSITIVELY TO THE AREA THROUGH HIGH QUALITY DESIGN, MATERIALS AND MANAGEMENT SCHEMES THAT DEMONSTRATE A CLEAR APPRECIATION OF THE AREA'S SPECIAL FEATURES:**

- i) **NORTH OF BETTWS**
- ii) **WEST OF RHIWDERIN**
- iii) **WENTLOOGE LEVELS**
- iv) **RIVER USK**
- v) **CALDICOT LEVELS**
- vi) **WENTWOOD**

- 2.30 The Special Landscape Areas (SLAs) have been designated on the basis of the LANDMAP assessment process<sup>11</sup>, and are identified on the Proposals Map. The LANDMAP information resource is compiled and managed by the Natural Resources Wales and is a nationally recognised resource for landscape assessment; as noted in Planning Policy Wales<sup>12</sup>. The LANDMAP system sets a benchmark methodology<sup>13</sup> and quality assurance process to ensure consistency, accuracy and accessibility of landscape information throughout Wales. The study 'Designation of Special Landscape Areas (2009)' as undertaken by TACP sets out a review of SLA designation for Newport. The SLA background paper sets out how the Council has defined the final boundary of each area.
- 2.31 Within Special Landscape Areas, priority will be given to landscape conservation and enhancement. The designation of a SLA does not preclude development but any proposals must demonstrate that they have been designed to respect the valued characteristics of the recognised landscape as well as being in accordance with other Policies of this Plan.
- 2.32 Developers will be required to ensure that proposals do not impact or affect the intrinsic character, quality, feature or conservation value of the SLA. Designs will

<sup>11</sup> LANDMAP is available at: <http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/landmap.aspx>

<sup>12</sup> PPW (Edition 7, July 2014). Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

<sup>13</sup> LANDMAP methodology is available at: <http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/landmap.aspx>

be required to be of a high standard, appropriate in scale and massing, integrated sympathetically into the landscape as well as ensuring long term management. Supplementary Planning Guidance will provide detail concerning the value, management and maintenance of the areas.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 6. Conservation of the Natural Environment
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<b>Background Paper:</b> Special Landscape Area Background Paper
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## SP9 Conservation of the Natural, Historic and Built Environment

### THE CONSERVATION, ENHANCEMENT AND MANAGEMENT OF RECOGNISED SITES WITHIN THE NATURAL, HISTORIC AND BUILT ENVIRONMENT WILL BE SOUGHT IN ALL PROPOSALS.

- 2.33 Newport has a rich diversity of natural and historic sites which are recognised at the international, national and local level. Those habitats and species of nature conservation interest represent important environmental resources, and the Council has a duty under various legislation including the Natural Environment and Rural Communities Act (2006)<sup>14</sup>, or as amended, Conservation of Habitats and Species Regulations (2010)<sup>15</sup>, Countryside and Rights of Way Act (2000)<sup>16</sup>, or as amended, and the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations (1999)<sup>17</sup>, or as amended, to ensure that they are protected from inappropriate or damaging development. National guidance sets out a clear requirement for the planning system to improve as well as protect the environment. Planning Policy Wales<sup>18</sup> and Technical Advice Note 5: Nature Conservation and Planning (2009)<sup>19</sup> set out this framework identifying nature conservation as an integral part of planning for sustainable development. Local advice will be set out in the Supplementary Planning Guidance on Wildlife and Development<sup>20</sup>.
- 2.34 Newport has a wide range of historically important buildings and sites. There are over 400 Listed Buildings, 15 Conservation Areas, 11 Historic Parks and Gardens, 67 Scheduled Ancient Monuments, 4 Archaeologically Sensitive Areas and over 50 square kilometres of landscape registered as being of Outstanding Historic Interest. These nationally and internationally recognised sites are complemented by a variety of locally important historic buildings and sites which this Plan seeks to protect. The protection, retention, safeguarding, conservation and enhancement of heritage assets will be sought, and where new development is proposed that affects the building or site or its setting, this should be of the highest quality.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 5. Conservation of the Historic Environment, 6. Conservation of the Natural Environment
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<b>Background Papers:</b> Local List Background Paper and Sites of Importance for
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<sup>14</sup> Available at: <http://www.legislation.gov.uk/ukpga/2006/16/contents>

<sup>15</sup> Available at: <http://www.legislation.gov.uk/uksi/2010/490/contents/made>

<sup>16</sup> Available at: <http://www.legislation.gov.uk/ukpga/2000/37/contents>

<sup>17</sup> Available at: <http://www.legislation.gov.uk/uksi/1999/293/contents/made>

<sup>18</sup> Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

<sup>19</sup> Available at: <http://wales.gov.uk/docs/desh/policy/100730tan5en.pdf>

<sup>20</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Wildlife-SPG.pdf>

Natural Conservation (SINC) Background Paper.
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**SP10 House Building Requirement**

**PROVISION IS MADE FOR 11,623 UNITS TO DELIVER A HOUSING REQUIREMENT OF 10,350 UNITS OVER THE PLAN PERIOD. THE AFFORDABLE HOUSING TARGET FOR THE PLAN PERIOD IS SET AT 2,061 UNITS.**

**THE LAND WILL BE PROVIDED PRIMARILY ON PREVIOUSLY DEVELOPED LAND IN THE FOLLOWING WAYS:**

- i) SITES WITH PLANNING PERMISSION, INCLUDING SITES UNDER CONSTRUCTION;**
- ii) THE EASTERN EXPANSION AREA;**
- iii) ALLOCATIONS SET OUT IN POLICY H1; AND**
- iv) INFILL, WINDFALL AND SMALL SITES.**

- 2.35 A key task of this Plan is to ensure an adequate and continuing supply of land to meet likely future housing needs. The Plan is deviating from the Welsh Government 2008 based projections and has justified this deviation based on an assessment of housing requirements which has considered:

- Welsh Government population and household projections;
- Statistical indicators, including past build rates;
- The Local Housing Market Assessment;
- Wider economic factors affecting the housing sector;
- The regional dimension.

The recommended housing requirement is based upon both demographic and economic led scenarios. This is because the delivery of sufficient housing for the increased workforce is essential to ensure the economic growth can be attracted and sustained; all of which accords with the strategy of the Plan. Further information is found in the Assessment of Housing Requirements (2013). The Plan has designated a sufficient level of housing provision in order to meet the housing requirement figure, of 10,350 units. Policy H1 identifies the housing supply within the Plan, which totals 11,623 units, and provides a 12% level of flexibility over the Plan period.

- 2.36 The Local Housing Market Assessment has identified a need for 593 units per year for the 5 year period 2013-2018, which includes the backlog of need for the County Borough. This represents an 86% affordable unit need per annum, against a 690 annual housing requirement, which results in a requirement of 8,901 units for the Plan period. The LDP has identified those sites with an agreed level of affordable housing and calculated the anticipated rate of affordable provision from the residential supply outlined in Policy H1. The affordable housing target will not meet the need figure for the Plan period and it is not expected to as it is only one of a variety of means to achieving a supply of affordable housing. The affordable housing target is therefore set at 2,061 affordable units over the Plan period.
- 2.37 The supply of housing land is focused on brownfield sites in accordance with the strategy of the Plan, and includes many sites that were identified in the previously adopted UDP. Many of these sites now have planning permission and are partly complete. Because of their size, many of them have substantial parts not started, with the economic recession having slowed progress generally at the end of the adopted UDP period (2009-11).

- 2.38 Policy SP10 seeks to contain development within existing built up areas and those sites specifically allocated under Policy SP11 below and H1. The only exceptions that will be allowed to this Policy relate to affordable housing and to essential housing required for agricultural or other rural enterprises. These are dealt with in the housing chapter below.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 4. Housing Provision
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<b>Background Paper:</b> Housing Background Paper, Assessment of Housing Requirements, Local Housing Market Assessment
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### SP11 Eastern Expansion Area

**THE EASTERN EXPANSION AREA CONSISTS OF THE FORMER LLANWERN STEELWORKS REGENERATION SITE KNOWN AS GLAN LLYN H1(47) AND EM1(vii), AND HOUSING SITES AT LLANWERN VILLAGE H1(3), HARTRIDGE HIGH SCHOOL H1(19) AND JIGSAW SITE H1(55). THIS EASTERN EXPANSION AREA IS IDENTIFIED AS A RESIDENTIAL LED MIXED USE, SUSTAINABLE URBAN EXPANSION AREA WHICH WILL PROVIDE A RANGE AND CHOICE OF HOUSING, EMPLOYMENT LAND AND COMMUNITY USES.**

- 2.39 In 2002, the 'heavy end' of the Llanwern Steelworks (where the steel was made) closed. This area of about 240 hectares contained the blast furnaces and related uses, including the areas for stocking coal and iron ore. The 'finishing end', where steel is rolled and processed in other ways, has remained in operation. By way of a response to the closure, the Newport Unitary Development Plan 1996 – 2011 designated the former 'heavy end' of the steelworks and other land in the vicinity as the Eastern Expansion Area.
- 2.40 The steelworks land has since received planning consent for a mixed use development known as Glan Llyn, which includes 4,000 dwellings, 39.5 hectares of employment land and related community uses. The Glan Llyn S106 agreement provides for 20% affordable housing (800 units).
- 2.41 In addition to the former steelworks site there is also the area to the West of Llanwern Village (H1(3)) which has planning permission for 1,100 units, of which 23% is affordable (253 units). This greenfield development proposes a residential development with associated community facilities such as a school forming part of the overall Eastern Expansion Area. Two additional housing sites are also identified as part of the Eastern Expansion Area this includes the 65 units at the residential site adjacent to Hartridge High School (H1(19)) and the 200 units at the greenfield site at Jigsaw Site (H1(55)) which directly adjoins the Hartridge High School site. Further detail of the overall area can be found in Supplementary Planning Guidance.
- 2.42 This area enjoys good access to the City Centre via the Southern Distributor Road and Usk Way, which facilitates good public transport opportunities. Development of this area is seen to have much more potential benefit to the City Centre than development to the north, which could lead to loss of trade to Cwmbran, or to the west, where trade could be drawn to Cardiff. It is expected that a third party will construct a railway station (including a park-and-ride service) at Llanwern in order to make the area more accessible. A north-south link across the railway will provide an access to the station and a second main

access to the Llanwern Village development. It will also encourage the provision of good bus services to local residential areas. The improvement and opening up to public traffic of Queensway will improve access to the motorway to the east for all of South East Newport and beyond.

- 2.43 The development of Glan Llyn will provide for a range and choice of housing and is integral to the strategy of the Newport Local Development Plan. Achievement of the Local Development Plan and Sustainability Appraisal objectives is underpinned by the allocation and delivery of this 240 hectare regeneration site. Outline planning permission has been granted and the development of phase 1 is underway. The site will be fully integrated into the City of Newport.

#### **Relevant Objectives and Background Paper**

**Objectives:** 1. Sustainable use of land 3. Economic Growth 4. Housing Provision 7. Community Facilities and Infrastructure

### **SP12 Community Facilities**

**THE DEVELOPMENT OF NEW COMMUNITY FACILITIES IN SUSTAINABLE LOCATIONS WILL BE ENCOURAGED INCLUDING:**

- i) **PLACES OF WORSHIP AND CHURCH HALLS, CEMETERIES, COMMUNITY CENTRES, HEALTH CENTRES, DAY NURSERIES, CLINICS AND CONSULTING ROOMS;**
- ii) **MUSEUMS, PUBLIC HALLS, LIBRARIES, ART GALLERIES, EXHIBITION HALLS, EDUCATION AND TRAINING CENTRES;**
- iii) **CINEMAS, MUSIC AND CONCERT HALLS, THEATRES, DANCE AND SPORT HALLS, SWIMMING BATHS, SKATING RINKS, GYMNASIUMS;**
- iv) **OUTDOOR AND INDOOR SPORT AND LEISURE USES INCLUDING ALLOTMENTS AND COMMUNITY/ CITY GARDENS.**

**DEVELOPMENT THAT AFFECTS EXISTING COMMUNITY FACILITIES SHOULD BE DESIGNED TO RETAIN OR ENHANCE ESSENTIAL FACILITIES.**

- 2.44 Planning Policy Wales (7<sup>th</sup> Edition, July 2014) notes the importance of providing access to a range of facilities including health, education, community and open spaces, and maximising opportunities for community development and social welfare. Proposals that help achieve this aim, through the provision of new facilities will be encouraged. There is also a need to reduce further inequalities between communities and access to facilities. Essential existing facilities should therefore be retained or enhanced to help ensure that all parts of the community, including rural areas, have effective access to services and community facilities.
- 2.45 Proposals for new facilities should be situated in sustainable locations, particularly those that attract a high number of visitors, such as community centres, leisure centres and theatres. Such facilities need to be accessible by a choice of transport modes and should be situated within or adjacent to the defined urban and village settlements or the community that the facility is serving. The re-use of existing buildings is preferable to new build particularly in the village areas. Applications will also be considered against other relevant Policies of the Plan, including the GP Policies.
- 2.46 Newport has experienced increased interest in the provision of community gardens and allotments. A range of Welsh Government guidance (planning and



otherwise) provides support for locally produced food and plants as it is recognised that they can assist in increasing biodiversity, reducing food miles and creating knowledge as to how the environment works. Allotments and community gardens can also create better access to the environment for all groups and contribute to health, both physically and socially and are calming influences in otherwise sometimes frenetic urban areas. The Council will support proposals that help to achieve these principles. Where such proposals affect Environmental Spaces additional criteria will apply (see Policy CE3).

- 2.47 Newport City Council owns and manages a number of community facilities and services within Newport, including cemeteries. The Council manages three cemeteries in Newport – St Woolos, Christchurch and Caerleon. These cater for traditional methods of burial as well as green burials. Green burial is an environmentally friendly alternative to traditional styles of burial and is becoming more popular. It is anticipated that demand for this type of burial will increase, and that new burial sites will come forward within the Plan period. The provision of new cemeteries and burial sites will be favourably considered by the Council, particularly where additional need can be demonstrated. Given the scale and nature of burial sites, consideration will be given to sites beyond the settlement boundary, subject to the detailed Policies of the Plan including the GP Policies.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 7. Community Facilities and Infrastructure
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<b>Background Paper:</b> Environmental Spaces Background Paper
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### SP13 Planning Obligations

**DEVELOPMENT WILL BE REQUIRED TO HELP DELIVER MORE SUSTAINABLE COMMUNITIES BY PROVIDING, OR MAKING CONTRIBUTIONS TO, LOCAL AND REGIONAL INFRASTRUCTURE IN PROPORTION TO ITS SCALE AND THE SUSTAINABILITY OF ITS LOCATION.**

**THIS LIST IS NOT EXHAUSTIVE, BUT THE FOLLOWING ARE INFRASTRUCTURE PRIORITIES THAT DEVELOPMENTS WILL BE EXPECTED TO PROVIDE OR CONTRIBUTE TO IN ORDER TO MITIGATE ANY NEGATIVE CONSEQUENCES OF DEVELOPMENT:**

- **EDUCATIONAL FACILITIES AND/OR THEIR UPGRADES;**
- **AFFORDABLE HOUSING;**
- **IMPROVEMENTS TO THE HIGHWAY NETWORK, INCLUDING WALKING AND CYCLING ROUTES AND PUBLIC TRANSPORT;**
- **OUTDOOR RECREATION;**
- **PROTECTION, ENHANCEMENT AND MANAGEMENT OF THE NATURAL, HISTORIC AND BUILT ENVIRONMENTS;**
- **COMMUNITY FACILITIES AND/OR THEIR UPGRADES; AND**
- **IMPROVEMENTS TO THE PUBLIC REALM.**

- 2.48 In order to mitigate the impact of development, S106 planning obligations will be sought to enhance the quality of the development, provide community benefits and infrastructure facilities. The Planning Obligations SPG will provide the



framework and requirements for planning obligations for new developments. The Council will negotiate planning obligations on a site-by-site basis where these are necessary to make the development acceptable in planning terms. Obligations will be directly related to the development and fairly and reasonably related in scale and kind to the development. As part of this process, the level of affordable housing provision will be set at a rate that reflects individual site viability, based upon 'open book' appraisals and potentially independent third party analysis.

- 2.49 The Community Infrastructure Levy (CIL) system came into force in April 2010 and will potentially have implications on the range and nature of contributions sought through S106 planning obligations during the Plan period. Any such considerations would be accommodated through the preparation of Supplementary Planning Guidance. S106 planning obligations will continue to ensure that 'site specific' mitigation is sought to make a development acceptable in planning terms. Additionally, a separate CIL Regulation 123 List would identify infrastructure that addresses the 'broader' impacts of development. It is anticipated that a Pre-Draft Charging Schedule and Infrastructure Delivery Plan will be published in spring 2015, followed by adoption prior to December 2015.
- 2.50 Following the adoption of CIL, there will be two limitations on the use of planning obligations: firstly, there will be no circumstances where a developer will pay CIL and S106 for the same infrastructure in relation to the same development; secondly, pooled contributions will only be sought from up to five separate S106 obligations for an item of infrastructure which is not intended to be funded by CIL.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 3. Economic Growth, 7. Community Facilities and Infrastructure
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## **SP14 Transport Proposals**

### **TRANSPORT PROPOSALS WILL BE SUPPORTED WHERE THEY:**

- i) **PROVIDE FOR TRAFFIC-FREE WALKING AND CYCLING FACILITIES AND EXPANSION OF THE NETWORK;**
- ii) **ENCOURAGE THE USE OF PUBLIC TRANSPORT AND OTHER MODES WHICH REDUCE ENERGY CONSUMPTION AND POLLUTION;**
- iii) **IMPROVE ROAD SAFETY;**
- iv) **IMPROVE THE QUALITY OF LIFE OF RESIDENTS;**
- v) **ASSIST THE LOCAL ECONOMY;**
- vi) **ASSIST URBAN REGENERATION;**
- vii) **PROVIDE ACCESS TO NEW DEVELOPMENT AREAS WHICH INCORPORATE SUSTAINABLE TRANSPORT MODES;**
- viii) **RELIEVE TRAFFIC CONGESTION IN THE LONG TERM;**
- ix) **RESULT IN OTHER ENVIRONMENTAL IMPROVEMENTS, INCLUDING AIR QUALITY, NOISE REDUCTION, SUSTAINABLE DRAINAGE AND ENHANCED BIODIVERSITY.**

- 2.51 Transport schemes will be supported that bring benefits to the economy, health and well-being of the community. The provision of choice of transport modes is important in achieving sustainable development, as is the integration of all

modes of transportation. Policy GP5 provides guidance on the obligations on developers of schemes in the Gwent Levels.

- 2.52 As transport is a contributor to atmospheric pollution, it is therefore essential that the use of more energy efficient modes of transport is encouraged. Improvements to public transport will assist in reducing traffic congestion and therefore improving air quality and road safety. Encouraging walking and cycling through the improvement of infrastructure and accessibility will not only have environmental benefits but also promote healthier lifestyles.
- 2.53 Proposals for new road infrastructure will be required to consider the needs of sustainable modes of transport, and include walking and cycling facilities where appropriate. Road schemes triggered by urban regeneration proposals will be considered for their economic benefits and should have full regard for sustainable travel, road safety, congestion and quality of life.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 1. Sustainable Use of Land 8. Culture and Accessibility
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### **SP15 Integrated Transport**

**INTEGRATED TRANSPORT WILL BE PURSUED IN LINE WITH THE NATIONAL AND REGIONAL TRANSPORT STRATEGIES. SUCH TRANSPORT WILL COMPRISE:**

- i) A CO-ORDINATED PEDESTRIAN NETWORK, INCLUDING SCHEMES SUCH AS “SAFE ROUTES IN COMMUNITIES”;**
- ii) IMPLEMENTATION OF THE CYCLING STRATEGY;**
- iii) INNOVATIVE FORMS OF PUBLIC TRANSPORT SUCH AS BUS PRIORITY, SAFEGUARDING AND ENHANCEMENT OF RAIL ROUTES AND IDENTIFICATION OF NEW STATIONS;**
- iv) DESIGNATION OF TRANSPORT INTERCHANGES FOR PARK AND RIDE, PARK AND SHARE, AND ROAD TO RAIL FREIGHT CENTRES;**
- v) A CENTRAL AREA PARKING STRATEGY;**
- vi) FACILITIES FOR PUBLIC TRANSPORT, WALKING AND CYCLING IN MAJOR NEW DEVELOPMENT;**
- vii) INTERCHANGE BETWEEN BUS, BICYCLE AND CAR TO ENABLE SUSTAINABLE USE OF THE COUNTRYSIDE.**

**SIGNIFICANT DEVELOPMENT PROPOSALS SHALL BE ACCOMPANIED BY TRAVEL PLANS.**

- 2.54 Integrated Transport is one of the main principles of the Welsh Government's National Transport Plan (NTP)<sup>21</sup> and is seen as a major way of encouraging a more effective use of the transport system. Transport schemes will seek to create opportunities for integrated and sustainable transport to apply the objectives of the NTP at a local level.
- 2.55 Newport occupies a strategic location in the region and integration of transport needs to be considered not just in local terms but also in the wider context.

<sup>21</sup> Available at: <http://wales.gov.uk/topics/transport/planning-strategies/ntp/?lang=en>

- 2.56 In accordance with Planning Policy Wales (7<sup>th</sup> Edition, July 2014) and Technical Advice Note 18: Transport (March 2007)<sup>22</sup> developments of a significant size (see para 8.7.2 of PPW)<sup>23</sup> should be accompanied by a Transport Assessment to establish anticipated impacts of development. They also provide an important basis for the preparation of Travel Plans, which set out proposals for the delivery of more sustainable travel patterns. Developers may be required to submit a Travel Plan as part of the planning application process.

#### Relevant Objectives and Background Paper

**Objectives:** 1. Sustainable Use of Land 2. Climate Change, 8. Culture and Accessibility

### SP16 Major Road Schemes

#### LAND WILL BE SAFEGUARDED FOR THE FOLLOWING STRATEGIC HIGHWAY SCHEMES:

- i) **M4 MOTORWAY JUNCTION 28 TREDEGAR PARK INTERCHANGE IMPROVEMENT;**
- ii) **WESTERN EXTENSION OF THE SOUTHERN DISTRIBUTOR ROAD AS THE DUFFRYN LINK ROAD BETWEEN MAESGLAS AND COEDKERNEW;**
- iii) **NORTH SOUTH LINK – LLANWERN.**

- 2.57 **Junction 28 (Tredegar Park)** - Much of the traffic originating in Rogerstone, Bassaleg and the western valleys of Gwent joins or crosses the M4 at Junction 28 (Tredegar Park). By the end of 2016, the Welsh Government will have completed a programme of improvements designed to ease congestion at this strategic junction.
- 2.58 The Welsh Government has taken control of the **steelworks access road (Queensway)** and is upgrading this from Junction 23A at Magor to Queensway Meadows at Spyty. This road will serve Glan Llyn (the Llanwern Regeneration Site) and improve access for the major employment areas in South East Newport. Queensway also provides a new strategic East - West link between the Southern Distributor Road and Junction 23A at Magor, providing relief for the M4, including Junction 24 (the Coldra), at times of peak congestion and for incident management. The road also gives access to the proposed railway station at Llanwern, providing important opportunities for park-and-ride. The road is being built largely on the line of the existing road with new and upgraded junctions being provided as required to serve the Glan Llyn development site and the existing steel works and related uses. The utilisation of the line of the existing road minimises environmental impact and is considered a sustainable use of existing road infrastructure.
- 2.59 Land will be safeguarded for the provision of the **North South link** which will provide an important link between Llanwern Village and the former steel works regeneration site as well as providing access to the proposed railway halt at Llanwern. The North South link is essential to enhance public transport provision, contributing to the sustainability of the steel works regeneration site

<sup>22</sup> Available at: <http://wales.gov.uk/topics/planning/policy/tans/tan18/?lang=en>

<sup>23</sup> PPW (Edition 7, July 2014). Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

and the Llanwern Village redevelopment scheme as well as providing access to the proposed park and ride facility at Llanwern.

- 2.60 **The Duffryn Link** will serve a similar function in the west to the Queensway route in the east, providing relief for the M4, including Junction 28 (Tredegar Park), at times of peak congestion and for incident management. The road also serves the major employment areas of South West Newport and the proposed railway station at Coedkernew, again providing opportunities for park and ride.
- 2.61 The Duffryn Link proposed route corridor lies within the Gwent Levels – St Brides SSSI. The SSSI is notified for its range of aquatic plants and invertebrates associated with the reens and ditches of the drainage system, under the Wildlife and Countryside Act 1981 (as amended). The Duffryn Link is likely to result in crossing the Percoed Reen. The Reen is a known commuting otter habitat connecting to the River Usk SAC (otters are one of the qualifying features of this European site). Otters are also European Protected Species under the Conservation of Habitats and Species Regulations 2010 (as amended). Percoed Reen also supports the special interest of the Gwent Levels – St Brides SSSI. Any works affecting the Percoed Reen must be completed in a sensitive manner for otters, to maintain the Favourable Conservation Status of this species, and to conserve and enhance the special interests of the Gwent Levels – St Brides SSSI. The Reen must be maintained in situ (this watercourse must not be culverted) with a minimum of 5m of bank side habitat retained on either side. Works affecting a watercourse within the Internal Drainage Board area will need to adhere to their standard buffer requirements, see para 2.16 for more details. Developers will be required to complete an otter survey to determine levels of otter activity in the affected area, which should be used to inform the design of the road and any mitigation that is required. Relevant licences under Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) may be required from NRW. A sensitive working programme must be compiled to minimise disturbance to this species. Furthermore, should the Percoed Reen need to be crossed, the crossing will need to be designed to ensure continued otter movement up and downstream (even in flood conditions).
- 2.62 In accordance with Policy GP5 the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. In accordance with Policy GP5 the developer will be expected to demonstrate how the special interest of the Gwent Levels – St Brides SSSI will be safeguarded, with respect to the Wildlife and Countryside Act 1981 (as amended).
- 2.63 Re-modelling of the **Old Green Junction** is proposed to provide environmental improvement by improving the free-flow of traffic, reducing congestion and removing the existing sub-ways which give issues of anti-social behaviour, poor surveillance and fear of crime. The proposal is located adjacent to the River Usk SAC. Due to the location of the proposed development adjacent to the River Usk, it will be the responsibility of the developer to ensure that works are completed in an environmentally sensitive manner (to avoid negative effects on the European site). This should include employing construction methods that minimise vibration (as to not disturb, or prevent a barrier to the movement of, qualifying features of the SAC including fish species and otters). If night time working is required then a lighting scheme and specific design will be required to prevent light spill onto the Usk. Timings of works must be sensitive to qualifying features of the SAC. In accordance with Policy GP5 the developer will be

expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process.

- 2.64 Environmental Assessments and where necessary Habitat Regulations Assessments will be undertaken on all major road schemes and impacts of proposals will be minimised and, where required, properly mitigated.
- 2.65 The proposed **M4 Relief Road** between Junction 23A at Magor and Junction 29 at Castleton is not being progressed in the Welsh Government's National Transport Plan (2010). The direction to consult the Welsh Government on any planning applications affecting the route is still in place and the safeguarded route has been identified as a constraint on the Constraints Map. Funding has been made available for M4 Corridor Enhancement Measures, and extensive studies are being undertaken to identify the most appropriate measures. The National Transport Plan priority list (2011) sets out an on going commitment for the package of measures to deal with resilience, safety and reliability issues on the M4 around Newport (NTP Ref 91).

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 2.Climate change 8. Culture and Accessibility
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### SP17 Employment Land

#### **PROVISION WILL BE MADE FOR APPROXIMATELY 172 HECTARES OF EMPLOYMENT LAND FOR THE PERIOD 2011 - 2026.**

- 2.66 This requirement has been assessed taking into account:
- labour supply projections, reflecting the population projections;
  - historic take-up of employment land; and
  - employment sector projections.
- 2.67 The employment forecasts for Newport have been based on Experian Economic forecasts. Newport's economy is therefore expected to grow by an additional 7,400 jobs over the LDP period.
- 2.68 In terms of allocating space to support delivery of these jobs, it has been identified that Newport requires a minimum of 21.5 hectares of employment land specifically for Class B uses, including offices and industrial/warehousing uses. There needs to be sufficient suitable warehousing land to meet the gross requirements coming forward in advance of industrial land disposals projected by the decline in industrial employment over the Plan period. For this reason an additional 13.5 hectares of land has been allocated on the grounds of being the type of land which is fit for purpose by today's market standards.
- 2.69 Therefore, in total, the Plan has a minimum requirement of 35 hectares for net employment land for the Plan period. The Plan identifies a total supply of 172 hectares of employment land which exceeds the minimum requirement, but is required so that sufficient flexibility can be provided to promote growth and also take account of various constrained sites which cannot be considered as 'normal supply'. For example, EM1 (i) Duffryn and EM1 (ii) East of Queensway Meadows are controlled by the Welsh Government and only designated for single large user projects of at least 10ha at a time. Similarly, EM1 (iv) Solutia will only be released for development if it is within Solutia's interest and does not compromise their existing facility. Therefore, 172ha is considered an

appropriate land supply to provide sufficient flexibility for future employment growth. The take-up of land for the various types of employment uses will continue to be monitored.

- 2.70 The land allocated under Policy EM1 relates to net additional requirement for employment land. The land is needed to accommodate net growth in the stock and any losses from the existing employment stock will need replacing. Policy EM3 will be used to assess proposals for the redevelopment or alternative uses of existing employment sites.
- 2.71 The Plan has a focus on urban regeneration, and seeks to provide employment on such sites. These tend to be relatively small in scale, though may sustain high density uses. There may, however, be a need at some time for larger sites with lower density uses, which could not be accommodated within the urban area. More peripheral locations, adjacent to other employment uses and good transport links, may therefore be the only realistic prospect if such uses are to be located in the Newport area at all. Provision is made therefore, in order to facilitate the achievement of the Economic Development Strategy.
- 2.72 Sites within the inner urban area, although they tend to be small, provide valuable opportunities for higher density development in sustainable locations. The recent office developments in the George Street area and Cambrian Centre provide good examples of the value of such locations. They are accessible by a choice of means of transport, including walking, cycling and public transport, and they are close to the City Centre, which helps to sustain and improve the City Centre's viability and vitality.
- 2.73 The sites in West Newport are close to major arterial routes, which make them well-connected nationally, regionally and locally. Substantial development has already occurred in this area, and there are business advantages in locating near to other similar uses. If interested parties were to decide on a railway station in relative proximity to the site, then this could potentially enhance accessibility of the area. Where development may impinge upon the Site of Special Scientific Interest (SSSI), particular care will be needed to ensure the protection of the features of importance, which is primarily the network of reens and the associated flora and fauna. Paragraphs 2.61- 2.62 set out how this will need to be addressed. More information can be found in Policy GP5.
- 2.74 South East Newport is one of the older industrial areas of the City, but there are opportunities for further development and redevelopment. This area is well connected to the transport network, and if interested parties were to decide on a railway station in relative proximity to the site, then this could potentially enhance accessibility of the area. With major housing growth proposed locally, there will be clear benefits in the provision of employment in this area. Where development may impinge upon a (SSSI), particular care will be needed to ensure the protection of the features of importance, which is primarily the network of reens and the associated flora and fauna.
- 2.75 In addition to the potential impact on the River Usk Special Area of Conservation (SAC), developers must consider their potential impact on the Severn Estuary designated sites. The extent of activity of the birds that are features of the Severn Estuary Special Protection Area (SPA) and Ramsar site is unknown. Therefore developers will be responsible for carrying out a suitable bird survey to determine likely significant effects, if any. A sensitive working programme must be compiled to minimise disturbance to these species. The developer will be

expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 1. Sustainable Use of Land, 3. Economic Growth
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<b>Background Paper:</b> Employment Land Review
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### SP18 Urban Regeneration

**PROPOSALS WILL BE FAVOURED WHICH ASSIST THE REGENERATION OF THE URBAN AREA, PARTICULARLY WHERE THEY CONTRIBUTE TO:**

- i) THE VITALITY, VIABILITY AND QUALITY OF THE ENVIRONMENT OF THE CITY CENTRE;**
- ii) THE PROVISION OF RESIDENTIAL AND BUSINESS OPPORTUNITIES WITHIN THE URBAN AREA;**
- iii) REUSE OF VACANT, UNDERUSED OR DERELICT LAND;**
- iv) ENCOURAGE THE DEVELOPMENT OF COMMUNITY USES WHERE APPROPRIATE.**

- 2.76 The presence of a supply of sites from Newport's industrial past presents both an opportunity and a need for action. In underused or vacant form, the sites do not contribute much to the local environment, and may detract from it, but in regeneration schemes, these sites can make a positive contribution. They can provide residential and business opportunities close to existing facilities and services, making good use of the available hard and soft infrastructure (not just physical infrastructure such as water and gas, but also business and community networks, schools, clinics and surgeries, etc.) Opportunities should be taken to provide a mix of uses.
- 2.77 New development in or near to the City Centre, such as the university campus opened in 2011, can help to support improvements to the City Centre through the enhanced footfall and expenditure that they bring.
- 2.78 There may be wide ranging ecological value on brownfield sites that have been vacant for some time. Intensive survey requirements will be essential in such instances. Mitigation and management will follow where necessary. Further guidance will be provided in SPG.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 1. Sustainable Use of Land, 3. Economic Growth
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### SP19 Assessment of Retail Need

**RETAIL AND ASSOCIATED USES BEST LOCATED IN A CITY CENTRE WILL BE SUBJECT TO AN ASSESSMENT OF NEED IF NOT WITHIN A DEFINED CENTRE, AND APPLICATION OF THE SEQUENTIAL TEST IF NOT WITHIN THE CITY CENTRE.**

**DEVELOPMENT WILL BE LOCATED ACCORDING TO THE FOLLOWING HIERARCHY OF RETAIL CENTRES:**

- 1. NEWPORT CITY CENTRE**
- 2. DISTRICT CENTRES (AS REFERENCED UNDER POLICY R6)**



### 3. LOCAL CENTRES

#### 4. OUT OF CENTRE RETAIL SITES

- 2.79 Planning Policy Wales (Edition 7, July 2014) is clear in promoting a hierarchical approach to the consideration of retail, leisure proposals and other uses associated with a town centre location.
- 2.80 Newport has been slipping down the UK retail rankings. Out of centre retail and internet shopping have had a significant detrimental impact on the vitality and viability of the City Centre. The economic downturn has seen a number of high street retailers go into administration and the delivery of the Newport Retail Park in advance of the Eastern Expansion Area means it is currently competing with the City Centre.
- 2.81 In order to maintain and improve the retail and mix of uses on offer in the City Centre, a strong City Centre first approach will be taken. The sequential test will be strictly applied to ensure that the development proposed is appropriate for the site in relation to the retail hierarchy and if the proposal is not within the City Centre or a defined District Centre, the need will have to be demonstrated.
- 2.82 Providing a good mix of uses in the City Centre is an important factor in achieving a vibrant and attractive City Centre. Planning Policy Wales (Edition 7, 2014) establishes that uses which need to be accessible to a large number of people are best located in town centres. Other associated uses best located in the City Centre could include tertiary and higher education facilities, central libraries, central and local government offices and larger A3 uses such as family restaurants. Such uses need to be accessible to a large number of people and therefore have the potential to impact on the attractiveness of the City Centre if located elsewhere. The Council will require a sequential approach to be taken to such proposals and, where required, an assessment of need undertaken.
- 2.83 The nature and size of the activity proposed will affect how the Council will deal with the requirement to demonstrate need and application of the sequential test. Development should be of a scale appropriate to the retail centre within which they are located, and should contribute to or sustain the vitality and attractiveness of that retail centre within the hierarchy. Smaller scale retail, leisure and other uses such as branch offices and cafés may be more appropriately located in District or Local Centres.

**Relevant Objectives:** 3. Economic Growth

**Background Paper:** District Centre Background Paper, Newport Retail Study and Capacity Assessments Summary, 2010

### SP20 Waste Management

**THE SUSTAINABLE MANAGEMENT OF WASTE ARISING IN NEWPORT WILL BE FACILITATED BY PROMOTING AND SUPPORTING ADDITIONAL TREATMENT FACILITIES, THAT HAVE REGARD TO THE WASTE HIERARCHY, THE PROXIMITY PRINCIPLE AND CONTRIBUTE TO AN INTEGRATED NETWORK OF FACILITIES.**

- 2.84 Planning Authorities are required by European Directives and National Guidance to ensure that waste is recovered or disposed of without harming the environment, whilst also meeting stringent waste related targets. The choice of

waste management option for a particular waste stream will be guided by the policy principles established in TAN 21 – Waste (2014), with particular reference to: The Waste Hierarchy; An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency; and Protection of Human Health and the Environment.

- 2.85 Developments should where possible use secondary and recycled aggregates as part of the construction process in accordance with SP21 - Minerals. Wherever possible this should be done without taking materials off site. It is good practice to produce Site Waste Management Plans (SWMP) to encourage resource efficiency and to reduce, recycle and re-use waste on site and as sustainably as possible. The Welsh Government is currently looking at developing regulations requiring the preparation of SWMPs in Wales on construction sites. It is likely that such regulations will be enforced through Building Regulations and Natural Resources Wales.

<b>Relevant Objectives and Background Paper</b>
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<b>Objectives:</b> 2. Climate Change 10. Waste
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<b>Background Paper:</b> Waste Background Paper
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### SP21 Minerals

#### THE PLAN WILL FULFIL ITS CONTRIBUTION TO THE REGIONAL DEMAND BY:

- i) **SAFEGUARDING HARDROCK AND SAND & GRAVEL RESOURCE BLOCKS;**
- ii) **PROTECTING EXISTING AND POTENTIAL WHARVES AND EXISTING RAIL INFRASTRUCTURE AT NEWPORT DOCKS TO ENSURE THE CONTINUED SUSTAINABLE TRANSPORTATION OF AGGREGATE;**
- iii) **ENCOURAGING THE USE OF SECONDARY AND RECYCLED AGGREGATES WHERE APPROPRIATE;**
- iv) **CONSIDERING PROPOSALS FOR THE WINNING AND WORKING OF MINERALS IN THE REGIONAL CONTEXT, WHILST HAVING CLEAR REGARD TO LOCAL FACTORS.**

- 2.86 Land use planning policy guidance for mineral extraction and related development is set out in Minerals Planning Policy Wales (2001) and supplemented by Mineral Technical Advice Note 1: Aggregate (2004) and Mineral Technical Advice Note 2: Coal (2009). Mineral planning is considered at the regional scale, the overall consideration of supply and demand for the South Wales region is carried out by the South Wales Regional Aggregates Working Party (SWRAWP). The role of the SWRAWP is to examine issues of aggregate provision and to produce a Regional Technical Statement (RTS) which sets out the strategy for the provision of aggregates in South Wales.
- 2.87 There is no current landbank in Newport and resources are limited. National Planning Policy requires local authorities to maintain a landbank to ensure levels of supply are sufficient to meet anticipated need. The RTS First Review (2014) does not require Newport to make specific provision for the supply of primary land-won aggregate, based on the limited availability of resources within the area and a lack of evidence of demand from past sales of land-won aggregate over the past 10 years. Applications for mineral workings will be

considered on a case by case basis, recognising that circumstances can change in the future. The RTS First Review requires Newport to safeguard of potential resources, continue the use of marine, secondary and recycled aggregates and protect wharves and rail for the sustainable transportation of aggregate.

- 2.88 Newport currently receives land won minerals from cross boundary locations, liaising with adjoining authorities to continue to ensure an adequate supply is maintained. Newport sand and gravel wharves supply this much needed aggregate to cross boundary locations. Further information on the regional supply can be found within the Minerals Background Paper<sup>24</sup>.
- 2.89 Minerals from primary sources can clearly only be worked where they occur, and in many cases the nature of the mineral is responsible for the particular characteristic of the landscape which may be worthy of protection. The Plan seeks to encourage developers to ensure the best and most efficient use of all available resources. A number of materials sometimes considered as waste are effective substitutes for natural aggregates, known as Secondary Aggregates. Such materials include power station fuel ash, steelwork slag, demolition waste, road scalpings and spent rail ballast. Increased use of secondary aggregates is encouraged wherever possible. Policies W3 Provision for Waste Management Facilities in Development and Policy GP1 Climate Change, reflect this sustainable approach to meeting demand.
- 2.90 The Plan sets out detailed considerations for mineral planning in Chapter 10. Developers will need to ensure that proposals are acceptable having regard to other Policies of this Plan.

<b>Relevant Objectives and Background Paper</b>
<b>Objectives:</b> 3. Economic Growth
<b>Background Paper:</b> Minerals Background Paper

<sup>24</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Minerals-background-paper-June-2012.pdf>

### Key Diagram

- 2.91 The key diagram that was part of the Preferred Strategy<sup>25</sup> of the Plan is included in updated form to outline the spatial strategy of the Plan and some of its main themes and allocations. It is, however, by way of illustration only, and the Proposals Map should be referred to for the full detail.

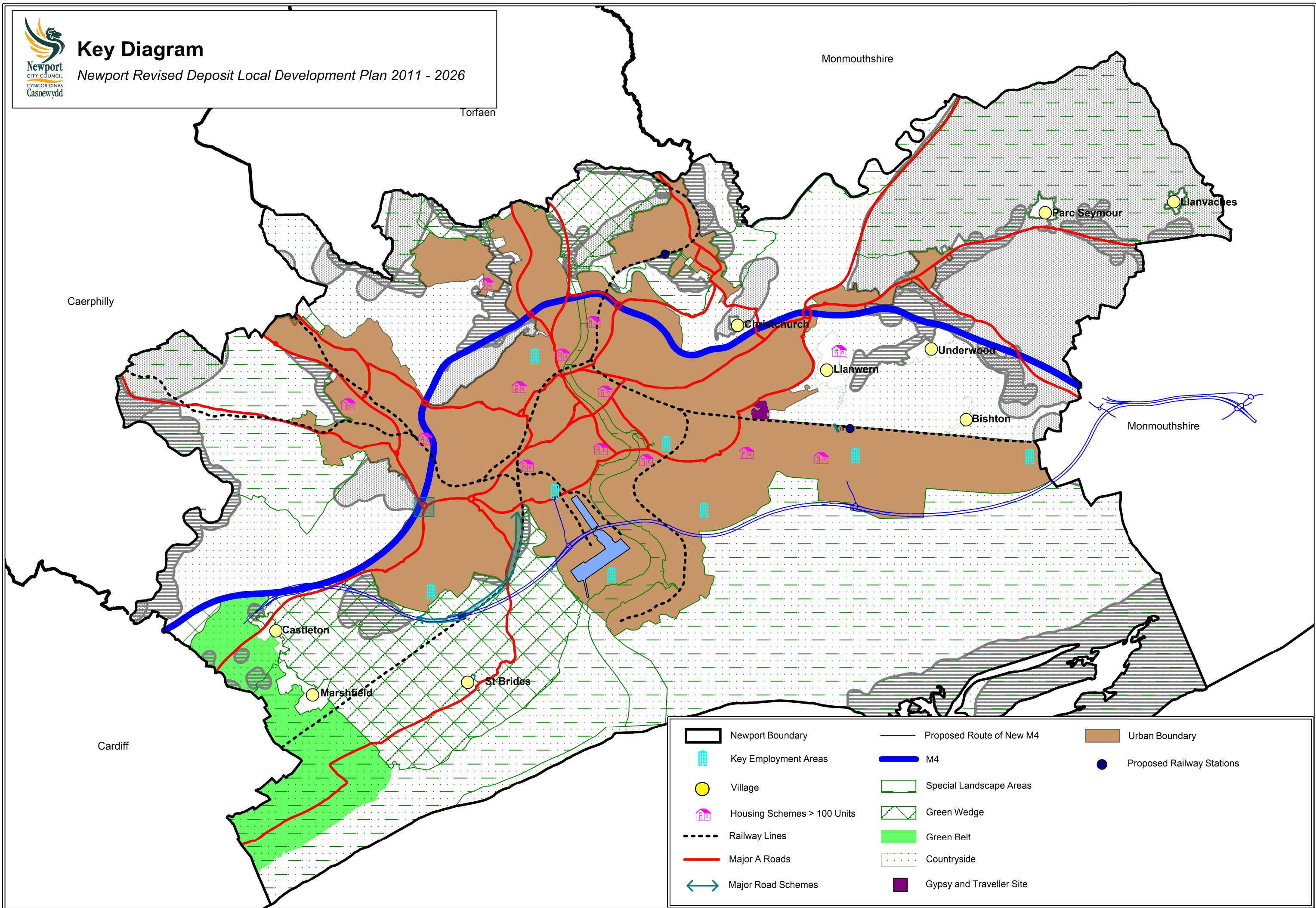
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<sup>25</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/LDP-Preferred-Strategy-2010.pdf>



# Key Diagram

Newport Revised Deposit Local Development Plan 2011 - 2026





### 3 General Policies

- 3.1 This chapter sets out General Policies applicable to any development that is proposed in Newport, and cover a variety of commonly recurring themes. These include such aspects as the suitability of the proposed development in the context of its neighbours, the accessibility of the site, especially by a choice of means of transport, parking availability and the quality of the design. The General Policies all begin with the reference GP. Not all criteria will be relevant in all circumstances and other Policies will need to be read in conjunction with these General Policies in determining proposals. General Development Principles Policies should be read as a whole when considering new development proposals.
- 3.2 The subsequent chapters of this Plan provide detailed Policies and proposals, with a separate chapter for each main topic area.

#### GP1 General Development Principles – Climate Change

##### DEVELOPMENT PROPOSALS SHOULD:

- i) **BE DESIGNED TO WITHSTAND THE PREDICTED CHANGES IN THE LOCAL CLIMATE AND TO REDUCE THE RISK OF FLOODING ON SITE AND ELSEWHERE BY DEMONSTRATING WHERE APPROPRIATE THAT THE RISKS AND CONSEQUENCES OF FLOODING CAN BE ACCEPTABLY MANAGED, INCLUDING AVOIDING THE USE OF NON-PERMEABLE HARD SURFACES;**
- ii) **BE DESIGNED TO MINIMISE ENERGY REQUIREMENTS AND INCORPORATE APPROPRIATE RENEWABLE, LOW OR ZERO CARBON ENERGY SOURCES, INCLUDING ON SITE ENERGY PROVISION WHERE PRACTICABLE;**
- iii) **BE DESIGNED TO REUSE OR RECYCLE EXISTING CONSTRUCTION MATERIALS PRESENT ON THE SITE;**
- iv) **MEET THE RELEVANT BREEAM OR CODE FOR SUSTAINABLE HOMES LEVEL.**

- 3.3 The sustainable development agenda is something that can be pursued at all levels, from global to local. Planning Policy Wales notes that tackling climate change is a fundamental part of delivering sustainable development. National guidance continues to outline how the planning system can play an important part in improving the sustainability of new developments whilst also tackling climate change. Therefore, the overall strategy that the Plan seeks to pursue has been developed in accordance with sustainability principles, and this Policy seeks to carry that through into individual developments, whether large or small.
- 3.4 Flood risk is a key concern for Newport due to its coastal proximity and its location on the River Usk. Legislation and Regulations set clear expectations for flood risk management, and these include The Flood and Water Management Act (2010)<sup>26</sup>, or as amended, and European Flood Regulations (2009). There is a clear requirement for developers to address the issue of flood risk and flood resilience in developments in line with TAN 15: Development and Flood Risk (2004)<sup>27</sup>. Flood mitigation and ancillary works associated with managing flood

<sup>26</sup> Available at: <https://www.gov.uk/government/publications/flood-and-water-management-act-2010-progress-report-on-implementation>

<sup>27</sup> Available at: <http://wales.gov.uk/docs/desh/publications/040701tan15en.pdf>

risk will be required to consider their impact upon sensitive environments as set out in Policy GP5 of the Plan.

- 3.5 Development will be directed away from flood risk areas, and layouts and buildings will be expected to incorporate high quality, sustainably designed systems. The use of Sustainable Drainage Systems (SUDS) is encouraged where appropriate. Policy SP4 sets out the Plan's consideration for the use of SUDS.
- 3.6 Development proposals may not only be at risk of flooding themselves, but may also exacerbate existing or create new flooding problems on other land or property through reductions in floodplain storage capacity or by impeding flood flows. Developers must ensure that flood flows and storage areas are not compromised. The impact of climate change and sea level rise will require continued and improved flood risk management schemes. Developments must reflect a lifetime appropriate standard of design. In the case of residential development 100 years is required and for employment and industrial development 75 years.
- 3.7 New developments may result in a substantial increase in surface water run-off as permeable surfaces are replaced by impermeable surfaces such as roofs and paving. As well as a consequent reduction in groundwater infiltration this can also result in risks of flooding downstream. Other consequential effects include increased pollution, silt deposition, damage to watercourse habitat and river channel instability. Developments will therefore only be permitted where the Council is satisfied that suitable mitigation measures and provision for the long term maintenance of these measures are included as an integral part of the development. All alleviation works must be detailed as part of the planning application.
- 3.8 General resource efficiency of energy, heat and water is an important element of good design. Minimising resource demand has huge benefits, including assisting meeting UK targets to tackle climate change, reducing pressure on local resources such as water resources, and reducing long term running costs to individual householders. Detailed guidance referring to standards and design advice on how to achieve energy efficiency in buildings and developments is set out in Planning Policy Wales (2014)<sup>28</sup>, and TAN 8: Planning for Renewable Energy (2010)<sup>29</sup>. Government guidance sets out the level that is currently required.
- 3.9 Green roofs and green walls are a sustainability measure that can provide social and economic benefits as they: help to soften the urban environs; mitigate for the urban heat island effect; filter airborne and gaseous pollutants; help to absorb noise pollution; provide a public amenity / green space; and are aesthetically pleasing. Green roofs and walls also benefit the sustainability of the building itself by helping to regulate internal building temperatures and recycle rainwater. They can contribute to more innovative design scheme. They also contribute to green infrastructure more generally, which will help our environment adapt to the impacts of climate change, as well as helping to mitigate the causes. In addition green walls and roofs can also provide opportunities for biodiversity in buildings and provide a valuable part of a wider SUDS scheme.

<sup>28</sup> Available at <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

<sup>29</sup> Available at <http://wales.gov.uk/topics/planning/policy/tans/tan8/?lang=en>



- 3.10 In order to ensure that finite resources are being used in a sustainable manner, developments should where possible use secondary and recycled aggregates as part of the construction process. Wherever possible this should be done without taking materials off site. This would complement the Plan's Strategic Policies on Waste Management and Minerals (SP20 and SP21 respectively).

## **GP2 General Development Principles – General Amenity**

### **DEVELOPMENT WILL BE PERMITTED WHERE, AS APPLICABLE:**

- i) **THERE WILL NOT BE A SIGNIFICANT ADVERSE EFFECT ON LOCAL AMENITY, INCLUDING IN TERMS OF NOISE, DISTURBANCE, PRIVACY, OVERBEARING, LIGHT, ODOURS AND AIR QUALITY;**
  - ii) **THE PROPOSED USE AND FORM OF DEVELOPMENT WILL NOT BE DETRIMENTAL TO THE VISUAL AMENITIES OF NEARBY OCCUPIERS OR THE CHARACTER OR APPEARANCE OF THE SURROUNDING AREA;**
  - iii) **THE PROPOSAL SEEKS TO DESIGN OUT THE OPPORTUNITY FOR CRIME AND ANTI-SOCIAL BEHAVIOUR;**
  - iv) **THE PROPOSAL PROMOTES INCLUSIVE DESIGN BOTH FOR THE BUILT DEVELOPMENT AND ACCESS WITHIN AND AROUND THE DEVELOPMENT;**
  - v) **ADEQUATE AMENITY FOR FUTURE OCCUPIERS.**
- 3.11 The amenity enjoyed by people in their local environment should not be significantly harmed as a result of development. All development proposals should therefore be appropriate for the immediate location, and also for the wider setting/context. The scale, nature and siting of a proposal must be appropriate to the location and must not undermine the character of either the site or the locality.
- 3.12 There is much that can be done to reduce the potential for crime and anti-social behaviour, and opportunities should be taken to incorporate such measures in the design, guidance is provided through the UK police initiative Secured by Design<sup>30</sup>. Early discussion with the Architectural Liaison Officer at Heddlu Gwent Police is recommended.
- 3.13 Access arrangements should be considered early in the design process to ensure that developments and the surrounding area allow all users to have equal and convenient access to it. Access arrangements for qualifying developments (exemptions are set out in Article 7(i) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012) will need to be demonstrated in the production of a Design and Access Statement.

## **GP3 General Development Principles – Service Infrastructure**

### **DEVELOPMENT WILL BE PERMITTED WHERE, AS APPLICABLE:**

- i) **NECESSARY AND APPROPRIATE SERVICE INFRASTRUCTURE EITHER EXISTS OR CAN BE PROVIDED;**
- ii) **IN AREAS SERVED BY THE PUBLIC FOUL SEWER, THERE IS CAPACITY FOR THE DEVELOPMENT WITHIN THE SYSTEM OR, IF NOT, SATISFACTORY IMPROVEMENTS ARE PROVIDED BY THE DEVELOPER;**

<sup>30</sup> Available at: <http://www.securedbydesign.com/index.aspx>

**IN AREAS SERVED BY THE PUBLIC FOUL SEWER, DEVELOPMENT WILL NOT BE PERMITTED WITH CONNECTIONS TO PRIVATE FACILITIES UNLESS THERE ARE EXCEPTIONAL CIRCUMSTANCES THAT PREVENT CONNECTION TO THE PUBLIC SEWER.**

- 3.14 New development proposals must not have an unacceptable impact on the existing or proposed level of service infrastructure provision. This includes power supplies, water, means of sewage disposal and telecommunications. In some instances it may be necessary for a developer to contribute to the cost of increasing or supplying adequate service infrastructure in an area where there is a shortage. Applicants should contact Dwr Cymru Welsh Water to agree an adoption agreement as set out in the Flood and Water Management Act 2010 (Section 42), or as amended.
- 3.15 Small, private sewage treatment facilities within sewered areas will not be acceptable. In exceptional circumstances where connection to the public foul sewerage system is not feasible, consideration may be given to the use of private sewage treatment facilities. This would be subject to the ground conditions being satisfactory, and the plot of land being of sufficient size to provide an adequate subsoil drainage system without risk to the water environment. Welsh Office Circular 10/99 provides guidance on non-mains sewerage arrangements. Natural Resources Wales has a Drainage Assessment pro forma that must be submitted with any application where non mains drainage is proposed within a sewered area.

#### **GP4 General Development Principles – Highways and Accessibility**

##### **DEVELOPMENT PROPOSALS SHOULD:**

- i) PROVIDE APPROPRIATE ACCESS FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT IN ACCORDANCE WITH NATIONAL GUIDANCE;**
- ii) BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT;**
- iii) BE DESIGNED TO AVOID OR REDUCE TRANSPORT SEVERANCE, NOISE AND AIR POLLUTION;**
- iv) MAKE ADEQUATE PROVISION FOR CAR PARKING AND CYCLE STORAGE;**
- v) PROVIDE SUITABLE AND SAFE ACCESS ARRANGEMENTS;**
- vi) DESIGN AND BUILD NEW ROADS WITHIN PRIVATE DEVELOPMENT IN ACCORDANCE WITH THE HIGHWAY AUTHORITY'S DESIGN GUIDE AND RELEVANT NATIONAL GUIDANCE;**
- vii) ENSURE THAT DEVELOPMENT WOULD NOT BE DETRIMENTAL TO HIGHWAY OR PEDESTRIAN SAFETY OR RESULT IN TRAFFIC GENERATION EXCEEDING THE CAPACITY OF THE HIGHWAY NETWORK.**

- 3.16 All new development that may be visited by people should be highly accessible and encourage walking, cycling and access to public transport, in the first instance. Adverse effects on people and the environment of traffic and parking should be minimised. The mobility and access requirements of those with increased needs should be fully considered.
- 3.17 Development proposals should look to enhance permeability and to improve existing connectivity. The design and layout of a scheme should prevent barriers to movement by integrated means. The use of the green infrastructure network

to improve public access will be encouraged. Reference should also be made to Policy T5 Walking and Cycling.

- 3.18 Developments must be of a scale that the adjacent road network has the capacity to serve, without detriment to the highway network or the environmental characteristics of the road. Developers will be required to fund improvements to the highway network which are necessary to accommodate the development, Transport Assessments will be required for proposals likely to generate significant additional journeys.
- 3.19 Appropriate levels of car parking will be required depending on the type of development, the location and existing provision. The Council's car parking and cycle storage standards will be set out in Supplementary Planning Guidance.
- 3.20 The Council will generally wish to adopt and maintain all new roads within developments. New roads will therefore need to comply with appropriate standards of design and construction, capacity, safety and amenity. The Council embraces the use of Manual for Streets 1 and 2 in its approach to the design of new developments. Specific standards for the design of new roads etc are found in the Council's Design Guide, Residential and Industrial Estate Roads (1993) and the Department for Transport's Design Manual For Roads and Bridges<sup>31</sup>.

## **GP5 General Development Principles – Natural Environment**

### **DEVELOPMENT WILL BE PERMITTED WHERE, AS APPLICABLE:**

- i) **THE PROPOSALS ARE DESIGNED AND MANAGED TO PROTECT AND ENCOURAGE BIODIVERSITY AND ECOLOGICAL CONNECTIVITY, INCLUDING THROUGH THE INCORPORATION OF NEW FEATURES ON OR OFF SITE TO FURTHER THE UK, WELSH AND/OR NEWPORT BIODIVERSITY ACTION PLANS;**
- ii) **THE PROPOSALS DEMONSTRATE HOW THEY AVOID, OR MITIGATE AND COMPENSATE NEGATIVE IMPACTS TO BIODIVERSITY, ENSURING THAT THERE ARE NO SIGNIFICANT ADVERSE EFFECTS ON AREAS OF NATURE CONSERVATION INTEREST INCLUDING INTERNATIONAL, EUROPEAN, NATIONAL, WELSH SECTION 42<sup>32</sup> AND LOCAL PROTECTED HABITATS AND SPECIES, AND PROTECTING FEATURES OF IMPORTANCE FOR ECOLOGY;**
- iii) **THE PROPOSAL WILL NOT RESULT IN AN UNACCEPTABLE IMPACT ON WATER QUALITY;**
- iv) **THE PROPOSAL SHOULD NOT RESULT IN THE LOSS OR REDUCTION IN QUALITY OF HIGH QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A);**
- v) **THERE WOULD BE NO UNACCEPTABLE IMPACT ON LANDSCAPE QUALITY;**
- vi) **THE PROPOSAL INCLUDES AN APPROPRIATE LANDSCAPE SCHEME, WHICH ENHANCES THE SITE AND THE WIDER CONTEXT INCLUDING GREEN INFRASTRUCTURE AND BIODIVERSITY NETWORKS;**

<sup>31</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Design-Manual-for-Roads-and-Bridges.pdf>

<sup>32</sup> Defined under the Natural Environment and Rural Communities Act, available at <http://www.legislation.gov.uk/ukpga/2006/16/contents>

**vii) THE PROPOSAL INCLUDES APPROPRIATE TREE PLANTING OR RETENTION WHERE APPROPRIATE AND DOES NOT RESULT IN THE UNACCEPTABLE LOSS OF OR HARM TO TREES, WOODLAND OR HEDGEROWS THAT HAVE WILDLIFE OR AMENITY VALUE.**

- 3.21 Newport has a rich diversity of habitats and species of nature conservation importance. National planning policy requires the planning system to play its full role in conserving and improving the natural environment. Those measures required for the protection of recognised biodiversity sites differ according to the scale of designation. The level of protection set at the European and National scale is set out in legislation, and there are a number of sites in Newport in these categories. Those sites recognised at the local scale are a material planning consideration and should be protected in line with national and local planning policy.
- 3.22 Developers should consider wildlife at the pre application stage and must seek to avoid impacting on wildlife features in line with the relevant statutory and non-statutory provisions. Developments should also seek to provide biodiversity enhancement, whatever the current level. Supplementary Planning Guidance on Wildlife and Development will be produced in order to advise developers how to achieve high quality natural environments while addressing statutory duties. Development proposals should be accompanied by appropriate ecological surveys and appraisals as requested by the Council. Please note that mitigations measures might have been identified within the Habitat Regulation Assessment of Supplementary Planning Guidance.

### **Nature Conservation Designations**

- 3.23 Nature conservation sites designated, or proposed to be designated, under European or international legislation are subject to the highest level of protection and therefore require rigorous examination. Newport has a number of European protected designations including the River Usk Special Area of Conservation (SAC), and the Severn Estuary is a SAC, Special Protection Area (SPA) and a Ramsar site; all of these are identified on the Constraints Map. Where proposals have the potential to impact upon a European protected designation, the competent Authority<sup>33</sup> will be required to undertake a Habitat Regulations Assessment. Where the potential impacts are not known a precautionary approach is required. Where development is permitted planning conditions or legal agreements will be used in order to secure the necessary mitigation.<sup>34</sup> Development will not be approved if mitigation is not possible for a proposal which may have a detrimental effect on an internationally designated ecological site. Proposals that are likely to have significant effect upon the European sites will be considered contrary to the ethos of this Plan.
- 3.24 The network of national sites within Newport includes Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) which have been identified on the Constraints Map and are protected under the Wildlife and Countryside Act (1981), or as amended. These sites require the fullest regard to the intrinsic value of the site and their nature conservation value. Development with the potential to affect a recognised site will be closely scrutinised for any direct or indirect effects. The developer must demonstrate the case for development and

<sup>33</sup> The 'Competent Authority' is a body with the authority to grant consent (or with the authority to undertake projects themselves). Newport City Council, as a local planning authority, is a competent authority.

<sup>34</sup> Further guidance is found in TAN5 available at: <http://wales.gov.uk/docs/desh/policy/100730tan5en.pdf>

why it could not be located on a site of less significance for nature conservation.<sup>35</sup> Where a site is known to be a habitat or commuting route of a European Protected Species under the Conservation of Habitats and Species Regulations 2010 (as amended), development proposals must be completed in a sensitive manner, to protect the conservation status of the internationally and nationally important site.

- 3.25 Important hedgerows, identified using specified criteria, are legally protected from removal under the Hedgerow Regulations (1997)<sup>36</sup>. Permission must be sought from the Local Planning Authority for the removal of such hedgerows.
- 3.26 Developers must consider the effect of any proposals on legally protected species. These include 'European Protected Species' protected under the Conservation of Habitats and Species Regulations (2010)<sup>37</sup>, species protected under the Wildlife and Countryside Act (1981)<sup>38</sup>, or as amended, and badgers which are protected under the Protection of Badgers Act (1992)<sup>39</sup>, or as amended. Further advice is found in TAN5 – Nature Conservation and Planning (2009).
- 3.27 This Plan aims to achieve the protection and enhancement of habitats and species, especially those identified as being of national or local importance (identified in the UK Biodiversity Action Plan and the Newport Local Biodiversity Action Plan) and to provide a net benefit to biodiversity. The City Council has a duty under the Natural Environment and Rural Communities Act (2006), or as amended, to have regard to the purpose of conserving biodiversity.
- 3.28 Locally designated sites such as Local Nature Reserves (LNR), Sites of Importance for Nature Conservation (SINC) and Regionally Important Geodiversity and/or Geomorphological Sites (RIGS) located within Newport are important to the overall biodiversity of the County Borough. Reference should also be made to Policy CE8 Locally Designated Nature Conservation and Geological Sites.

### **Water Resource**

- 3.29 Water is a basic resource which as well as providing essential domestic and industrial supplies, serves as a major feature of the natural environment. Newport's rivers, streams, reens and canals form corridors important in both wildlife and landscape terms and often provide access routes for pedestrians and cyclists.
- 3.30 Natural Resources Wales has the statutory responsibility to manage water resources and it does this through its abstraction licensing procedures. Development proposals must ensure that the water necessary for development can be supplied sustainably and without adverse effects on ecology, particularly European protected sites. Existing groundwater and river levels must be retained. Developments, particularly those adjacent to underground or surface water bodies, are expected to comply with the Water Framework Directive

<sup>35</sup> Further information is available in TAN5, available at:

<http://wales.gov.uk/topics/planning/policy/tans/tan5/?lang=en>

<sup>36</sup> Available at: <http://www.legislation.gov.uk/ukxi/1997/1160/contents/made>

<sup>37</sup> Available at: <http://www.legislation.gov.uk/ukxi/2010/490/contents/made>

<sup>38</sup> Available at: <http://www.legislation.gov.uk/ukpga/1981/69>

<sup>39</sup> Available at <http://www.legislation.gov.uk/ukpga/1992/51/contents>

(2000)<sup>40</sup> which requires protection of water bodies. The Severn Estuary River Basin Management Plan<sup>41</sup> sets out the current conditions and future requirements to comply with the European Directive. Levels of impact and risk to water resources will be assessed through consultation with Natural Resources Wales.

### **Agricultural Land**

- 3.31 Land identified as being of higher agricultural quality (Grades 1, 2 and 3a) will be protected from development unless there is no alternative site and the developer demonstrates that there is a proven need for the proposal. Developers are advised to contact the Natural Environment and Agricultural team within Welsh Government for more information.

### **Landscape**

- 3.32 Newport has a rich and diverse landscape made up of a range of different features, including the River Usk, the Gwent Levels, rolling hills, woodlands and hedgerows. The location, scale and design of any proposed development should take account of its landscape setting. The Plan includes Special Landscape Areas and recognises the Gwent Levels as a Landscape of Outstanding Historic Interest<sup>42</sup>. The impact of proposals that fall within these designated areas will be assessed against Policy SP8 – Special Landscape Areas and Policy CE4 – Historic Landscapes, Parks, Gardens and Battlefields.
- 3.33 A high standard landscape scheme is expected to complement development sites. Landscape schemes should use native species and should be designed as an integral part of the development rather than as a later addition or after thought to be fitted in and around it, and should respect and complement the character of the local landscape and the features within it. Landscape schemes should seek to create new habitats, promote biodiversity and facilitate opportunities for ecological connectivity.
- 3.34 Large scale and visually prominent developments and those on environmentally sensitive sites will require greater consideration of landscaping issues than other sites. Details should clearly show the areas to be planted, and should contain details of planting densities, species, aftercare, ground preparation, any proposed changes in levels or earth sculpting, and the location and design of any watercourses or ponds. Nature conservation considerations, will sometimes have an influence on the detailed design of these features, or lead to the requirement for them to be implemented in part or in full before the site is cleared for development.
- 3.35 Planning conditions will be used to ensure that approved landscape schemes are completed within a set timescale, usually within one planting season of the substantial completion of the development. The on-going management of the landscape is also an important consideration. Developers should show recognition of how the enhancement of Green Infrastructure can be linked to walking and cycling opportunities.

<sup>40</sup> Available at: <http://ec.europa.eu/environment/water/water-framework/>

<sup>41</sup> Available at: <http://publications.environment-agency.gov.uk/PDF/GEMI0910BSSK-E-E.pdf>

<sup>42</sup> Compiled by CCW, Cadw and the International Council of Monuments and Sites (ICOMOS UK)



## **Trees, Hedgerows and Woodlands**

- 3.36 Trees, woodlands and hedgerows form an important part of Newport's character as well as supporting a wide range of rare and common wildlife. Newport has a number of woodlands which are included in the Inventory of Ancient Woodland, and also secondary woodlands (non-ancient) and a network of hedgerows, all of which have an importance for amenity, wildlife and landscape character. They should therefore be protected and, where appropriate, enhanced as set out in TAN 5: Nature Conservation and Planning (2009)<sup>43</sup> and TAN 10: Tree Preservation Orders (1997)<sup>44</sup>. Please note that Natural Resources Wales hold a register of Ancient and Semi Ancient woodland.
- 3.37 Trees, woodlands, and hedgerows make a positive contribution to both the natural and the built environment. They enhance the amenity value, character and diversity of the landscape, provide vital habitat for biodiversity and offer substantial environmental benefits such as offsetting noise, improving air quality, reducing run-off and reducing heat retention. Newport City Council is responsible for the making, serving and administering of Tree Preservation Orders, and also for protecting trees in Conservation Areas.
- 3.38 Trees can occupy a substantial part of a development site and because of their potential size can have a major influence on the planning and use of the site. Arboricultural surveys evaluate trees and hedgerows, assess the potential effects of development and propose suitable mitigation. The Council may request detailed assessments, including topographical surveys, tree surveys/categorisation, tree constraints plans and arboricultural implication assessments. These should provide information on the quality and quantity of trees present, and identify mitigation of the potential impacts of development, including the construction process, on trees and hedgerows and their root systems, and should be carried out to the relevant British Standards.
- 3.39 Effective measures should be taken to protect existing trees, woodlands and hedgerows that have been identified as worthy of retention. These features, if integrated sensitively and with due care, will enhance the quality of the development and amenity from the outset, safeguard biodiversity and natural resources and minimise loss of trees and woodlands. Where a proposed development would lead to the removal of trees and hedgerows, the developer must justify the removal and propose suitable mitigation measures.

## **GP6 General Development Principles – Quality of Design**

**GOOD QUALITY DESIGN WILL BE SOUGHT IN ALL FORMS OF DEVELOPMENT. THE AIM IS TO CREATE A SAFE, ACCESSIBLE, ATTRACTIVE AND CONVENIENT ENVIRONMENT. IN CONSIDERING DEVELOPMENT PROPOSALS THE FOLLOWING FUNDAMENTAL DESIGN PRINCIPLES SHOULD BE ADDRESSED:**

- i) CONTEXT OF THE SITE: ALL DEVELOPMENT SHOULD BE SENSITIVE TO THE UNIQUE QUALITIES OF THE SITE AND RESPOND POSITIVELY TO THE CHARACTER OF THE AREA;**
- ii) ACCESS, PERMEABILITY AND LAYOUT: ALL DEVELOPMENT SHOULD MAINTAIN A HIGH LEVEL OF PEDESTRIAN ACCESS,**

<sup>43</sup> Available at <http://wales.gov.uk/docs/desh/policy/100730tan5en.pdf>

<sup>44</sup> Available at <http://wales.gov.uk/topics/planning/policy/tans/tan10/?lang=en>



- CONNECTIVITY AND LAID OUT SO AS TO MINIMISE NOISE POLLUTION;**
- iii) **PRESERVATION AND ENHANCEMENT: WHERE POSSIBLE DEVELOPMENT SHOULD REFLECT THE CHARACTER OF THE LOCALITY BUT AVOID THE INAPPROPRIATE REPLICATION OF NEIGHBOURING ARCHITECTURAL STYLES. THE DESIGNER IS ENCOURAGED TO DISPLAY CREATIVITY AND INNOVATION IN DESIGN;**
  - iv) **SCALE AND FORM OF DEVELOPMENT: NEW DEVELOPMENT SHOULD APPROPRIATELY REFLECT THE SCALE OF ADJACENT TOWNSCAPE. CARE SHOULD BE TAKEN TO AVOID OVER-SCALED DEVELOPMENT;**
  - v) **MATERIALS AND DETAILING: HIGH QUALITY, DURABLE AND PREFERABLY RENEWABLE MATERIALS SHOULD BE USED TO COMPLEMENT THE SITE CONTEXT. DETAILING SHOULD BE INCORPORATED AS AN INTEGRAL PART OF THE DESIGN AT AN EARLY STAGE;**
  - vi) **SUSTAINABILITY: NEW DEVELOPMENT SHOULD BE INHERENTLY ROBUST, ENERGY AND WATER EFFICIENT, FLOOD RESILIENT AND ADAPTABLE, THEREBY FACILITATING THE FLEXIBLE RE-USE OF THE BUILDING. WHERE EXISTING BUILDINGS ARE PRESENT, IMAGINATIVE AND SENSITIVE SOLUTIONS SHOULD BE SOUGHT TO ACHIEVE THE RE-USE OF THE BUILDINGS.**

- 3.40 Welsh Government guidance embodied in Planning Policy Wales and Technical Advice Note 12: Design (2009)<sup>45</sup>, advocate that good design, which encourages the use of environmentally sustainable design solutions, should be encouraged through the development Plan process. This Plan seeks to achieve high quality design in all forms of development. Supplementary Planning Guidance will also be used to amplify the requirements of the Policy and interpret them on a more detailed basis for specific subject areas and sites. Reference should also be had to Policy GP2 – General Amenity and the historic environment Policies of this Plan where relevant.
- 3.41 Discussions with prospective developers or their agents are encouraged at an early stage in the development process. Design codes will be sought for significant regeneration projects.
- 3.42 Retail areas are a vital element of our townscape, and the vibrancy of commercial areas is encouraged. Newport has a variety of retail frontages which serve a range of shopping requirements. It is important that these should be of high quality and that new shopfronts should relate well to the building of which they form part, including maintaining existing access to upper floors, as well as relating well to the frontage as a whole. New shopfronts should respect their context and seek to add interest and variety to the street scene. Additional advice will be made available in Supplementary Planning Guidance concerning: Security Measures for Shopfronts and Commercial Premises and City Centre Shopfront Policy.
- 3.43 In considering applications for signs and advertisements, regard will be had to guidance set out in TAN 7: Outdoor Advertisement Control (1996)<sup>46</sup> and TAN 12:

<sup>45</sup> Available at <http://wales.gov.uk/docs/desh/publications/090807tan12en.pdf>

<sup>46</sup> Available at <http://wales.gov.uk/topics/planning/policy/tans/tan7/?lang=en>

Design (2014)<sup>47</sup>. Within Conservation Areas and residential areas illuminated box signs, projecting signs and advertisement hoardings will not be permitted unless they can be successfully related to the design and detail of the building and do not detract from the special character of a group of buildings or a street.

## **GP7 General Development Principles – Environmental Protection and Public Health**

**DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD CAUSE OR RESULT IN UNACCEPTABLE HARM TO HEALTH BECAUSE OF LAND CONTAMINATION, DUST, INSTABILITY OR SUBSIDENCE, AIR, HEAT, NOISE OR LIGHT POLLUTION, FLOODING, WATER POLLUTION, OR ANY OTHER IDENTIFIED RISK TO ENVIRONMENT, LOCAL AMENITY OR PUBLIC HEALTH AND SAFETY.**

- 3.44 The conservation and enhancement of the environment and quality of life are important aims of the Plan. Pollution and other environmental factors can have a major impact on quality of life and residential amenity, as well as impact on the natural and built environment. The Council has produced two key strategies which set out its position and legislative requirements in terms of a Contaminated Land Inspection Strategy<sup>48</sup> and Air Quality Action Plan<sup>49</sup>. In accordance with PPW (para 13.14), work is underway on the preparation of a Noise Action Plan and the identification of urban ‘quiet areas’, which will be protected against a significant increase in noise generated from development proposed nearby. Developers of proposals that could cause or be affected by such harm will be required to demonstrate that the development can successfully mitigate against harmful effects.
- 3.45 The potential impact of a proposed development will be assessed against the appropriate standards set out in the relevant legislation and regulations where it is considered to be a material planning consideration. Planning Policy Wales, Chapter 13 - Minimising and Managing Environmental Risks and Pollution<sup>50</sup>, sets out guidance on this subject area. Subject to relevant statutory provisions, Environmental Impact Assessment, Health Impact Assessment, and/or Preliminary Risk Assessment of proposals may be required so that the environmental and health implications of proposed developments can be fully considered before any planning application is determined. Developers may be required to produce a Construction Management Plan to demonstrate how the impacts on the community and amenity during the construction phase will be minimised and handled. The Council will work closely with the relevant regulatory bodies, including Natural Resources Wales, in assessing applicable applications.

<sup>47</sup> Available at <http://wales.gov.uk/docs/desh/publications/090807tan12en.pdf>

<sup>48</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Contaminated-Land-Inspection-Strategy.pdf>

<sup>49</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Air-Quality-Action-Plan---Approved-Final-Version-2010.pdf>

<sup>50</sup> Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

## 4 Environment

### Countryside Protection

- 4.1 For the purposes of the LDP, any land that lies outside the defined settlement boundaries is considered countryside. In accordance with Policy SP5 and Planning Policy Wales, the Council will control development in the countryside in order to promote sustainable forms of development and to protect the quality of the natural environment.

### The Built Environment - General

#### CE1 Routeways, Corridors and Gateways

**DEVELOPMENT PROPOSALS SHOULD PROTECT AND ENHANCE THE APPEARANCE AND CONNECTIVITY OF EXISTING AND FUTURE MAIN ROUTE CORRIDORS AND GATEWAYS INTO THE CITY. THE ROUTES INCLUDE:**

- i) THE M4 MOTORWAY;
- ii) THE LONDON TO SOUTH WALES RAILWAY;
- iii) THE A449 (T);
- iv) THE A4042 (T) MALPAS BYPASS AND BRYNGLAS TUNNELS RELIEF ROAD;
- v) THE A455, THE SOUTHERN DISTRIBUTOR ROAD, THE A4042 DOCKS WAY AND THE USK WAY;
- vi) THE A48;
- vii) THE A48(M);
- viii) THE MONMOUTHSHIRE AND BRECON CANALS;
- ix) OTHER PRINCIPAL TRANSPORT ROUTES IN THE URBAN AREA.

- 4.2 The impression gained from main routes is important, having economic development as well as environmental implications. It is important that development proposals that are located or highly visible along these routes seek to improve the general environment and help create attractive routeways into the City. The type of enhancement will vary depending on the routeway in question and may involve landscaping improvements, which will also help create wildlife corridors, or built forms of development such as shop front improvements.
- 4.3 Proposals along main routeways or gateway sites should enhance biodiversity and wildlife connectivity through the use of appropriate species. Similarly, consideration of other links for pedestrians and cyclists should be designed into proposals to encourage the connectivity of the wider road, cycle and footpath network.

#### CE2 Waterfront Development

**DEVELOPMENT IN A WATERSIDE LOCATION SHOULD INTEGRATE WITH THE WATERWAY AND NOT TURN ITS BACK ON IT, AND SHOULD TAKE ACCOUNT OF THE INTERESTS OF REGENERATION, LEISURE, NAVIGATION, WATER QUALITY AND FLOW, AND NATURE CONSERVATION.**

- 4.4 The River Usk is an important landscape feature within Newport. The Council is keen to regain the River's prominence and sense of place in Newport's

environment, and has placed the Usk at the heart of large scale regeneration proposals for Newport. In recent years the riverfront has experienced high levels of development including predominantly residential uses on the east bank and a mixture of uses on the west bank including the Riverfront Theatre. Similarly, the Monmouthshire & Brecon Canal has had significant restoration works implemented along its route and the Council wishes to build on this by preserving its environment and continuing restoration works in Newport in partnership with adjoining authorities and relevant organisations.

- 4.5 It is important that new development proposals that come forward throughout the Plan period fully incorporate the River and its important features. Further information on the special features and considerations of the River are set out in the River Usk Management Strategy (July 2009)<sup>51</sup>.
- 4.6 Development proposals in a waterside location will be expected to be of a high quality design, incorporate footpaths/cycleways and towpaths, wherever possible, as part of the scheme and improve the overall amenity of the area.

### **CE3 Environmental Spaces and Corridors**

**IN AND ADJOINING THE URBAN AND VILLAGE AREAS, AND IN AREAS IDENTIFIED FOR COMPREHENSIVE DEVELOPMENT, SITES HAVING EXISTING IMPORTANCE FOR THEIR VISUAL QUALITIES, AS WILDLIFE HABITATS OR FOR RECREATIONAL OR AMENITY PURPOSES, WILL BE SAFEGUARDED AS “ENVIRONMENTAL SPACES AND CORRIDORS”. DEVELOPMENT IN THESE SPACES WILL BE PERMITTED ONLY WHERE:**

- i) THE EXISTING OR POTENTIAL ENVIRONMENTAL QUALITIES OF THE SITE WILL BE IMPROVED OR COMPLEMENTED;**
- ii) THERE IS NO ADVERSE IMPACT ON INTERNATIONAL, EUROPEAN, NATIONAL, REGIONAL OR LOCAL NATURE CONSERVATION INTEREST;**
- iii) THERE IS NOT A LOSS, WITHOUT APPROPRIATE REPLACEMENT, OF A RECREATIONAL, OPEN SPACE, OR AMENITY RESOURCE FOR THE IMMEDIATE LOCALITY UNLESS IT CAN BE DEMONSTRATED THAT THERE IS AN EXCESS OF PROVISION OR FACILITIES CAN BE ENHANCED THROUGH DEVELOPMENT OF A SMALL PART OF THE SITE.**

**PROPOSALS TO ENHANCE OR IMPROVE EXISTING ENVIRONMENTAL SPACE PROVISION WILL BE ENCOURAGED WHERE PRACTICABLE. ADDITIONAL PROVISION WILL BE SOUGHT IN AREAS WHERE A DEFICIT HAS BEEN IDENTIFIED<sup>52</sup>.**

- 4.7 Environmental Spaces and corridors form a valuable part of Newport’s green infrastructure provision. They provide a network of connected, accessible, multi-functional sites including parks, woodland, informal open spaces, amenity areas, footpaths and bridleways, hedgerows, commons and village greens, and nature reserves as well as linkages such as river corridors, wildlife corridors and the Monmouthshire & Brecon Canal, that can bring about multiple social, health, economic and environmental benefits to the area. The sites are multi-functional in that apart from their ecological value they can be used for various purposes,

<sup>51</sup> River Usk Strategy July 2009 <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/River-Usk-Strategy---Low-Res.pdf>

<sup>52</sup> Documents include The Draft Assessment of Outdoor Play Space Provision in Newport, April 2009 and Draft Identification and Assessment of Accessible & Natural Greenspace in Newport, June 2011.

for example, leisure activities and promoting tourism with associated benefits in terms of health and the economy.

- 4.8 Environmental Spaces are predominantly located within the settlement boundary, however, there are a number located outside the settlement boundary and/or on land with other designations. The Environmental Space allocation adds an additional layer of protection to such sites, it does not replace them. All policy designations and associated Policies relating to a site will be considered in the determination of proposals that come forward on Environmental Spaces. Proposals will also be considered against other relevant Policies of the Plan, including the GP Policies.
- 4.9 Where possible these spaces are defined on the Proposals Map. However, this should not be viewed as a definitive list as there may be other green spaces that are important to the local community for the reasons set out above that have not been identified through the Local Development Plan process. Background Paper – Environmental Spaces<sup>53</sup> sets out the process used to identify the Environmental Spaces.
- 4.10 A number of Environmental Spaces have also been identified as urban ‘quiet areas’ in the preparation of a Noise Action Plan. Such areas are protected against an increase in noise generated from development proposed on the site or nearby. Further details on the Noise Action Plan and quiet areas are set out in Chapter 13 of PPW and Policy GP7: Environmental Protection and Public Health.
- 4.11 One of the reasons for allocating many of the Environmental Spaces is their recreational value. Some sites will also therefore be protected under Policy CF1 – Protection of Playing Fields, Land and Buildings used for Leisure, Sport, Recreation and Play. These sites can be viewed in the Council’s Assessment of Outdoor Play Space Provision<sup>54</sup>.
- 4.12 To safeguard green infrastructure resources Environmental Spaces should be protected from severance as the value of isolated areas is much less in wildlife and amenity terms than if the areas are linked. Further information will be provided in Supplementary Planning Guidance on Wildlife and Development<sup>55</sup>.
- 4.13 Through masterplanning processes incorporated within the Design and Access Statement, opportunities could exist to safeguard existing open features and to create new areas for amenity, nature conservation and recreation provision within key development sites. Opportunities may also arise to enhance existing provision, either through specific improvement schemes or through the redevelopment of neighbouring or nearby land. An Environmental Space master plan approach will be taken to the Pillgwenlly playing fields<sup>56</sup> following consultation with the local community.

<sup>53</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Environmental-Spaces--Background-Paper-June-2013.pdf>

<sup>54</sup> Available at <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Outdoor-Play-Space-Provision-SPG.pdf>

<sup>55</sup> Available at <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Wildlife-SPG.pdf>

<sup>56</sup> This area of land is shown as environmental space on the proposals map and as area 3 on the Pillgwenlly environmental spaces inset maps as part of the (LDP) Environmental Spaces Background Paper

- 4.14 Natural Resources Wales (NRW) has developed a toolkit to help ensure everyone in Wales has access to natural greenspace. In accordance with NRW's guidance, an assessment of accessible natural greenspace has been undertaken<sup>57</sup>. This analysis together with the Assessment of Outdoor Play Space and other related documents, such as the Local Biodiversity Action Plan will be used to help inform decisions relating to opportunities to increase or enhance existing levels of provision. This could be achieved through design measures such as improved access points and link routes into an existing site or enhanced landscape and environmental improvements, such as tree planting. Additional provision will be sought on new development sites, where there are known deficiencies in an area.
- 4.15 Proposals for local food/plant production, in the form of community gardens, on Environmental Spaces will be supported provided that they link with other relevant Council Policies and that the proposal would enhance the social amenities and economic well being of the neighbourhood and will be used by nearby residents. Furthermore, in order to safeguard the continued value of the land to the community, it will be important to work with the Council's Streetscene Service Area in determining whether the natural and physical characteristics of the site are conducive to successful community gardening<sup>58</sup>.

### The Historic Environment

- 4.16 The future development of Newport will take place within the framework of this Plan and while it is essential that Newport is allowed to thrive, develop and grow this should not be done at the expense of its heritage. Therefore it is of the utmost importance that new development is of the highest quality and does not prejudice the protection of the recognised heritage of the County Borough.
- 4.17 The Council will also refer to statute, Government guidance and circulars, notably the Planning (Listed Buildings and Conservation Areas) Act 1990, Circular 61/96 Planning and the Historic Environment, Historic Buildings and Conservation Areas, and Circular 1/98 Planning and the Historic Environment: Directions by the Secretary of State for Wales.
- 4.18 There will be a presumption in favour of the retention, safeguarding, conservation and enhancement of sites recognised as being of archaeological or historic interest including Listed Buildings, scheduled ancient monuments, Conservation Areas, locally Listed Buildings, historic parks & gardens, historic landscapes and the setting of such sites, buildings and areas.
- 4.19 Listed Buildings play a significant role in the townscape and architectural heritage of the area and the Council attaches the utmost importance to their preservation. The Council, in the determination of applications for Listed Building consent, is expected to have "special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses." The Council will consider using all available powers to protect the historic environment, including, in appropriate cases, serving repairs notices, enforced sales and Compulsory Purchase Orders or in the case of vacant buildings, carrying out emergency repairs and seeking reparation from

<sup>57</sup> Available from Streetscene Service Area

<sup>58</sup> New allotments, or community growing spaces, should also be developed using guidelines from recognised bodies such Federation of City Farms and Community Gardens to ensure compliance with current thinking and good practice.



the owner subsequently. Supplementary Planning Guidance on Repairs and Alterations to Listed Buildings will be prepared. The Council will continue to monitor its Register of Buildings at Risk Through Neglect and Decay in order to secure the safeguarding of important buildings.

## **CE4 Historic Landscapes, Parks, Gardens and Battlefields**

**SITES INCLUDED IN THE REGISTER OF LANDSCAPES, PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST AND IDENTIFIED HISTORIC BATTLEFIELDS SHOULD BE PROTECTED, CONSERVED, ENHANCED AND WHERE APPROPRIATE, RESTORED. ATTENTION WILL ALSO BE GIVEN TO THEIR SETTING.**

- 4.20 Cadw, the Welsh Government's Historic Environment Service and the International Council on Monuments and Sites (ICOMOS) have produced a non-statutory Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. The designated sites are identified on the Constraints Map.
- 4.21 The Register of Landscapes of Outstanding Historic Interest in Wales identifies the Gwent Levels as an area which is uniquely rich in archaeological and historical resource. The Register does not preclude development but as advised in Welsh Office Circular 61/96<sup>59</sup>, it should be used in determining planning applications where the development is of a sufficient scale to have more than a local impact on the historic landscape. Such developments may require an Environmental Impact Assessment. Therefore an Assessment of the Significance of the Impact of Development on Historic Landscape (ASIDOHL2) will be required and the outcomes implemented for those developments deemed to have more than a local impact on the historic landscape.
- 4.22 The Register of Parks and Gardens of Special Historic Interest in Wales lists 11 sites within Newport, which are identified on the Constraints Map. The sites recognised are: Kemeys House, Llanwern Park, Machen House, Beechwood Park, Belle Vue Park, Bryn Glas, St Woolos Cemetery, Pencoed Castle, Plas Machen, Tredegar Park, Nos. 15 & 17 Stow Park Circle. All applications affecting those sites graded I and II\* will also be referred to Cadw, the Welsh Government's Historic Environment Service. The purpose of the Register is not to preclude development but to prevent damage to features of the site, such as the historic layout, structure and built features as well as planted elements. The site designation process includes denotation of the site's essential setting and significant views which are important considerations in ensuring that the historic and visual characteristics of the historic parks and gardens are conserved.
- 4.23 Historic Battlefields are a significant part of the historic landscape and their protection as cultural and heritage asset is supported. Their contribution to tourism, recreation and education is recognised and welcomed. Cadw should be contacted for information on the location and process of identification. There will be a presumption in favour of the conservation and enhancement of these sites.

## **CE5 Locally Listed Buildings and Sites**

**BUILDINGS AND SITES OF LOCAL SIGNIFICANCE FOR THEIR ARCHITECTURAL OR HISTORIC INTEREST WILL BE INCLUDED ON A**

<sup>59</sup> Available at <http://wales.gov.uk/docs/desh/policy/961205circular6196en.pdf>



## **LOCAL LIST AND SHOULD BE PROTECTED FROM DEMOLITION OR INAPPROPRIATE DEVELOPMENT.**

- 4.24 Listed Buildings are part of a recognised statutory designation process undertaken by the Welsh Government to protect nationally significant assets. There are, however, many other buildings and sites which may not feature on a national list, often because there are other protected examples elsewhere, but which are locally significant. The Council will prepare, and keep under review, a list of such locally significant buildings and sites, and will provide guidance on their protection and conservation. The criterion proposed to designate such an asset is outlined in the Local List Background Paper<sup>60</sup>.
- 4.25 The locally listed status of a building or site would be a consideration at the planning application stage. Justification will be required for the loss or unsatisfactory alteration of such buildings or sites, and intervention will be sought to secure their conservation and enhancement.

## **CE6 Archaeology**

### **DEVELOPMENT PROPOSALS WILL NORMALLY BE REQUIRED TO UNDERTAKE AN ARCHAEOLOGICAL IMPACT ASSESSMENT BEFORE THE PROPOSAL IS DETERMINED:**

- i) **WHERE GROUNDWORKS AND/OR THE INSTALLATION OF SERVICES ARE PROPOSED WITHIN THE ARCHAEOLOGICALLY SENSITIVE AREAS OF CAERLEON, THE LEVELS, LOWER MACHEN AND THE CITY CENTRE , OR;**
  - ii) **WITHIN OTHER AREAS OF RECOGNISED ARCHAEOLOGICAL INTEREST.**
- 4.26 Welsh Office Circulars 60/96<sup>61</sup> and 61/96<sup>62</sup> place an onus on developers to consider the impact of their proposals on archaeology. Archaeology is an acknowledged finite and irreplaceable resource of unique cultural and social value.
- 4.27 Where heritage assets with archaeological interest are, or are potentially, affected by a development proposal, sufficient information will be required on the assets affected, their significance, and the extent of the development impact on them, in order to enable the application to be determined. The Historic Environment Record<sup>63</sup> should be consulted at an early stage. For advice and information developers are encouraged to consult at an early stage with the relevant Welsh Archaeological Trust, for Newport; the Glamorgan-Gwent Archaeological Trust<sup>64</sup>.
- 4.28 The Plan designates four non-statutory Archaeologically Sensitive Areas (ASAs). These are Caerleon, The Levels, Lower Machen and the Medieval town of Newport. This designation highlights their archaeological significance and informs potential developers of the need to seek professional archaeological advice to establish the archaeological constraints of the site. Proposed

<sup>60</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Local-List-June-2013.pdf>

<sup>61</sup> Available at: <http://wales.gov.uk/docs/desh/policy/961205circular6096en.pdf>

<sup>62</sup> Available at: <http://wales.gov.uk/docs/desh/policy/961205circular6196en.pdf>

<sup>63</sup> Available at: <http://jura.rcahms.gov.uk/NMW/start.jsp>

<sup>64</sup> Information on GGAT can be found at: <http://www.ggat.org.uk/>

development within the ASA will require developers to submit credible archaeological impact assessment in support of their proposals.

- 4.29 Under the Ancient Monuments and Archaeological Areas Act 1979<sup>65</sup>, 67 sites have been granted statutory protection within Newport and are formally recognised as being of national importance. Any proposals affecting a Scheduled Ancient Monument are required to seek consent from Cadw – the Welsh Government’s Historic Environment Service. In addition to those recognised scheduled sites there are unscheduled sites within Newport which may be of national importance and therefore there will be a presumption in favour of their preservation *in situ*. Where archaeological remains have a lesser significance the proposed development will need to be weighed against the relative importance of the archaeology.

## **CE7 Conservation Areas**

### **DEVELOPMENT WITHIN OR ADJACENT TO CONSERVATION AREAS WILL BE REQUIRED TO:**

- i) BE DESIGNED TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA, HAVING REGARD TO THE CONSERVATION AREA APPRAISAL WHERE APPROPRIATE.**
- ii) AVOID THE REMOVAL OF EXISTING HISTORIC FEATURES, INCLUDING TRADITIONAL SHOPFRONTS AND JOINERY.**
- iii) USE MATERIALS WHICH ARE TRADITIONAL, OR APPROPRIATE TO THEIR CONTEXT.**
- iv) COMPLEMENT OR REFLECT THE ARCHITECTURAL QUALITIES OF NEARBY BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OF THE AREA.**
- v) PAY SPECIAL ATTENTION TO THE SETTINGS OF BUILDINGS, AND AVOID THE LOSS OF ANY EXISTING DOMESTIC GARDENS AND OPEN SPACES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREA.**
- vi) AVOID ADVERSE IMPACT ON ANY SIGNIFICANT VIEWS, WITHIN, TOWARDS AND OUTWARDS FROM THE CONSERVATION AREA.**

- 4.30 Planning Policy Wales and the Welsh Office Circular 61/96 outline the need for continued management and how development affecting Conservation Areas should be considered within the planning system. Conservation Areas contribute significantly to the special architectural and historic quality and character of Newport. Therefore development should avoid any adverse effect on an area and have regard to the Conservation Area’s Appraisal where applicable. Whilst this will usually involve the careful use of traditional materials, in a traditional manner, there may also be scope for good modern design, particularly where attractive new compositions or points of interest can be created.

- 4.31 Newport has 15 designated Conservation Areas, all identified on the Proposals Map. These have been designated in localities where there is special architectural or historic interest, or a character or appearance which the Council seeks to preserve or enhance. National guidance<sup>66</sup> and legislation defines the statutory duty of the Local Planning Authority to pay special attention to the

<sup>65</sup> Available at: <http://www.legislation.gov.uk/ukpga/1979/46>

<sup>66</sup> Welsh Office Circular 61/96. Available at: <http://wales.gov.uk/docs/desh/policy/961205circular6196en.pdf>

desirability of preserving or enhancing the character or appearance of Conservation Areas.

- 4.32 Conservation Areas will be appraised on an on going basis with a view to furthering their conservation and enhancement, and to review their boundaries. Newport currently has two Conservation Area Appraisal documents for the areas at Redwick<sup>67</sup> and Lower Dock Street<sup>68</sup>. Within the Lower Dock Street Conservation Area, additional planning controls are in place by way of an Article 4(2) Direction, and some works which would normally be classed as Permitted Development will require a Planning Application. The possibility of introducing similar controls in other areas will be considered as part of the Conservation Area Appraisal process.
- 4.33 In line with Cadw's advice Supplementary Planning Guidance will be produced for the Caerleon area, to include a review of the Conservation Area, to advise development proposals which have the potential to affect the extensive areas of Roman remains and Medieval settlement. The possibility of further designations will be kept under review.
- 4.34 Newport City Centre has a Conservation Area designation covering a large proportion of its retail centre. The Council requires a high standard of shopfront design to reflect this designation and will produce updated City Centre shopfront design guidance.

### The Natural Environment

- 4.35 Newport has a rich and unique natural environment which this Plan seeks to protect and enhance. Areas such as the Gwent Levels, have been specifically recognised by the Wales Spatial Plan. Proposed developments will be required to avoid the loss of such a finite resource. The Plan has been subject to a Sustainability Appraisal (incorporating Strategic Environmental Assessment) and Habitat Regulations Assessment both of which consider the effect that the Plan has on the environment. These assessments have been undertaken alongside the Plan's development. More detail is outlined in Chapter 14.
- 4.36 The strategy of the Plan clearly promotes a brownfield preference to development. This seeks to assist in the protection of sensitive areas including those of nature conservation. It is important to recognise the nature conservation value of brownfield sites which will need to be considered as part of any proposal.

### CE8 Locally Designated Nature Conservation and Geological Sites

**PROPOSALS AFFECTING LOCALLY DESIGNATED SITES WILL ONLY BE PERMITTED WHERE:**

- i) **THERE WOULD BE NO OVERALL LOSS OF THE NATURE CONSERVATION RESOURCE FOR WHICH THE SITE HAS BEEN DESIGNATED;**
- ii) **THERE WOULD BE NO SIGNIFICANT ADVERSE EFFECT ON THE GEOLOGICAL INTEREST OF THE SITE;**

<sup>67</sup> Available at <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Redwick-Conservation-Area-Appraisal.pdf>

<sup>68</sup> Available at <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Lower-Dock-Street-Conservation-Area-Appraisal.pdf>

### iii) **APPROPRIATE MITIGATION OR COMPENSATORY MEASURES CAN BE ACHIEVED.**

- 4.37 Locally designated sites are important to the overall biodiversity of Newport. They include Local Nature Reserves (LNRs), Sites of Importance for Nature Conservation (SINC), Regionally Important Geological and/or Geomorphological Sites (RIGS), Wildlife Trust Nature Reserves, 'Green Corridors' / 'Ecological Networks' and those habitats and species identified within the National and Local Biodiversity Action Plan (UKBAP and LBAP), Section 42 Habitats and Species of Principal Importance for the Conservation of Biological Diversity in Wales<sup>69</sup>, the list for which is subject to periodic review. Non-statutory sites can have particular importance in helping to buffer and connect statutorily designated sites. Where appropriate, these sites are identified on the Proposals Map; additional sites may be included in the future following a review. It is advisable to contact the Council's specialist for the most up to date information and advice.
- 4.38 A proposal which affects a local designation should in the first stage seek to avoid impacting upon the designation through design or incorporation of the feature to the site. Where a developer can demonstrate that it is not possible or appropriate to avoid adverse ecological impacts on the site, mitigation and/or compensation measures will be required to ensure that there is no overall loss to the valuable ecological resource for which the site is designated or to the wider ecological network of which it is part and on which it may depend.
- 4.39 Local Nature Reserves (LNRs) are designated under the National Parks and Access to the Countryside Act (1949), or as amended. They are areas of high value for nature conservation, local wildlife or geological interest and are of particular value in community and education terms. While LNRs are not designated under planning legislation, government guidance notes that development Plans should make appropriate provision for them<sup>70</sup>, and that due weight should be attached to them in determining development proposals<sup>71</sup>. One such site has been designated at Allt-Yr-Yn and others are being considered, including at Monkey Island, St Julians Wood, Pilton Vale and Gaer Fort.
- 4.40 Sites of Importance for Nature Conservation (SINC)<sup>72</sup> have been designated using 'The Guidelines for Selection of Wildlife Sites in South Wales' which contain an objective set of criteria which accord with the Welsh Government endorsed 'Wildlife Sites Guidance Wales'. Developers will be expected to demonstrate what impacts there will be on those features for which the site has been designated. Information for each site is publicly available and advice at the earliest stage should be sought from the Council's specialists. Where a site is found to meet the criteria for designation as a SINC but has not yet been designated, the site will be considered as a candidate SINC and dealt with in the same way as a SINC in the planning process.

<sup>69</sup> Defined under the Natural Environment and Rural Communities Act 2006 available at: <http://www.legislation.gov.uk/ukpga/2006/16/contents>

<sup>70</sup> Planning Policy Wales para 5.4.5 available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

<sup>71</sup> Section 5.5 of Technical Advice Note 5 – Conservation and Planning, available at: <http://wales.gov.uk/topics/planning/policy/tans/tan5/?lang=en>

<sup>72</sup> Available at: [http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Sites-of-Importance-in-Nature-Conservation-\(SINC\)-January-2013.pdf](http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Sites-of-Importance-in-Nature-Conservation-(SINC)-January-2013.pdf)

- 4.41 The Local Biodiversity Action Plan (LBAP)<sup>73</sup> identifies those habitats and species within Newport that are considered to be a priority, and sets local targets and actions for their conservation, management and creation. It also translates national actions and targets, from the UK and Wales Habitat and Species Action Plans, into local targets and actions where appropriate.
- 4.42 Planning Policy Wales highlights the importance of geo-conservation and the opportunity to identify and protect non-statutory sites of local importance such as Regionally Important Geodiversity and/or Geomorphological Sites (RIGS). These sites are recognised as important for their geology, geomorphology and soils. The British Survey have undertaken a South Wales RIGS Audit (2013) which identifies 3 RIGS within the Newport County boundary, these are identified on the Constraints Map. Developers will need to ensure that proposals do not have a detrimental impact upon this important and finite element of the natural heritage.

## **CE9 Coastal Zone**

### **DEVELOPMENT WILL NOT BE PERMITTED IN THE COASTAL AREA OR ADJOINING THE TIDAL RIVER UNLESS:**

- i) IN THE UNDEVELOPED COASTAL AREA SUCH DEVELOPMENT IS REQUIRED TO BE ON THE COAST TO MEET AN EXCEPTIONAL NEED WHICH CANNOT REASONABLY BE ACCOMMODATED ELSEWHERE;**
- ii) THE AREA IS NOT ITSELF AT RISK NOR WILL THE PROPOSED DEVELOPMENT EXACERBATE RISKS FROM EROSION, FLOODING OR LAND INSTABILITY**

### **DEVELOPMENT WHICH REQUIRES A COASTAL LOCATION SHOULD BE SITED WITHIN THE DEVELOPED COASTAL ZONE.**

- 4.43 Technical Advice Note 14: Coastal Planning (1998)<sup>74</sup> requires the Council to identify a coastal zone and consider the impacts on proposals for development, recreation and nature and landscape conservation. In addition to the cross boundary planning for the coast, proposals may be required to consider the relevant aspects of the Marine Spatial Planning process. Much of the area of Newport County Borough can be considered to be part of the coastal zone, with the Gwent Levels being the main element. The influence of the coast is wider, however, being visible from rising ground in other parts of the Borough, and including the River Usk which flows through the middle of the City reaching its tidal limit beyond Newport's boundary to the North at Newbridge on Usk.
- 4.44 Previously developed areas around the River Usk provide opportunities for redevelopment and regeneration. Here and on the coast, public access to the shore should be maintained or provided where consistent with operational requirements. Proposals which have the potential to increase recreational pressures and therefore have a direct or indirect impact on ecological designations will be required to undertake the relevant assessments, as required by Policy GP5. Working docks and wharves are unlikely to be suitable for unrestricted public access. The safeguarding of wharves and rail for aggregate purposes is set out in Policy M4. Proposals which affect the future workings of wharves and rail will be resisted.

<sup>73</sup> Available at: <http://www.ccg.gov.uk/landscape--wildlife/habitats--species/uk-biodiversity-action-plan/local-biodiversity-action-plan.aspx>

<sup>74</sup> Available at: <http://wales.gov.uk/topics/planning/policy/tans/tan14/?lang=en>



- 4.45 The undeveloped areas of the coast and tidal rivers of the County Borough include sites of international and national importance for nature conservation and of significance for natural and historic landscape value. These areas will rarely be appropriate for major development. Proposals for such development will need to demonstrate that such a location is essential and that the proposal is acceptable having regard to other Policies of this Plan. Sufficient information will be required to demonstrate that the proposed development can be carried out without significant adverse effects. Such developments are unlikely to be appropriate where expensive engineering works would be required to protect against inundation by the sea.
- 4.46 The nature of the Gwent Levels is such that it enjoys a wide variety of protection through designation as Site of Special Scientific Interest, a Landscape of Outstanding Historic Interest, Archaeologically Sensitive Area, Special Landscape Area and part of it is included within the Green Belt. The Severn Estuary itself is a Wetland of International Importance (Ramsar Site), a Special Protection Area for birds, a Special Area of Conservation, and is also a Site of Special Scientific Interest. The River Usk is also a Site of Special Scientific Interest and a Special Area of Conservation. These designations provide a high degree of protection for the coast. In accordance with Government guidance, Policies GP5 and SP9 set out the requirements of the Plan. Where development is proposed in this environmentally sensitive area the need to undertake an Environmental Statement, under the Town and Country Planning (Environment Impact Assessment) Regulations 1999 as amended, will need to be investigated.
- 4.47 The Council is a member of the Severn Estuary Partnership which has a coordinating role communicating and promoting sustainable management of the estuary. The partnership has produced the Strategy for the Severn Estuary (2001)<sup>75</sup>. This framework brings together economic and social interests, as well as environmental perspectives and is Supplementary Planning Guidance to this Plan. The Council is also a member of the Association of Severn Estuary Relevant Authorities (ASERA) which brings together statutory organisations who have a responsibility for managing activities on the Severn Estuary Marine Sites, i.e. the Severn Estuary Special Area of Conservation, Special Protection Area and Ramsar. The group aims to produce a management scheme for the protected Marine Sites.
- 4.48 Flood risk and coastal erosion is a critical factor for the Severn Estuary. The Severn Estuary Coastal Group (SECG), of which the Council is a member, promotes sustainable shoreline management and facilitates organisations in managing coastal protection and flood resilience and management issues. The group has produced the Shoreline Management Plan review (SMP2)<sup>76</sup> for the Severn Estuary which divides the shoreline into policy units outlining a policy option recommendation for each unit. These are: Hold the Line, No Active Intervention, Managed Realignment and Advance the Line. SMP2 proposes that coast defences within policy units to the south of the M4 (including the levels for Newport) reflect the policy option to Hold the Line and the defences to the North of the M4 to the Authority's boundary policy option is for No Active Intervention. The policy option to Hold the Line at the coast means that the impact of coastal squeeze and the potential loss of coastal habitat have been accounted for within

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<sup>75</sup> Available at: <http://www.severnestuary.net/sep/pdfs/sesstrat.pdf>

<sup>76</sup> Available at: <http://www.severnestuary.net/secg/smpr.html>



the development of SMP2; however, this is an area where potential alternative actions may be considered in the future. The Environment Agency (now Natural Resources Wales) has developed a draft Severn Estuary Flood Risk Management Strategy (SEFRMS)<sup>77</sup> which covers management of tidal flood risk for the Severn Estuary over a 100 year period. This sets out the Agency's approach to tidal flood and coastal erosion measures.

- 4.49 Natural Resources Wales has produced the Wye & Usk and Eastern Valleys Catchment Flood Management Plans (CFMP) (2009)<sup>78</sup>. The plans give an overview of the flood risk in the catchments and sets out our preferred plan for sustainable flood risk management over the next 50 to 100 years. The CFMP have been prepared in partnership with local planning authorities, community and environmental groups and other key partners. Overall the CFMP set out a clear vision to continue to maintain the defences within Newport, the M4 corridor area and the Ebbw corridor, noting that it may not be justifiable to increase the height of these defences in the future. For the Gwent Levels area there is a need to establish a long term strategic approach to flood risk management, including risk from the sea. There is also a clear message that complimentary flood risk management actions are required for all partners, including the local community level. Flood Risk is also covered in Policy SP3 of the Plan.

## Renewable Energy

### CE10 Renewable Energy

**RENEWABLE ENERGY SCHEMES WILL BE CONSIDERED FAVOURABLY, SUBJECT TO THERE BEING NO OVER-RIDING ENVIRONMENTAL AND AMENITY CONSIDERATIONS. SMALL SCALE MICRO-GENERATION WILL BE ENCOURAGED WITHIN THE SETTLEMENT BOUNDARY. LARGE SCALE PROPOSALS MAY BE MORE APPROPRIATELY LOCATED OUTSIDE OF THE DEFINED SETTLEMENT BOUNDARY IF NO APPROPRIATE BROWNFIELD SITES EXIST. THE CUMULATIVE IMPACTS OF RENEWABLE ENERGY SCHEMES WILL BE AN IMPORTANT CONSIDERATION.**

- 4.50 TAN 8: Planning for Renewable Energy (2005) sets out the Welsh Government's commitment to facilitating the development of renewable energy sources. Detailed guidance on different types of renewable energy technologies including design and locational considerations are set out in TAN 8: Planning for Renewable Energy, and developers should have regard to these when proposing renewable energy schemes. The Council has undertaken a Renewable Energy Assessment. This sets out the potential for renewable energy resources and technologies within Newport. It should be considered when assessing renewable energy proposals, and the potential contribution renewable energy can make within development.
- 4.51 In particular, care should be taken in assessing proposals for renewable energy projects in sensitive, designated areas, such as areas of high landscape quality, and areas of nature conservation, or archaeological or historical importance. The Gwent Levels are recognised as an internationally important resource in terms of landscape and heritage and nationally important for ecology. Proposals

<sup>77</sup> Available at: <http://www.severnestuary.net/frms/publications.html>

<sup>78</sup> Available at: <http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/research/planning/64223.aspx>

which affect the special qualities of the Gwent Levels, or any other protected site, will be resisted unless it can be demonstrated that there will be no significant adverse effects.

- 4.52 In Newport, although a variety of renewable energy projects may be proposed, the most common installations of larger scale proposals seeking planning permission in recent years have been solar or wind power developments, through the provision of solar panel farms or the erection of wind turbines.
- 4.53 Wind turbines can fulfil an important role in the creation of energy, but they can also have a visual, noise and ecology impact over a wide area that can be unacceptably damaging to the environment and amenity. A technical capacity study for wind turbines within Newport has been undertaken, the conclusions and recommendations of which will be taken into consideration in the determination of wind turbine applications.
- 4.54 With regards to solar energy, key considerations in their assessment will include the ecological, landscape and visual impact of a scheme. The potential for reflective 'glint and glare' will need to be explored as well as potential ecological and visual impacts from installation techniques such as cable trenches and the removal of hedgerows. Similarly the impact of associated infrastructure and security measures will need to be considered.
- 4.55 Brownfield sites within the settlement boundary will be favourably considered and where possible, should be considered before greenfield options. The use of brownfield sites is a more sustainable option in terms of land take up and usually benefits from being surrounded by potential energy users or closer grid connections, reducing the requirements and impact of associated infrastructure. Development of larger scale renewable energy schemes may be acceptable on greenfield sites where it can be demonstrated that there will be no significant adverse impacts on the environment and local communities.
- 4.56 The positive contribution renewable energy schemes can make to sustainability and climate change must be balanced with the need to protect the environment and amenity. The cumulative impact of proposals, in both greenfield and brownfield locations, will therefore be a careful consideration in the acceptability of a scheme. Developers will need to consider the number of other similar developments in the locality and the impact they would have collectively.
- 4.57 Smaller scale micro-generation which involves the production of heat or power on a very small scale ordinarily for use where it is made, is most appropriately located within existing settlement boundaries, however exceptions may be appropriate in certain circumstances. Installations on or within curtilages of buildings should be of a scale and design appropriate to their surroundings and in accordance with GP Policies of this Plan. Particular regard should be had to design within Conservation Areas, on Listed Buildings and within the Gwent Levels Special Landscape Area<sup>79</sup>. Renewable energy schemes should be considered as an integral part of new build development schemes. Design of renewable energy installations should be referred to in the relevant Design and Access Statement.

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<sup>79</sup> Further guidance on this can be found in the Cadw Publication (2010) on 'Renewable energy and your historic building'. [http://cadw.wales.gov.uk/docs/cadw/publications/Micro\\_gen\\_booklet\\_EN.pdf](http://cadw.wales.gov.uk/docs/cadw/publications/Micro_gen_booklet_EN.pdf)

- 4.58 A range of micro-generation technology is permitted development under Part 40 (installation of domestic micro-generation equipment) and Part 43 (installation of non-domestic micro-generation equipment) of the General Permitted Development Order, and should be referred to for further guidance.

## 5 Housing

### Housing in the Countryside

- 5.1 In accordance with Policy SP5, Planning Policy Wales and Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010), new dwellings in the countryside will be permitted only when it is essential for them to be on the site of a rural enterprise, or when they will provide affordable housing for which there is a demonstrable local need.

### Housing Supply

- 5.2 Policy SP10 sets out the housing requirement for the Plan period. Policy H1 identifies how the requirement will be met and the main sources of housing land. The table below sets out the total number of units anticipated to be delivered over the Plan period (2011 - 2026). A base date of 1<sup>st</sup> April 2013 has been used in the preparation of the housing figures. The total housing supply for the Plan period includes small sites and windfall completions and sets out the housing completion figures achieved up to the base date of 1<sup>st</sup> April 2013. The housing supply includes an additional 12% provision above the housing requirement of 10,350 units to ensure flexibility.

<b>Housing Supply 2011 - 2026</b>	
<b>Source</b>	<b>Anticipated Supply</b>
Total Completions 2011 – 31/03/2013 (all residential completions)	805
H1 Sites – Units Remaining 2013 – 2026	8847
Units under construction @ 01/04/13	203
Small sites (below 10 units) for 13 years 2013 – 2026 (41 per annum)	533
Windfall Allowance (10 units or more units) for 13 years 2013 – 2026 (95 per annum)	1235
<b>Total</b>	<b>11,623</b>

### H1 Housing Sites

**THE SITES LISTED IN TABLE H1 OF 10 OR MORE DWELLINGS ARE IDENTIFIED FOR RESIDENTIAL DEVELOPMENT:**

**See Table H1 overleaf for Housing Sites**

- 5.3 Housing sites that are adjacent to the River Usk SAC may have implications on this European site through disturbance, loss of habitat, barriers to movement and water pollution. However, implications can be minimised/avoided through appropriate mitigation measures. In accordance with Policy GP5, the developer will be expected to provide sufficient information in order for a Habitat Regulation Assessment to be undertaken to ensure there are no likely significant effects upon the River Usk SAC.
- 5.4 The inclusion of housing sites within the H1 table, that are within a C2 flood risk area (marked with an asterisk), does not indicate their allocation for housing for the Plan's duration, but merely reflects existing extant planning permissions expected to be implemented. Their inclusion in Policy H1 does not signify favourable consideration of future residential applications on the site.

**TABLE H1 – HOUSING SITES**

LDP Ref	Site Name	Hectares	Total Capacity of the Site	Completions 2011 – 2013	Under Construction @ 01/04/13	Estimated Remaining Units to be delivered between 2013 – 2026	Affordable Housing element of estimated remaining units within the Plan period	Site Status/Notes as @ 1 <sup>st</sup> April 2013
H1	Adj. McReadys Ponthir Road*	2.51	54	0	0	54	0	Planning permission in place
H3	Llanwern Village	44	1100	0	0	1100	253	Planning permission in place
H4	Pirelli	6.5	250	0	0	250	75	Planning permission in place
H5	Glebelands	2.83	153	0	0	153	0	Planning permission in place
H7	Bethesda Close	1.01	22	0	0	22	0	Planning permission in place
H8	Severn Stiles	0.30	23	0	0	23	23	Planning permission in place
H9	Frobisher Road	0.51	10	0	0	10	0	Planning permission in place
H10	Pencoed Castle	9.60	12	0	0	12	0	Planning permission in place
H11	Laburnum Drive	0.13	20	0	20	0	0	Under Construction
H12	Former Tredegar Park Golf Course*	9.3	150	0	0	150	30	Planning permission in place
H13	Allt Yr Yn Campus	5.7	125	2	5	118	0	Under Construction
H14	Monmouthshire Bank Sidings	11.30	575	0	0	390	35	Planning permission in place
H15	Victoria Wharf	1.16	130	0	0	130	0	Housing Proposal
H16	Penmaen Wharf*	0.83	160	0	0	160	16	Planning permission in place
H17	Former Hurrans Garden Centre	1.95	60	7	31	22	12	Under Construction
H19	Land at Hartridge High School	2.54	65	0	0	65	10	Planning permission in place
H21	Former Floors 2 Go	0.12	10	0	0	10	0	Subject to S106
H23	Traston Lane	0.76	21	0	0	21	0	Planning permission in place
H24	30-33 High Street	0.06	24	0	0	24	0	Subject to S106
H25	Taylor's Garage	2	71	0	0	71	15	Planning permission in place
H26	Ty Du Works	0.41	26	0	0	26	8	Subject to S106
H30	Rear of South Wales Argus	2.30	82	0	0	82	16	Housing Proposal
H31	Roman Lodge Hotel	0.17	10	0	0	10	0	Subject to S106
H32	Former Sainsbury's	2.10	140	0	0	140	42	Subject to S106

H34	Bankside Coverack Road	0.49	38	0	0	38	12	Subject to S106
H36	Farmwood Close	2.3	108	0	10	0	0	Under Construction
H37	City Vizion	3.2	464	85	14	315	65	Under Construction
H38	Lysaghts Village (Orb works)	11.8	517	77	47	338	25	Under Construction
H39	Former Bettws Comprehensive	5.9	229	78	12	125	0	Under Construction
H40	Westmark, Old Town Dock	1.17	154	64	0	90	0	Under Construction
H41	Trinity View	19.4	194	9	1	6	0	Under Construction
H42	Black Clawson (Alexandra Gate)*	3.5	354	25	38	0	0	Under Construction
H43	Portskewett Street	1.3	117	0	0	25	0	Under Construction
H44	Turner Street	0.65	32	26	6	0	0	Under Construction
H45	Lysaghts Parc	5.8	176	0	0	100	0	Under Construction
H47	Glan Llyn	193	4000	45	10	2207	441	Under Construction
H51	Whitehead Works	18.7	400	0	0	330	120	Housing Proposal
H52	Old Town Dock Remainder	13.9	350	0	0	350	0	Housing Proposal
H53	Bideford Road	1.1	35	0	0	35	11	Housing Proposal
H54	Jubilee Park, Former Alcan Site	40	1064	0	0	930	93	Subject to S106
H55	Jigsaw Site, Ringland	7.8	200	0	0	200	40	Housing Proposal
H56	Opposite Belmont Lodge	6.92	122	0	0	122	0	Planning permission in place
H57	Treberth Crescent	0.66	58	0	0	58	58	Planning permission in place
H58	Panasonic	7.20	250	0	0	250	75	Housing Proposal
H59	24 Crawford Street	0.36	10	0	0	10	0	Subject to S106
H60	Parry Drive	0.33	15	6	9	0	0	Under Construction
H61	Former Postal Exchange, Mill Street	0.2	70	0	0	70	21	Housing Proposal
H62	Former Queens Hill School	4.4	92	0	0	92	28	Housing Proposal
H63	Telford Depot	1.6	60	0	0	60	12	Housing Proposal
H64	Uskside Paint Mills	0.2	53	0	0	53	11	Housing Proposal
	Total number of units contributing to the land supply				203	8847	1547	



## St Cadocs Hospital Site

- 5.5 The Welsh Health Estates and Gwent Healthcare Trust have made clear their long term intention to phase out the hospital use on the St Cadocs site. The Newport Unitary Development Plan allocated the site for a mix use scheme including 8 hectares of land for up to 250 residential units, Environmental Space, and a railway station. Given the uncertainty over the timing of the release of the land and deliverability within the Plan period, a housing allocation has not been made in the Local Development Plan. The site does not therefore contribute to the housing requirement figures and should it come forward for development would be considered as a windfall site.
- 5.6 If the site becomes available for development within the Plan period, the former housing allocation of the existing hospital buildings would be assessed as a brownfield site within the settlement boundary, and would have to satisfy relevant Policies of the Plan. The Council would seek a comprehensive approach to the development of the site, including the incorporation of the railway station and protection of the remaining western Environmental Space.
- 5.7 A full Transport Assessment will be required, including improved access points as appropriate and an assessment of the Caerleon one-way system and railway bridge. Opportunities for the retention and conversion of the historic buildings and important landscape elements should be explored as part of development proposals for the site.

## Eastern Expansion Area Site

- 5.8 This is dealt with under Policy SP11 above.

### SMALL SITES

- 5.9 A small site is where less than 10 dwellings are proposed. Over the past 5 years, completions on small sites have averaged 41 units per annum. Using this as a basis for future estimations, the remaining 13 years of the Plan period is anticipated to contribute 533 units to the housing supply.

### INFILL AND WINDFALL SITES

- 5.10 Infill and windfall sites are also factored into the housing land supply figures. These are large sites where the total number of dwellings on site is 10 units or above. They are sites that have not been identified within the Plan as by definition they are development opportunities that come forward unexpectedly. The 7 year period 2006/07 – 2012/13 provided 990 windfall units, averaging 141 units per annum. A windfall allowance of 95 units per annum has been factored in to the housing supply. This is based on sites of 50 units or less continuing to be the most common form of windfall site over the Plan period.

## H2 Housing Standards

### RESIDENTIAL DEVELOPMENT SHOULD BE BUILT TO HIGH STANDARDS OF ENVIRONMENTAL AND SUSTAINABLE DESIGN, TAKING INTO ACCOUNT THE WHOLE LIFE OF THE DWELLING.

- 5.11 Residential development of all types, whether new development, redevelopment, conversions, extensions or changes of use, should be carried out in as sustainable way as possible, to reduce the impact on the environment both of the construction and subsequent use of the dwelling. This should help to ensure that dwellings are built to improve economic and social sustainability as well as

environmental; energy efficiency can help avoid fuel poverty, and good design can assist health and well-being, both mental and physical. Lifetime Homes can also be valuable in terms of enabling people not to have to move if their abilities alter. The Code for Sustainable Homes<sup>80</sup> provides a national standard that is endorsed by the Welsh Government<sup>81</sup>. Supplementary Planning Guidance will provide further information on the application of these standards, or of any future ones introduced by the Government. Dwellings that are provided with any form of Government grant will need to meet the particular requirements specified in the grant.

- 5.12 Care should be taken in the design and layout of new dwellings to ensure that they are adaptable and flexible having regard to Lifetime Homes standards to ensure that they will not require replacement before the end of their physical life because they are no longer fit for purpose. This would not be sustainable in terms of whole life costing of the dwelling.

### H3 Housing Mix and Density

**RESIDENTIAL DEVELOPMENT OF 10 DWELLINGS OR MORE SHOULD BE DESIGNED TO PROVIDE A MIX OF HOUSING TO MEET A RANGE OF NEEDS AND SHOULD BE BUILT AT A DENSITY OF AT LEAST 30 DWELLINGS PER HECTARE. A LOWER DENSITY WILL ONLY BE ACCEPTABLE WHERE IT IS DEMONSTRATED:**

- i) PHYSICAL OR INFRASTRUCTURE CONSTRAINTS PREVENT THE MINIMUM DENSITY FROM BEING REACHED, OR;**
- ii) THE MINIMUM DENSITY WOULD HAVE AN UNACCEPTABLE IMPACT ON DESIGN/CHARACTER OF THE SURROUNDING AREA, OR;**
- iii) THERE IS A PARTICULAR LACK OF CHOICE OF HOUSING TYPES WITHIN A LOCAL COMMUNITY.**

- 5.13 A minimum density of 30 dwellings per hectare will ensure development land is used efficiently which will help to create sustainable communities. A lower density will only be acceptable in accordance with the criteria listed above. Lower densities might be acceptable where it can be demonstrated there is a lack of choice of housing types within a local community. In particular, some communities within Newport are dominated by high density housing and a lower form of density would provide greater choice. In demonstrating criterion iii) consideration should also be given to Policy GP2 and how the proposed development will impact on the character or appearance of the surrounding area.
- 5.14 While it may not be appropriate for small sites (of less than 10 dwellings) to provide a range of housing types and densities, the normal pattern should be for a mix of units to be provided. In this way the range and choice of housing opportunities available to people should be made as comprehensive as possible.

<sup>80</sup> Published by Communities and Local Government, 2008 and available at:

<http://www.communities.gov.uk/planningandbuilding/sustainability/codesustainablehomes/>

<sup>81</sup> See Planning Policy Wales paragraph 9.1.1, available at:

<http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

## **H4 Affordable Housing<sup>82</sup>**

**ON-SITE PROVISION OF AFFORDABLE HOUSING WILL BE REQUIRED ON ALL NEW HOUSING SITES OF 10 OR MORE DWELLINGS WITHIN THE SETTLEMENT BOUNDARY, OR 3 OR MORE DWELLINGS WITHIN THE DEFINED VILLAGE BOUNDARIES.**

**THE AUTHORITY WILL SEEK THE PROVISION OF AFFORDABLE HOUSING IN ACCORDANCE WITH THE RELEVANT SUBMARKET AREA TARGET NOTED BELOW;**

**40% CAERLEON AND RURAL NEWPORT**

**30% ROGERSTONE AND WEST NEWPORT**

**20% EAST NEWPORT**

**10% MALPAS AND BETTWS**

**(THE SUBMARKET AREAS ARE DEFINED ON THE AFFORDABLE HOUSING SUBMARKET AREA PLAN OVERLEAF)**

**SPECIFIC SITE TARGETS MAY VARY SUBJECT TO VIABILITY AND NEGOTIATION.**

**FOR NEW HOUSING SITES OF FEWER THAN 10 DWELLINGS WITHIN THE SETTLEMENT BOUNDARY, OR FEWER THAN 3 DWELLINGS WITHIN THE DEFINED VILLAGE BOUNDARIES, THE COUNCIL WILL SEEK A COMMUTED SUM CONTRIBUTION. THE AFFORDABLE HOUSING SPG CLARIFIES THE METHODOLOGY FOR CALCULATING THE COMMUTED SUM PAYMENTS.**

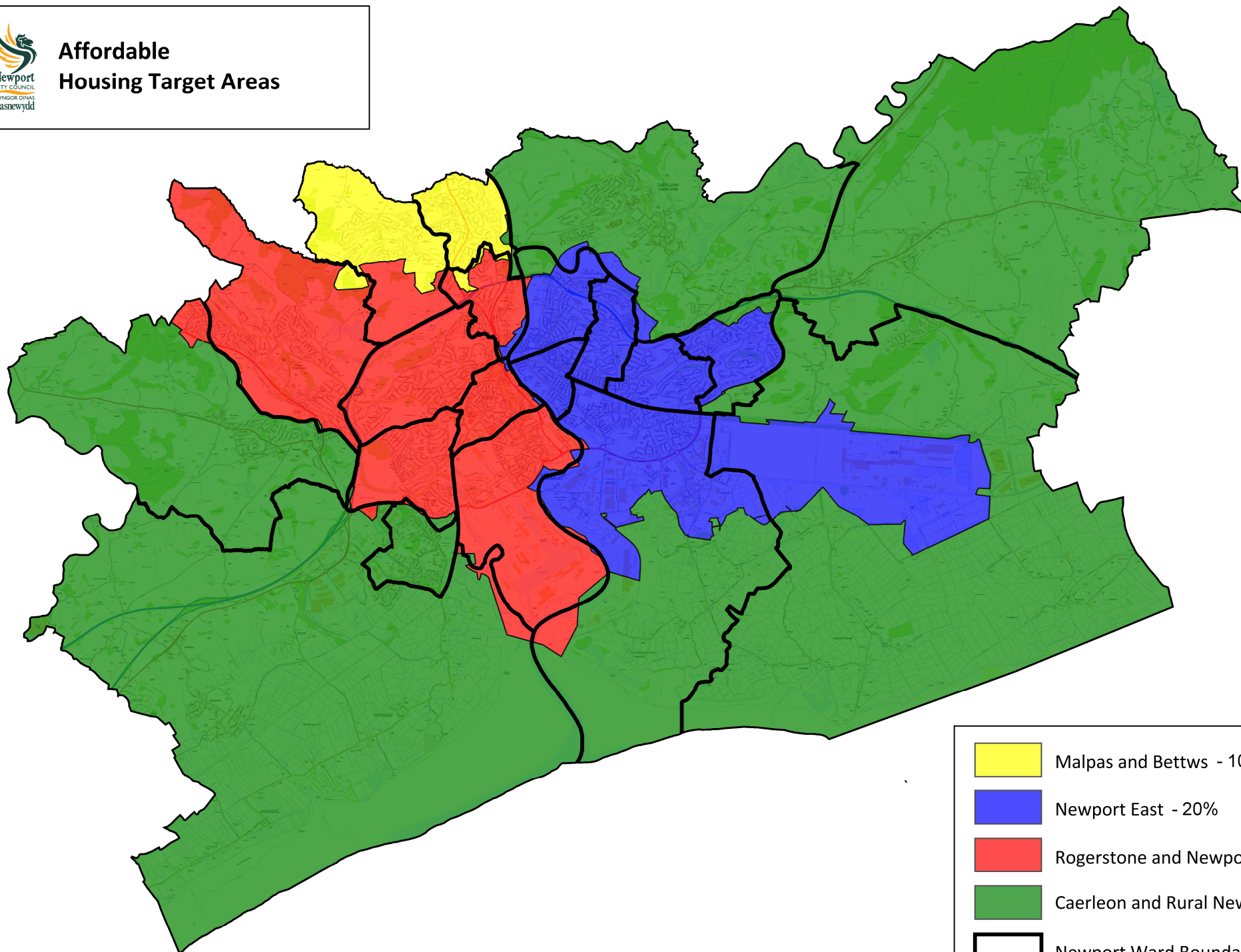
- 5.15 The Local Housing Market Assessment indicates an on-going requirement for affordable housing totalling 86% of the overall housing requirement for the LDP. Many people are not able either to access and/or to afford open market housing. Therefore in accordance with Planning Policy Wales and Technical Advice Note 2: Planning and Affordable Housing (2006), new development will be required to include affordable housing. Further information will be provided in Affordable Housing Supplementary Planning Guidance. The viability of development is undertaken on a site-by-site basis. As such, the percentage of affordable housing provision is set at a rate that reflects individual site viability. Where a developer can demonstrate to the satisfaction of the Authority that the expected percentage is not deliverable, they may negotiate with the LPA to ensure delivery of a reasonable number of affordable homes, which contributes to meeting the need of the area. It is recognised that due to the various values associated with submarket areas of Newport a split target approach has been set. The submarket targets are a realistic figure of what schemes are likely to be able to sustain. The high level of affordable housing need in Newport means that the Council requires those sites meeting the policy threshold to provide on-site affordable housing provision. If the site does not meet the threshold then a commuted sum is required. The SPG clarifies the factors that will be taken into account in negotiating the appropriate percentage of each scheme, necessary safeguards, and how the requirement should be delivered.

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<sup>82</sup> Affordable housing includes intermediate housing as well as social housing. It is provided to specified eligible households whose needs are not met by the market. It includes transitional housing, non-market rental (also known as social or subsidised housing), formal and informal rental, indigenous housing and affordable home ownership.



## Affordable Housing Target Areas



- Malpas and Bettws - 10%
- Newport East - 20%
- Rogerstone and Newport West - 30%
- Caerleon and Rural Newport - 40%
- Newport Ward Boundaries

## **H5 Affordable Housing Exceptions**

**FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS FOR THE PROVISION OF AFFORDABLE HOUSING ON SITES IN OR ADJOINING SETTLEMENTS, THAT WOULD NOT OTHERWISE BE RELEASED FOR DEVELOPMENT PROVIDED THAT:**

- i) THERE IS A GENUINE LOCAL NEED IDENTIFIED;**
- ii) THERE ARE ARRANGEMENTS IN PLACE TO ENSURE THAT THE BENEFIT OF LOW COST IS MAINTAINED FOR ALL SUBSEQUENT OCCUPANTS.**

- 5.16 Planning Policy Wales allows for the release of sites for affordable housing, as an exception to normal housing Policies. A local needs survey will be required to show that there is a genuine local need for this type of accommodation. GP policies will apply to all proposals, and sites in the Green Belt or Green Wedges should not be considered until all other possibilities have been explored.

## **H6 Sub-division of Curtilages, Infill and Backland Development**

**THE SUB-DIVISION OF RESIDENTIAL CURTILAGES, INFILL WITHIN EXISTING RESIDENTIAL AREAS, AND THE DEVELOPMENT OF BACKLAND TO EXISTING RESIDENTIAL PROPERTIES WILL ONLY BE PERMITTED WHERE THIS DOES NOT REPRESENT AN OVER-DEVELOPMENT OF LAND.**

- 5.17 Proposals for sub-dividing existing dwelling plots, developing on land behind dwellings and infilling gaps between properties will be assessed for their potential impact on the existing properties, their effect on the overall environment, and the conditions that will be created for the new property. The impact of this development, both individually and cumulatively, can be significant for the character of an area, therefore strict criteria will be applied to ensure that substandard living environments are not created, and that character is not eroded. Detailed guidance will be available in Supplementary Planning Guidance.

## **H7 Annexes to Residential Dwellings**

**PROPOSALS FOR THE PROVISION OF SELF-CONTAINED ANNEXE ACCOMMODATION WILL BE PERMITTED PROVIDED THAT:**

- i) THE PROPOSED ANNEXE IS OF LIMITED SIZE AND PROVIDES ONLY ESSENTIAL ACCOMMODATION THAT IS COMMENSURATE WITH THE NEEDS OF THE USER AND SUPPLEMENTARY TO THE FACILITIES AND ACCOMMODATION AVAILABLE IN THE ASSOCIATED DWELLINGHOUSE.**
- ii) THE ANNEXE IS SITED AS CLOSE AS POSSIBLE TO THE ASSOCIATED DWELLINGHOUSE.**
- iii) IT HAS BEEN DEMONSTRATED THAT THERE IS A FUNCTIONAL LINK WITH THE ASSOCIATED DWELLINGHOUSE IN RESPECT OF THE RELATIONSHIP WITH THE OCCUPIERS OF THE ASSOCIATED DWELLINGHOUSE AND THE SERVICES/FACILITIES AVAILABLE FOR THE USER OF THE ANNEXE.**
- iv) THE ANNEXE IS LOCATED WITHIN THE EXISTING CURTILAGE OF THE ASSOCIATED DWELLINGHOUSE AND NO SEPARATE**



## **CURTILAGE, VEHICULAR ACCESS OR SEGREGATED PARKING AREA SHALL BE CREATED.**

- 5.18 For the purposes of this policy, an annexe is defined as accommodation that is ancillary to a main dwellinghouse. This means that even a self-contained annexe must *support* a house in some way, not function independently of one. It follows, therefore, that a house and its annexe must occupy a single planning unit and share a vehicular access, a parking area and a garden. The Council will control the layout of any proposal in order to prevent the separation of an annexe from a main dwellinghouse. Any scheme that fails to demonstrate a reasonable degree of dependency between an annexe and a main dwellinghouse will be assessed as a proposal for a new dwelling.

### **H8 Self Contained Accommodation and Houses in Multiple Occupation**

**WITHIN THE DEFINED SETTLEMENT BOUNDARIES, PROPOSALS TO SUBDIVIDE A PROPERTY INTO SELF CONTAINED ACCOMMODATION, BEDSITS OR A HOUSE IN MULTIPLE OCCUPATION WILL ONLY BE PERMITTED IF:**

- i) **THE SCALE AND INTENSITY OF USE DOES NOT HARM THE CHARACTER OF THE BUILDING AND LOCALITY AND WILL NOT CAUSE AN UNACCEPTABLE REDUCTION IN THE AMENITY OF NEIGHBOURING OCCUPIERS OR RESULT IN ON STREET PARKING PROBLEMS;**
- ii) **THE PROPOSAL DOES NOT CREATE AN OVER CONCENTRATION OF HOUSES IN MULTIPLE OCCUPATION IN ANY ONE AREA OF THE CITY WHICH WOULD CHANGE THE CHARACTER OF THE NEIGHBOURHOOD OR CREATE AN IMBALANCE IN THE HOUSING STOCK;**
- iii) **ADEQUATE NOISE INSULATION IS PROVIDED;**
- iv) **ADEQUATE AMENITY FOR FUTURE OCCUPIERS.**

- 5.19 There are small pockets of Newport that have seen significant change to the housing mix and this situation will be monitored carefully upon receipt of planning applications for self-contained units (apartments or flats) and for houses in multiple occupation. It should be noted that the planning system in Wales has limited control over proposals for houses in multiple occupation as many do not reach the threshold for requiring planning permission. Updated Supplementary Planning Guidance will be provided in this regard.
- 5.20 Houses in Multiple Occupation (HMO) only require planning permission if a dwelling house undergoes a material change of use to a HMO. For this to occur it must be proven that more than 6 people are living together not as a single household (not as a family). Planning permission is also required for the subdivision of a house into more than one unit, e.g. flats, bedsits or maisonettes.
- 5.21 The General and other Policies of this Plan provide criteria relevant to this form of development. Specific detail on matters to be taken into account in flat conversions will be provided in Supplementary Planning Guidance.

### **H9 Housing Estate Regeneration**

**PROPOSALS FOR THE REGENERATION OR IMPROVEMENT OF HOUSING AREAS WILL BE FAVOURABLY CONSIDERED WHERE THEY:**

- i) **ARE UNDERTAKEN IN A COMPREHENSIVE MANNER;**



- ii) **PROTECT AND ENHANCE OPEN SPACE AND THE SETTING OF THE ESTATE;**
- iii) **WIDEN TENURE OPTIONS WHERE THESE ARE LIMITED;**
- iv) **ENCOURAGE THE DEVELOPMENT OF COMMUNITY USES WHERE APPROPRIATE.**

5.22 Through Housing Stock Transfer, 9,000 dwellings were transferred from the Council to registered social landlord, Newport City Homes. Significant numbers of these properties are on estates that were built in the 1950s and 60s, and are therefore approaching the period where substantial upgrading will be required, on both an individual and area wide basis, such as has already happened on the Alway estate.

5.23 The stock transfer has provided the opportunity to meet the Welsh Government's Quality Homes Targets. A comprehensive approach is therefore proposed, for upgrading properties and for area renewal of the established housing estates, and also for older private housing areas throughout the City. The comprehensive regeneration required will need to address issues such as physical housing decay, lack of usable open space, lack of on-site facilities, and poor highway layout and car parking provision. The primary objective will be to create a desirable community. Widening of tenure options will be encouraged. A development strategy and detailed planning briefs will be required, and master plans and an implementation strategy will need to be put in place for larger estates.

## **H10 Conversions in the Countryside**

**BEYOND THE DEFINED SETTLEMENT BOUNDARIES, PROPOSALS FOR THE CONVERSION OF BUILDINGS TO RESIDENTIAL USE WILL BE PERMITTED IF THE FOLLOWING CRITERIA ARE MET:**

- i) **THE APPLICANT HAS MADE EVERY REASONABLE ATTEMPT TO SECURE A SUITABLE BUSINESS RE-USE, AND THE APPLICATION IS SUPPORTED BY A STATEMENT OF THE EFFORTS THAT HAVE BEEN MADE;**
- ii) **THE BUILDING HAS NOT BEEN CONSTRUCTED IN THE LAST 30 YEARS;**
- iii) **PARTICULARLY IN ISOLATED OR SENSITIVE LOCATIONS, THE BUILDINGS SHOULD HAVE ARCHITECTURAL OR HISTORIC MERIT IN ORDER TO SECURE RETENTION;**
- iv) **A DETAILED STRUCTURAL SURVEY SHOWS THE BUILDING TO BE STRUCTURALLY SOUND AND CAPABLE OF CONVERSION WITHOUT ADVERSELY AFFECTING THE STRUCTURE OR REQUIRING THE SUBSTANTIAL RECONSTRUCTION OF THE EXTERNAL WALLS;**
- v) **ANY ALTERATIONS SHOULD NOT HAVE AN UNACCEPTABLY ADVERSE EFFECT IN TERMS OF THE INTEGRITY OF THE ORIGINAL STRUCTURE, INCLUDING INTERNAL FEATURES, EXTERNAL CLADDING, EXTERNAL OPENINGS, SKYLINE, SILHOUETTE, ROOF PLANES AND THE IMMEDIATE LANDSCAPE OF THE BUILDING;**
- vi) **THE PROPOSED USE IS NOT DETRIMENTAL TO THE CHARACTER OR APPEARANCE OF THE SURROUNDING AREA OR GROUP VALUE OF ADJOINING BUILDINGS AND DOES NOT REQUIRE THE PROVISION OF UNSIGHTLY INFRASTRUCTURE;**
- vii) **THERE IS STRICT CONTROL OVER THE CURTILAGE AND SETTING OF THE BUILDINGS IN TERMS OF AMENITY SPACE, VEHICULAR ACCESS AND PARKING;**

- viii) **THE INTERESTS OF PROTECTED WILDLIFE SPECIES INHABITING THE STRUCTURE ARE SAFEGUARDED;**
- ix) **THE PROPOSED USE SHOULD NOT CONFLICT WITH AGRICULTURAL INTERESTS IN THE AREA.**

- 5.24 Changes in farming practices can lead to many barns and other traditional structures in the countryside becoming obsolete, which could lead to their decay. Alternative employment uses should be considered first, as these could potentially be better suited to the building's structure and original purpose should be provided that demonstrates that the property has been marked for an employment use and that an on-going use is no longer viable. If such uses are not forthcoming, then residential use may be a way to retain a building of some architectural or historic merit. Care will be needed to respect this character, and proposals that seek to turn a structure of historic merit into a modern looking dwelling will not be permitted. It is important to note that it is not only the exterior of the structure that is under consideration and that the value of the interior should also be a consideration. In particular, conditions should be attached to any planning approval to preclude extension or development of outbuildings at some future date. This is in order to prevent the original structure to be retained being dwarfed by a future extension, and losing its original character. If there is a need for additional floorspace to make the proposed conversion usable, then this needs to be considered from the outset. Supplementary Planning Guidance will be prepared on Wildlife and Development. Policy GP5 of this Plan will be particularly relevant for conversions in the countryside.

### **H11 Outbuildings and Extensions to Conversions**

**BEYOND SETTLEMENT BOUNDARIES, EXTENSIONS AND EXTENSIVE OUTBUILDINGS WILL NOT BE PERMITTED TO BUILDINGS THAT HAVE BEEN CONVERTED TO RESIDENTIAL USE.**

- 5.25 Allowing the conversion of redundant buildings in the countryside, such as barns, to residential use can help to ensure that they are retained and maintained in good condition through being in a beneficial use. There are, however, usually some compromises that have to be made to allow the conversion to take place, for example in terms of door and window openings or roof lights. The subsequent addition of an extension or extensive outbuilding would represent an erosion of the character of the building, which could defeat the object of preserving the building in the first place, so additional extensions or large outbuildings will not be permitted. If they are considered to be fundamental to the use of the building, they should be applied for with the original conversion proposals.

### **H12 Replacement Dwellings in the Countryside**

**BEYOND DEFINED SETTLEMENT BOUNDARIES, PROPOSALS TO REPLACE A DWELLING WITH A NEW DWELLING WILL BE PERMITTED PROVIDED THAT:**

- i) **THE VOLUME OF THE NEW DWELLING IS NOT MORE THAN 30% LARGER THAN THAT OF THE ORIGINAL DWELLING, OR AS EXISTED IN 1948, TO BE REPLACED;**
- ii) **THERE IS A CONDITION ATTACHED TO THE PLANNING PERMISSION TO PREVENT SUBSEQUENT EXTENSION OR OUTBUILDINGS;**
- iii) **THE EXISTING DWELLING HAS A LAWFUL RESIDENTIAL USE;**

- iv) **THE NEW DWELLING IS SITED TO PRECLUDE THE RETENTION OF THE DWELLING IT IS TO REPLACE, OR THERE IS A CONDITION OR PLANNING OBLIGATION TO ENSURE THE DEMOLITION OF THE ORIGINAL DWELLING ON COMPLETION OF THE NEW DWELLING;**
- v) **ANY EXISTING AGRICULTURAL TIE SHALL BE ATTACHED TO THE NEW DWELLING.**

5.26 This Policy is designed to allow the updating of residential accommodation, particularly where this is now seen to be substandard, but only in the context of allowing a modest increase in its size, not to allow a much larger dwelling that would be on a different scale to the original. If such a proposal is made, it will be treated as if it were a new dwelling in the countryside. In either case, the requirements of any other relevant Policies of the Plan will of course also need to be met. While the 30% volume limit should be applied in principle, where it can be demonstrated that an increase above 30% will not have a detrimental impact upon the character and appearance of the surrounding area such development may be considered acceptable.

### **H13 Extensions to Dwellings in the Countryside**

**BEYOND DEFINED SETTLEMENT BOUNDARIES, PROPOSALS TO EXTEND A DWELLING WILL BE PERMITTED PROVIDED THAT:**

- i) **THE VOLUME OF THE EXTENSION IS NOT MORE THAN 30% OF THE ORIGINAL DWELLING, OR AS EXISTED IN 1948;**
- ii) **THE EXISTING DWELLING HAS A LAWFUL RESIDENTIAL USE.**

5.27 This Policy is designed to prevent the urbanisation of the countryside through progressive increases in the size of existing dwellings that could alter the character of the rural area. While the 30% volume limit should be applied in principle, where it can be demonstrated that an increase above 30% will not have a detrimental impact upon the character and appearance of the surrounding area such development may be considered acceptable.

### **H14 Caravans**

**PROPOSALS FOR STATIC CARAVANS, MOBILE HOMES AND PARK HOMES WILL BE TREATED AS FOR ANY OTHER APPLICATION FOR RESIDENTIAL USE.**

5.28 This Policy does not apply to Gypsy and Traveller caravan accommodation which are set out in Policies H15, H16 and H17 below.

5.29 Although the nature of such developments, including Park Homes (prefabricated housing units), is that they are non-permanent, they are often capable of use over many years. They should therefore be treated as for any other residential development. Because of their lightweight construction, there are particular risks to their occupation in flood risk areas<sup>83</sup>.

### **H15 Gypsy and Traveller Transit Accommodation**

**IN ACCORDANCE WITH ASSESSED NEED, THE COUNCIL WILL IDENTIFY AND DELIVER A SUITABLE GYPSY AND TRAVELLER TRANSIT SITE FOR UP TO 7 PITCHES BY THE END OF 2019.**

<sup>83</sup> Technical Advice Note 15 on Flood Risk is available at - <http://wales.gov.uk/topics/planning/policy/tans/tan15/?lang=en>

- 5.30 Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date information such as the annual caravan count, informs the Council that up to 7 pitches are required during the Plan period.
- 5.31 This policy commits the Council to identifying and providing a suitable Gypsy and Traveller transit site for up to 7 pitches by the end of 2019 which will accommodate this need.

## **H16 Gypsy and Traveller Residential Accommodation**

### **LAND IS ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT HARTRIDGE FARM ROAD, RINGLAND (8.64Ha).**

- 5.32 Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that have no alternative place to live (this assessment is carried out by Housing Services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the Local Authority. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date evidence provides the Council with information of who is in accommodation need.
- 5.33 Newport City Council has an immediate unmet need for permanent residential pitches in Newport. These families have already been identified by the Council. The immediate need will be accommodated at Hartridge Farm Road between 2014 and 2016. Additional on-site pitches will be provided in a phased approach throughout the Plan period. Details of the proposed phasing approach at the Hartridge Farm Road site are provided in the Delivery and Implementation Background Paper<sup>84</sup> of the Plan.

## **H17 Gypsy and Traveller Accommodation Proposals**

### **PROPOSALS FOR GYPSY AND TRAVELLER CARAVAN SITES, INCLUDING ON LAND OUTSIDE DEFINED SETTLEMENT BOUNDARIES, WILL BE PERMITTED PROVIDED:**

- i) THE SITE IS WELL RELATED TO SUITABLE COMMUNITY FACILITIES AND SERVICES FOR THE PROSPECTIVE OCCUPANTS;
- ii) THE SITE IS CAPABLE OF BEING SERVED BY UTILITIES INCLUDING SUSTAINABLE WASTE DISPOSAL AND RECOVERY AND EMERGENCY SERVICES;
- iii) THE SITE IS NOT WITHIN AREAS AT HIGH RISK OF FLOODING, GIVEN THE PARTICULAR VULNERABILITY OF CARAVANS;
- iv) THERE IS AN IDENTIFIED AND GENUINE, LOCAL NEED FOR ACCOMMODATION FOR THE OCCUPIERS.

- 5.34 Many Gypsy and Traveller families have a cultural aversion to living in bricks and mortar accommodation. This aversion has been recognised in the law

<sup>84</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Delivery-and-Implementation-Paper-Dec-2013.pdf>

courts and means that every Local Authority in Wales must view Gypsy and Traveller accommodation as a form of affordable housing. In assessing accommodation need under criterion iv), occupiers will need to comply with all relevant housing legislation, for example, the Housing Acts 1996 and 2004, or as amended. It may be that sites can be sustainably located in rural or semi-rural settings, contributing to the meeting of affordable housing needs. Sites should be reasonably close to suitable facilities and services especially when considering proposals for permanent residential pitches. Transit pitches need not be as well related to facilities and services given the nature of the temporary accommodation. However, they should be well linked to the strategic transport network. Welsh Government Circular 30/2007<sup>85</sup> also provides relevant guidance.

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<sup>85</sup> Available at: <http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en>

## 6 Employment

- 6.1 The overall employment land requirement is set out in Strategic Policy SP17 Employment Land.

### Newport Economic Context

- 6.2 Newport has seen both significant declines and recoveries in the number of people in work over the decade to 2009<sup>86</sup>. This is symptomatic of an economy undergoing significant structural change or one highly exposed to the global economy, both of which apply to Newport. Manufacturing employment has declined, with base metal manufacturing particularly affected. Growth in employment has occurred, however, in four major sectors: health and social work, education, public administration, and transport and communication. Wholesale and retail is also a major employment sector for Newport, but in 2010 was only marginally above its proportion in 2000. Finance and real estate started with a higher proportion of total employment than wholesale and retail in 2000, surged to be the biggest sector in 2006, but then fell back significantly each year to 2009.
- 6.3 The City now needs to respond to the current and likely future economic circumstances, and in the context of its position in the wider world. Newport has advantages of connectivity, which have been important in the past in securing inward investment, and which continue to be a positive factor both in attracting new employers and in encouraging indigenous growth.
- 6.4 The allocation of 172 hectares for employment land is made to secure a supply of new, deliverable development land to allow Newport to respond flexibly to the future needs of business. It also provides land to offset any unforeseen losses to the Newport stock of sites.
- 6.5 It is considered that the Plan provides a good range of land allocations within EM1 so the right type of development can be located in the most appropriate location. For example, office development can be supported at City Centre locations, heavier industry will be more suited to locations at Solutia and east of Queensway Meadows, while medium sized prestige business park development can be supported at Duffryn and larger units for distribution located at Gwent Europark.

### EM1 Employment Land Allocations

#### THE FOLLOWING SITES ARE ALLOCATED AS EMPLOYMENT LAND:

- i) DUFFRYN – 38.5 HECTARES FOR B1, B2, AND B8 USES;
- ii) EAST OF QUEENSWAY MEADOWS, SOUTH OF GLAN LLYN – 27 HECTARES FOR B1, B2 AND B8 USES;
- iii) CELTIC SPRINGS – 6 HECTARES PRIMARILY FOR B1 USE;
- iv) SOLUTIA – 43 HECTARES FOR B1, B2, B8 AND LEISURE USE;

<sup>86</sup> See page 8 of the Employment Context Paper prepared for the Council by Aecom, available at:

<http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Newport-LDP-EmploymentPaper-Final.pdf>

Newport City Council Economic Development Strategy 2011- 2015 is available at:

<http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Economic-Development-Strategy-Final-published.pdf>



- v) **GWENT EUROPARK – 16 HECTARES FOR B8 DISTRIBUTION USES;**
- vi) **LAND OFF CHARTIST DRIVE, ROGERSTONE – 2 HECTARES FOR B1, B2 AND B8 USES;**
- vii) **CELTIC BUSINESS PARK (LLANWERN FORMER STEELWORKS EASTERN END) – 35.5 HECTARES FOR B1, B2 AND B8 USES;**
- viii) **PHOENIX PARK (FORMER PIRELLI WORKS), CORPORATION ROAD – 2 HECTARES FOR B1, B2 AND ANCILLARY USES;**
- ix) **GODFREY ROAD (REAR OF STATION) – 2 HECTARES FOR BUSINESS AND COMMERCIAL USES;**

**THE ALLOCATIONS WILL BE PROTECTED FOR EMPLOYMENT USES, AND ALTERNATIVE USES FOR THE SITES WILL BE RESISTED.**

### **Duffryn**

- 6.6 This is a large scale strategic development area well connected to the M4, containing some of the most prestigious employment developments within Newport. It is a well-established area that has proceeded over a number of years on the basis of the Council's informal Duffryn development strategy set out in the 1990's. There are some areas of development potential still available on this prestigious site for B1, B2, and B8 uses; however, the owner (Welsh Government) has designated the site for single large user projects of at least 10ha at a time. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the Planning Application Stage.
- 6.7 The allocation at Duffryn may result in the loss of habitat (and disturbance of adjacent habitats) in particular it may impact upon the Percoed Reen. Paragraphs 2.61-2.62 set out how this will need to be addressed. Therefore, in accordance with Policy GP5, the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. Part of the allocation also lies within the St Brides Site of Special Scientific Interest (SSSI). Conservation and enhancement of the SSSI features will need to be central to the consideration of any future employment proposals for this area. The developer will also ensure there is no adverse impact on the Imperial Park substation operated by National Grid.

### **East of Queensway Meadows, South of Glan Llyn**

- 6.8 This site is well connected to the Southern Distributor Road and is an excellent strategic location for B1, B2 and B8 uses. Development of this area is affected by a Welsh Government Direction safeguarding the route of the M4 relief road (see constraints map); any development proposals will need to reflect this. The Welsh Government's M4 Corridor Enhancement Measures Study is looking at a wide variety of options. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the planning application stage. This assessment would require hydraulic modelling to be undertaken.
- 6.9 The allocation at East of Queensway Meadows may result in the loss of habitat (and disturbance of adjacent habitats) in particular it may impact upon reens. Paragraphs 3.23 – 3.28 set out how this will need to be addressed. In accordance with Policy GP5 the developer will be expected to provide sufficient

information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. The allocation lies adjacent the Nash and Goldcliff Site of Special Scientific Interest (SSSI), and proposals should have consideration of the designation. Similar to EM1 (i) Duffryn, this site is owned by Welsh Government and has been designated for single large user projects of at least 10ha at a time.

### **Celtic Springs**

- 6.10 This development site benefits from excellent strategic connectivity and the intentions for it are primarily for B1 business uses that will integrate well with the existing uses such as the Prison Service Offices. Proposals on this site should also have regard to Policy SP17.

### **Solutia**

- 6.11 This site is well connected to the Southern Distributor Road and is an excellent strategic location for B1, B2 and B8 uses. Proximity to Newport International Sports Village also gives it potential for leisure uses related to the Sports Village. Development of this area is affected by a Welsh Government Direction safeguarding the route of the M4 relief road (see constraints map); any development proposals will need to reflect this. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the planning application stage. This assessment would require hydraulic modelling to be undertaken.
- 6.12 The allocation at Solutia may result in the loss of habitat (and disturbance of adjacent habitats); in particular it may impact upon Reens. Paragraphs 3.23 – 3.28 set out how this will need to be addressed. In accordance with Policy GP5 the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. The allocation lies adjacent the Nash and Goldcliff Site of Special Scientific Interest (SSSI), and proposals should have consideration of the designation. A SINC is located on part of the site, and measures may be required in order to mitigate any impact upon the designation. It is noted that this site will only be released, if the owner (Solutia), considers development will not compromise their existing facility and it is within their interest.

### **Gwent Europark**

- 6.13 This development area is shared with Monmouthshire County Council's administrative area. The site is partly developed with 16 hectares remaining for B8 distribution uses. It is very well located for access to the motorway and rail network. The site is located within a SSSI therefore the conservation and enhancement of the SSSI features will need to be central to the consideration of any future strategic employment proposals for this area and satisfy the relevant requirement of GP5. Paragraphs 3.23 – 3.28 set out how the impact upon the reens will need to be addressed. Environmental Impact Assessment Regulations will need to be referred to. Proposals on this site should also have regard to Policy SP17. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the Planning Application Stage.

### Land off Chartist Drive, Rogerstone

- 6.14 This site is allocated to retain and encourage the focus on employment uses in this location.

### Celtic Business Park (Llanwern Former Steelworks Eastern End)

- 6.15 With planning permission granted in March 2010, the 35.5 Hectares of employment land (B1, B2 and B8) will act as a buffer to the new housing on the western end of Glan Llyn. An area adjacent the employment allocation is proposed as a Park and Ride facility for the proposed Rail Station.

### Phoenix Park (Part of the Former Pirelli Works)

- 6.16 In May 2011 this site was granted outline planning permission for B1 and B2 employment uses on this site.

### Godfrey Road (Rear of Station)

- 6.17 Being adjacent to the newly redeveloped Newport train station, this site is ideal for office (B1) development. A high quality of design will be sought in this prominent location in the City, and proposals will be expected to have regard to the masterplan for the site.

### EM2 Newport Docks

**THE EXISTING 206 HECTARE EMPLOYMENT SITE AT NEWPORT DOCKS IS PROTECTED FOR B1, B2 AND B8 USES. THE COUNCIL WILL SUPPORT SUCH DEVELOPMENT WHERE IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT IS COMPLEMENTARY TO AND DOES NOT HINDER THE OPERATIONAL USE OF THE PORT.**

- 6.18 There is a surplus of land within Newport Docks which could better meet Newport's economic development objectives if brought into alternative, productive, employment generating uses within Use Class B1, B2 or B8. Proposals should be in accordance with Technical Advice Note 18 –Transport (2007) which sets out guidance on the assessment of development in docks areas. Complementary uses should relate to the primary purpose of the port operation namely bulk handling, warehousing and storage facilities. Complementary uses may also include energy and infrastructure projects.
- 6.19 Newport Docks provides a particular opportunity to provide for port related employment. One aspect of this is in energy generation, where it has certain locational advantages, including accessibility for fuel and distance from residential or other uses upon which there might be an impact. Recent schemes granted planning permission have included a biomass powerplant, the erection of wind turbines and the installation of solar PV panels. Development that reduces emissions of greenhouse gases in a sustainable manner similar to those already permitted, including renewable and low carbon energy generation, will be supported.
- 6.20 A Welsh Government Direction concerning a safeguarding corridor for the M4 relief road affects the site (see Constraints Map). The route is still subject to

consultation, and has not at this stage been confirmed. Development proposals will need to have regard to this.

- 6.21 The allocation at Newport Docks may result in barriers to movement and disturbance of features of the River Usk as well as the qualifying bird species of the Severn Estuary SPA and Ramsar site. Effects can be avoided or minimised through appropriate mitigation measures. In accordance with Policy GP5, the developer will be expected to provide sufficient information in order for a Habitat Regulation Assessment to be undertaken to ensure there are no likely significant effects upon the River Usk SAC and the Severn Estuary SPA and Ramsar site.
- 6.22 The plan sets out within its Mineral Policies the need to safeguard wharves and rail for the continued transportation of aggregate. Proposals within the dock area will need to consider their impact upon the future transportation requirements as the majority of aggregate supply for Newport is based on marine won sand and gravel supply.

### **EM3 Alternative uses of Employment Land**

#### **DEVELOPMENT PROPOSALS PROMOTING ALTERNATIVE USES ON EXISTING EMPLOYMENT SITES WILL BE RESISTED UNLESS:**

- i) THE SITE HAS BEEN MARKETING UNSUCCESSFULLY FOR EMPLOYMENT PURPOSES FOR A MINIMUM OF 12 MONTHS;**
- ii) THERE REMAINS A SUFFICIENT RANGE AND CHOICE OF EMPLOYMENT LAND AND PREMISES TO MEET LDP REQUIREMENTS AND LOCAL DEMAND;**
- iii) THE DEVELOPMENT HAS NO ADVERSE IMPACT ON EXISTING OR ALLOCATED EMPLOYMENT SITES;**
- iv) THE DEVELOPMENT HAS NO ADVERSE IMPACT ON AMENITY OR THE ENVIRONMENT.**

- 6.23 The Policy relates to the assessment of alternative development proposals on business, industrial and warehousing land. It applies to all land and buildings within the B1, B2 and B8 Use Classes Order. The Policy should be used in relation to established employment areas; alternative proposals on new employment allocations set out in Policy EM1 will be resisted.
- 6.24 In relation to Criterion i), proposals for alternative uses should include information that demonstrates that the site and property has been marketed for a new employment use and that an on-going use for employment purposes is no longer viable.
- 6.25 When submitting an application for the alternative use of an employment site, the Applicant or Agent will be expected to provide a statement to the Council to ascertain how long a particular site has been marketed for employment use and the degree of interest.
- 6.26 Information from the Agent or Applicant regarding demand (in relation to Criterion i)) will usually take the form of a marketing report or correspondence from the relevant property agent. The content should include:
- Details of existing occupiers, if any;
  - If appropriate, the length of time a property or site has been vacant;

- The type of use which the property/site has been marketed for, and what the marketing strategy involved and its duration;
  - The amount of interest in the site during the marketing period - this should detail the number of queries, the type of use sought, and if known, the reason for not pursuing the initial query; and,
  - Whether the relocation of existing occupiers to other suitable accommodation will be facilitated.
- 6.27 If demand has been established on a site for employment use, this is taken as evidence of a need to retain the site for such purposes. The site should be marketed at a realistic price reflecting the employment status of the site, for a period of not less than 12 months. The demand information provided may be economically sensitive, and will normally be treated as confidential.
- 6.28 In relation to Criterion ii), proposals for alternative uses on either existing land in industrial/business use will need to consider the impact on future supply levels. Proposals affecting employment land must be closely scrutinised to assess the extent to which the loss of the site would itself, or cumulatively with other losses, have an adverse effect on the range and choice of development opportunities. The cumulative impact of other losses will include all extant planning permissions or applications with a resolution to approve subject to the signing of a legal agreement. The maintenance of a portfolio of sites, particularly of good quality, is vital to achieving successful economic development.

## 7 Transport

### Strategic Policies

- 7.1 This chapter sets out the overall transport strategy of the Plan, including proposals to improve the railway system, improvements and management of the road network, car parking, walking and cycling, and Public Rights of Way. This chapter has been developed in line with the National Transport Plan (Welsh Government 2010), National Transport Plan, Prioritisation Plan (Welsh Government 2011), and the Regional Transport Plan (South East Wales Transport Alliance 2010). Chapter 2 Strategic Policies includes Policies on Integrated Transport and Major Road Schemes. The General Policies in Chapter 3 also include references to transport matters.
- 7.2 Newport occupies a strategic location on national road, rail and sea routes, and this Plan seeks to capitalise upon this to benefit the economic and social well-being of the City and its sub-region. The Newport City Wide Transport Strategy seeks to understand movement within and beyond the City.
- 7.3 The Plan seeks to secure more integration in transport provision, providing people and businesses with more transport choices and enabling greater use of more sustainable transport modes (see Policy SP1, paragraph 2.6). Care taken in the location of new development can also assist in reducing the distances needing to be travelled or enabling those journeys to be taken in more sustainable ways. The Plan's brownfield strategy brings positive benefits in locating much new development near to the centre of the City and existing facilities, services and employment. The Eastern Expansion Area is to have a railway station, and is of a sufficient size to sustain a good level of facilities and services, including bus services which will have ready access to the City Centre via the Southern Distributor Road.
- 7.4 Newport serves as an economic engine for the Gwent area, providing employment for many people living beyond the Newport boundary. Accessibility to Newport as well as within Newport is therefore important. In this context, the provision of rail services from the Ebbw Valley line into Newport is a priority (currently services only run into Cardiff, not Newport). Provision of services into Newport would do much to remedy the situation that Newport has many railway routes running through it, but currently only two stations, (Newport central and Rogerstone) and even those are not directly linked. Newport is well connected to the wider world by road, rail and sea, and this has been a major factor in its economic development in the past, and continues to be so. But improved public transport, especially for commuter journeys, is seen as important for future prosperity.
- 7.5 The South East Wales city region is unusual, not just in having two cities, Cardiff and Newport, but also in that while some of the hinterland is relatively prosperous, notably in Monmouthshire and the Vale of Glamorgan, much of the hinterland in the Valleys is relatively less prosperous than the cities. This wider area does look to the cities for much of its employment, so the provision of good public transport is vital, not just in enabling journeys to be undertaken in a reasonable time, but also in making the cost realistic for those on limited earnings.



## **T1 Railways**

**THE COUNCIL WILL SUPPORT PROPOSALS FOR THE RAILWAY SYSTEM, INCLUDING:**

- i) NEW STATIONS AT:**
  - a) LLANWERN;**
  - b) CAERLEON;**
  - c) COEDKERNEW.**
- ii) THE PROMOTION OF EARLY IMPLEMENTATION OF TRAIN SERVICES ON THE EBBW VALLEY LINE INTO NEWPORT;**
- iii) THE PROMOTION OF EARLY IMPLEMENTATION OF ELECTRIFICATION OF THE LONDON – SOUTH WALES MAINLINE;**
- iv) THE PROTECTION OF DISUSED LINES FROM DEVELOPMENT;**
- v) PROTECTING AND ENCOURAGING RAIL ACCESS TO INDUSTRIAL DEVELOPMENT, ESPECIALLY ON THE LINES TO NEWPORT DOCKS AND USKMOUTH;**
- vi) SUPPORTING APPLICATIONS FOR GOVERNMENT GRANT FOR NEW RAIL FACILITIES;**
- vii) SUPPORTING AND PROGRESSING SCHEMES FOR PARK AND RIDE.**

7.6 These proposals will be implemented by Welsh Government or other third parties and are important for many reasons, including sustainability and especially carbon reduction, economic development and regional cohesion.

7.7 The re-opening of the Western Valley line between Ebbw Vale and Newport is an important strategic link for commuters to the City area. The current service runs from Ebbw Vale to Cardiff and has been hailed as successful, and it is therefore important to open up the route between Ebbw Vale and Newport to encourage sustainable travel to Newport from these valley areas. Along with this improvement is the provision of a new station at Pye Corner (Bassaleg).

7.8 The need for stations at Coedkernew and Caerleon had been identified as far back as 1990 in the Gwent Rail Study produced for the former Gwent County Council. Newport City Council will continue to promote the provision of these stations as contributors to sustainable and integrated transport.

7.9 Stations at Llanwern and Coedkernew would be located within major employment areas and would be served by strategic highway schemes (Queensway and the Duffryn Link). The stations would provide the opportunity for sustainable access to the employment areas, and for park and ride developments to serve the City and elsewhere. The station at Coedkernew would likely result in the Percoed Reen being crossed. Guidance on this issue is provided at paragraphs 2.61 – 2.62.

## **T2 Heavy Commercial Vehicle Movements**

**DEVELOPMENTS WHICH GENERATE HEAVY COMMERCIAL VEHICLE MOVEMENTS WILL BE FAVOURED IN THOSE LOCATIONS WHICH ALLOW ACCESS TO A RAILWAY LINE, WHARF OR DOCK. WHERE IT CAN BE DEMONSTRATED THAT THIS IS NOT APPROPRIATE, LOCATIONS READILY ACCESSIBLE TO STRATEGIC AND PRINCIPAL ROUTES WILL BE FAVOURED. ELSEWHERE, SUCH DEVELOPMENT WILL NOT BE PERMITTED.**

- 7.10 Many types of development can generate significant numbers of heavy goods vehicle movements, and these can give rise to problems, especially in suburban areas or in rural areas off the main roads. The capacity and safe operation of the highway network and the implications for other uses, especially residential, will be taken into account when determining such applications.

### **T3 Road Hierarchy**

**IN ORDER TO FACILITATE THE EFFECTIVE AND SAFE USE OF THE HIGHWAY NETWORK A HIERARCHY OF ROADS WILL BE ESTABLISHED. THIS ROAD HIERARCHY WILL BE USED TO DETERMINE THE PRINCIPLE OF ACCESS FOR NEW DEVELOPMENTS, IT COMPRISES THE FOLLOWING:**

- i) STRATEGIC ROUTES – THESE CONSIST OF THE M4 MOTORWAY, TRUNK ROADS AND THE A4051 FROM THE M4 TO THE WOODLANDS ROUNDABOUT, MALPAS. THESE ROADS CARRY A SUBSTANTIAL ELEMENT OF TRAFFIC TO AND AROUND THE CITY TO MAJOR CENTRES OF POPULATION AND COMMERCE ELSEWHERE. TO FACILITATE THE FREE MOVEMENT OF THROUGH TRAFFIC, STRATEGIC ROUTES SHOULD HAVE A LIMITED NUMBER OF JUNCTIONS WITH PARKING LIMITED TO DESIGNATED LAYBYS OR SERVICE AREAS. ONLY IN EXCEPTIONAL CIRCUMSTANCES AND HAVING REGARD TO THE STRATEGIC IMPORTANCE OF A DEVELOPMENT WILL NEW DIRECT ACCESS BE PERMITTED.**
- ii) PRINCIPAL ROUTES – THESE CONSIST OF ALL PRINCIPAL ROUTES WHICH LINK THE MAJOR POPULATION AND EMPLOYMENT AREAS IN THE SUB-REGION TO EACH OTHER AND TO THE STRATEGIC ROUTES. AS A GENERAL PRINCIPLE, THE PROVISION FOR ON-STREET PARKING, NEW FRONTAGE ACCESS AND TURNING MOVEMENTS WILL BE RESTRICTED IN THE INTERESTS OF ROAD SAFETY AND THE EFFICIENT MOVEMENT OF TRAFFIC.**
- iii) LOCAL ROADS – THESE PROVIDE FOR THE MAIN MOVEMENTS WITHIN URBAN AND RURAL AREAS, AS WELL AS GIVING ACCESS TO THE STRATEGIC AND PRINCIPAL ROAD NETWORK. WHERE APPROPRIATE, AND ESPECIALLY IN ORDER TO FACILITATE PUBLIC TRANSPORT, PARKING AND TURNING MOVEMENTS MAY BE RESTRICTED AND THE NUMBER OF FRONTAGE ACCESSES LIMITED IN THE INTERESTS OF ROAD SAFETY AND THE EFFICIENT MOVEMENT OF TRAFFIC.**
- iv) ACCESS ROUTES – THESE PROVIDE ACCESS TO RESIDENTIAL AREAS, INDUSTRIAL AREAS, THE CITY CENTRE AND SMALL RURAL COMMUNITIES AND BUSINESSES. IF NECESSARY, AND FOR REASONS OF SAFETY AND AMENITY, TRAFFIC MOVEMENTS AND SPEED WILL BE RESTRICTED. WALKING, CYCLING AND BUS ROUTES WILL BE INCORPORATED INTO LAYOUTS WHERE APPROPRIATE. THESE ROADS WILL OFTEN GIVE GREATER PRIORITY TO PEDESTRIANS AND CYCLISTS.**

- 7.11 Improvements to the Strategic and Principal Road networks will be encouraged where they assist in reducing traffic congestion, promote road safety and accident reduction and increase accessibility for Public Transport. Particular

regard will also be paid to the role of strategic and principal routes in supporting the economy.

- 7.12 Large development sites such as Glan Llyn (Llanwern) and Monmouthshire Bank Sidings (Cardiff Road) will be required to provide a hierarchy of roads within their sites, and will be subject to masterplanning to set out facilities for walking, cycling, road users and public transport. Where possible, developments should provide permeable layouts that link in to existing urban areas. Large cul de sac type developments that do not provide adequate permeability and therefore restrict access to public transport, walking and cycling networks will be considered undesirable.

## **T4     Parking**

### **DEVELOPMENT WILL BE REQUIRED TO PROVIDE APPROPRIATE LEVELS OF PARKING, WITHIN DEFINED PARKING ZONES, IN ACCORDANCE WITH ADOPTED PARKING STANDARDS.**

- 7.13 Welsh Government guidance requires that a co-ordinated approach be taken to parking at regional and local levels<sup>87</sup>. The approach to car parking has therefore been developed in the context of the Regional Transport Plan<sup>88</sup>, prepared by the South East Wales Transport Alliance (SEWTA). The approach seeks to manage traffic and reduce car dependency, while ensuring that development, including change of use, is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion.
- 7.14 A key aspect of this approach is that each Local Authority area is to be divided into zones, so different standards can be applied to different zones, according to accessibility criteria. Thus in the City Centre where there is a high level of accessibility by public transport, walking and cycling, and where one visit may serve a number of purposes, and where large public car parks are available, there is no requirement for many forms of development to provide dedicated car parking. In a suburban setting there will often be significant parking requirements.
- 7.15 Supplementary Planning Guidance will be used to define the zones and set the relevant standards for each type of development.
- 7.16 On street parking often causes problems by reducing road width, which affects free flow of traffic and causes road safety hazards and reduces amenity for residents, who have to compete for available spaces. Parking for new developments should generally be provided off-street, although purpose built on-street parking bays will be acceptable in new residential developments in addition to allocated on plot parking, for example, to provide facilities for visitors. Garages will only be considered as parking spaces where they meet the required minimum dimensions to encourage their use, which will be set out in the SPG.

<sup>87</sup> See paragraph 4.2 Technical Advice Note 18 Transport, available at: <http://wales.gov.uk/docs/desh/publications/070301tan18en.pdf>

<sup>88</sup> Available at [http://www.sewta.gov.uk/uploads/documents/19/original/South\\_East\\_Wales\\_Transport\\_Alliance\\_Regional\\_Transport\\_Plan\\_March\\_2010-hard\\_copy.pdf?1308662297](http://www.sewta.gov.uk/uploads/documents/19/original/South_East_Wales_Transport_Alliance_Regional_Transport_Plan_March_2010-hard_copy.pdf?1308662297)

## **T5 Walking and Cycling**

**A NETWORK OF SAFE WALKING AND CYCLING ROUTES WILL CONTINUE TO BE DEVELOPED AND PROTECTED. THEY WILL INCLUDE;**

- i) NATIONAL CYCLE ROUTE NUMBER 47, CWMCARN TO NEWPORT.**
- ii) NATIONAL CYCLE ROUTE 4 CAERPHILLY TO NEWPORT AND CHEPSTOW**
- iii) NATIONAL COASTAL ROUTE 88 CAERLEON TO NEWPORT AND CARDIFF.**

- 7.17 In line with the Welsh Government Transport Plan (2010) it is essential that Newport citizens and visitors have a healthy alternative to the car for leisure and commuting purposes. Safeguarded routes (existing and proposed) under this Policy are outlined on the Proposals Map. Specific routes are marked indicatively and may change, subject to minor design influences; therefore, the allocations on the Proposals Map are not prescriptive. In addition to existing routes, it is anticipated that further routes will be developed and improved during the Plan Period up to 2026. These have been marked on the Proposals Map in the same manner. Discussions with developers and landowners will be ongoing to facilitate enhancement of the routes. If proposals are in or near internationally sensitive nature conservation sites they will be subject to Habitats Regulations Assessment (HRA) (in accordance with Policy GP5) and where necessary mitigation will be sought. The walking and cycle network should form part of, and link with, the wider green infrastructure network as promoted through other Policies of the LDP. Utility cycle routes within the urban area will be important in terms of contributing to the WG objectives for encouraging sustainable travel to work.

## **T6 Public Rights of Way Improvement**

**PROPOSALS TO IMPROVE AND EXTEND THE PUBLIC RIGHTS OF WAY NETWORK ARE ENCOURAGED WITH AN EMPHASIS ON SUSTAINABILITY AND ACCESS FOR ALL.**

- 7.18 Public Rights of Way play an important role in allowing public access to the countryside and in enhancing access between residential areas and recreational facilities. They offer an alternative choice of transportation between urban and rural areas, and opportunities should be taken to encourage people to walk or cycle to work, school and to the bus and railway stations.
- 7.19 The Council has a statutory duty to maintain the network and to deal with any necessary alterations to the definitive map which is kept under continuous review. Public Rights of Way form an essential element of the Borough's greenspace/natural environment, and should therefore be safeguarded with maintenance and improvements being undertaken to facilitate their use. Landowners and developers are encouraged to enter into permissive access agreements with the Council to improve the level of provision of footpaths and connectivity. Such agreements are where the owner has given permission to the public to use the path, but without it being formally designated as Public Rights of Way.

## **T7 Public Rights of Way and New Development**

**ANY PUBLIC FOOTPATH, BRIDLEWAY OR CYCLEWAY AFFECTED BY DEVELOPMENT PROPOSALS WILL REQUIRE RETENTION OR THE PROVISION OF A SUITABLE ALTERNATIVE. PROVISION OF ADDITIONAL ROUTES, WHERE APPROPRIATE, WILL BE SOUGHT IN NEW DEVELOPMENTS, WITH LINKAGES TO THE EXISTING NETWORK.**

- 7.20 The development of sites provides an opportunity to improve and provide new links to the Public Rights of Way network. Existing Public Rights of Way need to be incorporated into the site layout or diverted after public consultation and as agreed with the Council. New routes should not be substantially less convenient or more hazardous than the original routes. In considering proposals for improvements or extensions to the existing network, direct, secure and visually attractive routes should be provided, where possible with linkages to the City Centre, the riverside, foreshore and the countryside.
- 7.21 Developments which attract a large number of people and trips for example housing, business/offices and retail schemes should incorporate sustainable transport options into the design. It is important to create a network of routes, in and around the proposal as well as to the wider network. Proposals located on the urban fringe or in the countryside should explore the potential to incorporate bridleways into the development. These should be designed to link up to the existing wider network, to improve connectivity and increase the number of bridleways available to use.
- 7.22 Opportunities for new Public Rights of Way, including, footpaths, cycle routes and bridleways should be clearly described in the Design and Access Statement submitted as part of a planning application.

## **T8 All Wales Coast Path**

**DEVELOPMENT PROPOSALS SHOULD PROTECT AND ENHANCE THE ALL WALES COAST PATH. THE PROVISION OF ADDITIONAL ROUTES TO LINK TO THE COAST PATH WILL BE ENCOURAGED.**

- 7.23 Newport City Council is working in partnership with Monmouthshire County Council, Cardiff City & County Council and Natural Resources Wales (NRW) to provide an all Wales coast path. This forms part of the Welsh Government's initiative to improve access to the coast both for local communities and visitors to Wales, through local path improvements. It aims to provide a good quality all Wales coastal path linking up with existing trails.
- 7.24 The Newport stretch of the coast path will be safeguarded from development having been carefully selected to ensure no significant impacts on European sites occur as a consequence of the chosen route. The Council will seek to make meaningful connections to the coast path from settlement areas and beyond to improve connectivity between Newport's urban area and its countryside and coastal parts. Connections to other access routes will also be encouraged, such as the National Cycle Route. Proposals for additional connections to the coast path will need to ensure that anticipated user numbers are within the agreed parameters approved as part of The Wales Coast Path – Appropriate Assessment under Article 6(3) of Habitats and Species Directive in relation to the Severn Estuary SAC, SPA and Ramsar (May 2011).

## 8 Retailing and the City Centre

- 8.1 Strategic Policy SP19 sets out the overall City Centre first approach, with the requirement for an assessment of need for retail proposals and the application of the sequential test.

### Newport City Centre

- 8.2 The detailed retail Policies which follow, together with the General Policies and other detailed Policies of this Plan, for example on the built environment, are designed to sustain and promote the functioning of the City Centre.

### R1 City Centre Schemes

**REDEVELOPMENT SCHEMES OR OTHER PROPOSALS TO ENHANCE THE PROVISION OF RETAIL FACILITIES WITHIN THE CITY CENTRE SHOPPING AREA WILL BE FAVOURED PROVIDED THAT THE SCALE, DESIGN AND LAYOUT OF THE PROPOSALS ARE COMPATIBLE WITH THE OVERALL FUNCTIONING OF THE CITY CENTRE, ITS ARCHITECTURAL CHARACTER AND VISUAL ENVIRONMENT.**

- 8.3 Redevelopment schemes and proposals that enhance the City Centre remain a key priority of the Council. The Review and Refresh of the Newport 2020 Masterplan develops this concept, setting out a vision and regeneration aims for the wider City Centre area. The Refreshed Plan identifies six City Centre districts, setting out the focus for each district. These form the priority areas and focus for redevelopment in the City Centre. The six quarters are classified as:

- **Newport Gateway** in the area around the Railway Station is the primary arrival point for the City Centre. Employment uses will be encouraged in this area.
- **The Market Quarter** which is home to the historic indoor market and many of Newport's independent shops, bars, night clubs and late night takeaways.
- **A Retail Quarter** lying in the heart of the City Centre and home to much of Newport's Primary Commercial Property. Retail development and the residential use of vacant upper floors will be encouraged in this area.
- **Riverside Quarter** building on Newport's history as a trading port bringing together the City and the River Usk. This area is characterised by Rodney Parade and its sporting facilities and the riverfront residential-led regeneration.
- **An Arts and Creative Quarter** where Newport creative and cultural endeavours can flourish as a catalyst for change and sustainable economic development. Further investment in these facilities will be encouraged.
- **Clarence Place** located to the east of the River Usk is an important gateway to the City Centre and has numerous heritage buildings.

(Full details of the vision for each quarter are set out in the Newport 2020 Masterplan Refresh.)

- 8.4 Newport City Centre was demonstrated to be underperforming by the study undertaken for the Council and Newport Unlimited by Colliers International in



2010<sup>89</sup>. Non-bulky comparison goods, such as clothes, shoes, books, jewellery, housewares, mobile phones, etc, are the mainstay of most City Centre retail cores. But with strong competition from Cardiff and Cwmbran, Newport has been experiencing significant loss of this trade to these other centres and a worsening place in the UK retail rankings. There is therefore considerable scope for the City Centre to sustain new investment in its retail core by reclaiming some of this lost trade, and indeed it is vital that it should do so in order to sustain the viability and vitality of the City Centre. This is important in sustainability terms as extended shopping trips to centres beyond Newport's boundaries will tend to increase CO<sub>2</sub> emissions.

- 8.5 Planning permission was granted by Newport City Council in March 2012 for a major redevelopment scheme. The land has been assembled further to the completion of a Compulsory Purchase Order. The development of the site will deliver Class A1 (retail), Class A3 (food and drink) and Class D1 (leisure uses). This and other appropriate schemes to enhance the City Centre's retail offer will be supported. Particular care will be taken to ensure that, as with Friars Walk, any proposals do not harm, and indeed capitalise upon the City's fine Victorian architecture, still evident in much of the City Centre, especially above ground floor level. Much of the retail core is within a Conservation Area, and development proposals, including shop fronts and signage, need to respect this (see chapter 4 above).

## **R2 Primary Shopping Frontage**

**WITHIN THE PRIMARY SHOPPING FRONTAGE AREAS IDENTIFIED, PROPOSALS FOR THE CHANGE OF USE OF GROUND FLOOR RETAIL PREMISES TO NON-RETAIL USES WILL ONLY BE PERMITTED PROVIDED THAT:**

- i) THE PROPOSAL, EITHER IN ITS OWN RIGHT OR IN CONJUNCTION WITH OTHER EXISTING AND APPROVED NON-RETAIL USES, WOULD NOT RESULT IN A BREAK IN THE RETAIL FRONTAGE WHICH EXCEEDS 15 METRES;**
- ii) THE PROPOSAL IS NOT ADJACENT TO ANOTHER NON-RETAIL UNIT;**
- iii) 80% OF THE TOTAL LENGTH OF FRONTAGE IS MAINTAINED IN RETAIL USE;**
- iv) THE PROPOSAL DOES NOT INVOLVE A PROMINENT OR CORNER UNIT;**
- v) DESIGN ASPECTS ARE ACCEPTABLE, PARTICULARLY WITH REGARD TO THE INTENDED SHOPFRONT TREATMENT;**
- vi) PROPOSED USES ARE WITHIN CLASS A (AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 OR AS AMENDED) OR COMPRISE A SUI GENERIS USE APPROPRIATE TO THE PRIMARY SHOPPING AREA;**
- vii) ANY ANTICIPATED ENVIRONMENTAL DISTURBANCE CAN BE EFFECTIVELY CONTROLLED THROUGH THE USE OF PLANNING CONDITIONS OR NOISE ABATEMENT ZONE CONTROLS.**

- 8.6 The primary frontage areas are defined on the City Centre inset to the Proposals Map. Frontages are to be measured from corner to corner of a block, with

<sup>89</sup> Newport Retail Study and Capacity Assessment, July 2010, Colliers International. Summary available at <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Key-Points-From-Newport-Retail-Study-2010.pdf>

arcades counting as corners. Within these areas a strong retail presence is required in the interests of maintaining the viability and vitality of the City Centre. While non-retail uses, such as banks, building societies, cafés and restaurants, can contribute to this, a preponderance of such use can disperse retailing activities and weaken the attraction and retail functioning of the centre. The protection of prominent or corner units from non-retail uses recognises that these often tend to draw people to the area, and in the case of corner units lead them around onto adjoining frontages.

- 8.7 A Noise Abatement Order has been made by the Council which places controls on noise emanating from licensed premises within a designated zone within the City Centre. This also applies to new developments, which will need to provide a noise assessment to specify how they will meet the requirements of the Noise Abatement Zone.
- 8.8 Supplementary Planning Guidance will be made available on Shopfronts and Shopfront Security Measures.

### **R3 Non-Retail Uses in Secondary City Centre Shopping Areas**

**PROPOSALS FOR NON-RETAIL USES IN NEWPORT CITY CENTRE AT GROUND FLOOR LEVEL IN THE SECONDARY FRONTAGES IDENTIFIED WILL BE PERMITTED PROVIDED THAT:**

- i) **THE PROPOSAL, EITHER ON ITS OWN OR IN CONJUNCTION WITH ADJOINING UNITS, WOULD NOT RESULT IN A BREAK IN THE RETAIL FRONTAGE OF MORE THAN 20 METRES;**
- ii) **THE PROPOSAL WOULD NOT RESULT IN A GAP IN THE RETAIL FRONTAGE OF MORE THAN 2 UNITS;**
- iii) **AT LEAST 60% OF ANY FRONTAGE LENGTH IS MAINTAINED IN RETAIL USE;**
- iv) **THE PROPOSAL DOES NOT INVOLVE A PROMINENT OR CORNER UNIT;**
- v) **THE PROPOSED DEVELOPMENT WOULD NOT ADVERSELY AFFECT LOCAL RESIDENTIAL AMENITY, EITHER IN ITS OWN RIGHT OR CUMULATIVELY WITH OTHER USES;**
- vi) **ANY ANTICIPATED ENVIRONMENTAL DISTURBANCE CAN BE EFFECTIVELY CONTROLLED THROUGH THE USE OF PLANNING CONDITIONS OR NOISE ABATEMENT ZONE CONTROLS;**
- vii) **THE DEVELOPMENT IS ACCESSIBLE IN TERMS OF PUBLIC TRANSPORT PROVISION, AND ASSOCIATED PEDESTRIAN MOVEMENT FOLLOWING OPERATING HOURS WILL NOT BE DIRECTED THROUGH RESIDENTIAL AREAS.**

- 8.9 The Secondary Frontage Areas are defined on the City Centre Inset to the Proposals Map. Frontages are to be measured from corner to corner of a block, with arcades counting as corners. These areas contain significant retailer representation, including many independent retailers, which are a feature of Newport City Centre. These areas can also support other uses, provided that they do not predominate.
- 8.10 Excessive breaks in frontage are to be avoided as this dispersal of retail uses could undermine the essential retail function. Similarly prominent or corner units, including those on arcades, are important in drawing people to the area, and in the case of corner units leading them round onto adjoining frontages.

- 8.11 All licensed premises will need to comply with the Noise Abatement Order outlined in paragraph 8.7 above.

#### **R4 Non-Retail Uses in Other City Centre Shopping Areas**

**PROPOSALS FOR NON-RETAIL USES IN NEWPORT CITY CENTRE OUTSIDE THE DESIGNATED PRIMARY AND SECONDARY SHOPPING FRONTAGE AREAS WILL BE PERMITTED PROVIDED THAT:**

- i) THE PROPOSED DEVELOPMENT WOULD NOT ADVERSELY AFFECT LOCAL RESIDENTIAL AMENITY, EITHER IN ITS OWN RIGHT OR CUMULATIVELY WITH OTHER USES;**
- ii) ANY ANTICIPATED ENVIRONMENTAL DISTURBANCE CAN BE EFFECTIVELY MITIGATED THROUGH THE USE OF PLANNING CONDITIONS OR NOISE ABATEMENT ZONE CONTROLS;**
- iii) THE DEVELOPMENT IS ACCESSIBLE IN TERMS OF PUBLIC TRANSPORT PROVISION, AND ASSOCIATED PEDESTRIAN MOVEMENT FOLLOWING OPERATING HOURS WILL NOT BE DIRECTED THROUGH RESIDENTIAL AREAS.**

- 8.12 A3 Food and Drink uses and other entertainment related uses can support a City Centre's shopping and tourism role. Generally they open longer hours than most shop and financial uses so contributing to the vitality of the centre outside normal shopping hours. The Council supports a vibrant and safe evening economy and encourages development that can contribute to and support this. A balance, however, has to be achieved as the cumulative effects of uses such as pubs, nightclubs, hot food takeaways and amusement arcades can cause local nuisance problems, particularly late at night. The Council is concerned about late night disorder in the City Centre and the effect that this may have on the amenities of local residents. Residential uses are being encouraged in vacant upper floors of City Centre premises, and the eastern part of Baneswell adjoins the City Centre. Careful consideration will be given in particular to proposals for large scale night club uses, so that residential amenity is not adversely affected by increased noise and large movement of pedestrians through the residential areas.

- 8.13 All licensed premises in the designated zone within the City Centre will need to comply with the provisions of the Noise Abatement Order outlined in paragraph 8.7 above.

#### **R5 Café Quarter**

**OUTDOOR SEATING AREAS AS EXTENSIONS TO EXISTING A3 FOOD AND DRINK USES (AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 OR AS AMENDED) WILL BE ENCOURAGED IN THE DEFINED CAFÉ QUARTER.**

- 8.14 Opportunities exist where there are concentrations of A3 uses and substantial paved areas for restaurants and cafés to trade outdoors. The City Centre Inset Map identifies a stretch of the City Centre in the north High Street area to serve as a café quarter to complement the uses in the adjacent primary and secondary retail areas. The café quarter is within the Market Quarter of the 2020 Masterplan Refresh which accommodates the historic indoor market and has the City's highest concentration of independent shops, bars and nightclubs.

- 8.15 Outdoor seating areas and cafés would be subject to licenses being granted by the Council under the provisions of the Highway Act 1980 (Part VII A Sections 115E-H), or as amended.

### **District Centres**

- 8.16 District Centres form an important part of Newport's retail hierarchy. They provide a range of shops and services for its immediate area and are usually accessible by a means of transport and/or are within a short walking distance of the surrounding population.

### **R6 Retail Proposals in District Centres**

#### **WITHIN NEWPORT RETAIL PARK DISTRICT CENTRE AND WITHIN AND ADJACENT TO THE FOLLOWING DISTRICT CENTRES:**

- BEECHWOOD DISTRICT CENTRE
- CAERLEON DISTRICT CENTRE (Inset Maps DC8 & DC9)
- CAERLEON ROAD DISTRICT CENTRE
- COMMERCIAL ROAD DISTRICT CENTRE
- CORPORATION ROAD DISTRICT CENTRE
- HANDPOST DISTRICT CENTRE
- MAINDEE DISTRICT CENTRE
- MALPAS DISTRICT CENTRE

#### **IMPROVED SHOPPING FACILITIES WILL BE FAVOURED PROVIDED THAT:**

- i) THE PROPOSAL IS OF A SCALE APPROPRIATE TO THE PARTICULAR CENTRE;
- ii) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE VITALITY AND VIABILITY OF THE CITY CENTRE;
- iii) PROPOSALS TO VARY/REMOVE CONDITIONS, CHANGE THE RANGE OF GOODS SOLD AND CHANGE THE SIZE OF UNITS WOULD NOT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF THE CITY CENTRE OR CHANGE THE CENTRE'S ROLE AS A DISTRICT CENTRE;
- iv) THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT;
- v) SATISFACTORY CAR PARKING, ACCESS AND SERVICING ARRANGEMENTS EXIST OR CAN BE PROVIDED.

- 8.17 Newport's District Centres vary in size, but are predominantly linear concentrations of commercial and shop premises along main roads leading in and out of the City. The exception to this is Newport Retail Park District Centre, which is a purpose built retail park. A detailed boundary for each of the District Centres is set out in the Insets to the Proposals Maps. More detailed background information on the identification of the District Centres and their defined boundaries can be found in the District Centre Background Paper 2013<sup>90</sup>.

- 8.18 Opportunities may exist for redevelopment schemes in or well related to the specifically listed District Centres which could result in a strengthening of the retail function of that centre. New proposals or variations of conditions should, however, be at an appropriate scale for the District Centre in question, and the

<sup>90</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/District-Centres-Background-Paper---June-2013.pdf>

range of goods sold should not directly compete with the City Centre to the detriment of its vitality and viability and maintain the centre's position in the retail hierarchy, as a District Centre. Accessibility, parking and designing for surveillance are considerations that will be assessed against the General Development Principle Policies of this Plan. The Pillgwenlly Regeneration Framework provides additional guidance for development within the Commercial Road District Centre.

- 8.19 Newport Retail Park District Centre was designated in the Unitary Development Plan to provide local shopping facilities for the Eastern Expansion Area and surrounding residential areas in East Newport. Newport Retail Park District Centre fulfils a role as a District Centre, but has the potential to develop to a sub-regional role, which differentiates it from the other District Centres listed in Policy R6. A boundary for Newport Retail Park District Centre is defined in the District Centre Inset Maps. Within the defined boundary, Newport Retail Park District Centre will be assessed as a District Centre within the retail hierarchy for the application of the sequential test. Retail development in areas outside the defined District Centre will be assessed as out of centre sites, subject to the sequential test, will have to demonstrate need and if these tests are met will have planning conditions restricting the range of goods sold. The application of these tests will help the vitality and viability of the City Centre.
- 8.20 The creation and enhancement of existing links between the District Centre and the Eastern Expansion Area are necessary to improve the functional connection between the two uses to justify its allocation as a District Centre. Where new development comes forward, the design and layout of the proposals should seek to facilitate and enhance movement between the District Centre and the residential development it will serve, particularly on foot and by bicycle.
- 8.21 With the exception of Newport Retail Park, Newport's District Centres are traditional in style, largely made up of rows of terraced shop premises. Retail proposals within the District Centres should be designed in a sensitive and appropriate manner and enhance the traditional features of the building. Good quality design will be sought in new shop fronts, in accordance with Policy GP6 – Quality of Design. Additional guidance on acceptable shopfront shutters design will be provided in Supplementary Planning Guidance.
- 8.22 Proposals will need to demonstrate that the highway and transportation network can cope with new development, and that delivery and servicing requirements can be satisfactorily met. An appropriate provision of car parking will also need to be provided. In common with other development, the development should be accessible by non-car modes, i.e. footpaths, cycle paths and bus routes. Pedestrian and cycle routes linking the District Centre to the surrounding area should form an integral part of any proposals.
- 8.23 Traditional outdoor markets can add variety to a shopping area and can be a means of facilitating more independently run retail businesses and enhancing the local economy. Such forms of retail provision are directed to established District Centres. The co-location of traditional outdoor markets with existing shops can have spin off benefits for both types of retail provision and can enhance the vitality and viability of a retail centre. Frequently run markets that exceed the threshold set out in The Town & Country Planning (General Permitted Development) Order 1995 as amended, will require planning permission. Such market proposals will need to meet the Policies of the Plan, including the General Development Principles Policies. Impact on highway

safety, residential amenity and car parking provision will need to be carefully considered.

## **R7 Non-Retail Uses In District Centres**

**IN DISTRICT CENTRES ACTIVITIES IN USE CLASSES A2 (FINANCIAL AND PROFESSIONAL SERVICES), A3 (FOOD AND DRINK) AND VARIOUS LEISURE AND COMMUNITY USES WILL BE PERMITTED ONLY WHERE:**

- i) THE CONCENTRATION OF SUCH USES AT GROUND FLOOR LEVEL WOULD NOT PREJUDICE THE VIABILITY OF THE CENTRE'S RETAILING ROLE;**
- ii) SATISFACTORY CAR PARKING AND ACCESS ARRANGEMENTS EXIST OR CAN BE PROVIDED;**
- iii) THERE WOULD BE NO UNACCEPTABLE EFFECT ON THE LOCAL RESIDENTIAL AMENITIES OR THE GENERAL CHARACTER OF THE AREA IN TERMS OF NOISE AND DISTURBANCE OR EXTRA TRAFFIC GENERATED.**

- 8.24 Planning Policy Wales acknowledges that a range of uses is appropriate within District Centres, including financial and professional services and food and drink. Providing an appropriate mix of uses is important to the vitality and viability of a centre and to its usefulness to the population it serves. However, it is important that the primary shopping function of a District Centre is not undermined by an over provision of other uses. In making proposals for the introduction of Class A2 (financial and professional services) and A3 (food and drink) uses, it will need to be demonstrated that there will not be an adverse impact on the vitality and viability of the District Centre.
- 8.25 Where a change of use from an A1 retail unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of adverse effects should take account of:
- a) the existing level and nature of non-shopping uses within the District Centre as a whole;
  - b) the size of the retail unit in terms of frontage length and floorspace in relation to the overall size of the centre or a continuous stretch of units in a block;
  - c) the distribution and proximity of non-shopping uses within a frontage. Non-shopping uses should be dispersed as much as possible in order to limit the harm to the shopping role and character of the centre. Proposals that result in, or add to a continuous stretch of 3 or more non-shopping uses will be less favourably considered as they will fragment the shopping frontage;
  - d) the nature and opening hours of the proposed use.
- 8.26 Applications for changes of use that involve new non-shopping uses in vacant premises will be considered alongside the vacancy rate of the District Centre as a whole. The length of time a unit has been vacant and whether it has been appropriately marketed is also of relevance. Where units are vacant, and it can be demonstrated that there is little demand for A1 floorspace, a non-shopping use may add to the vitality and viability of frontages.
- 8.27 Proposals for food and drink uses, including restaurants and hot food takeaways, must be carefully assessed in terms of their impact, particularly where there are existing concentrations of such non-retail activities. Concentrations of such uses in centres can cause harm, either to residential



amenity within or adjoining the centre, or to the predominant shopping role and character of the centre and its vitality, attractiveness and viability. Day-time A3 uses that contribute to the vitality and viability and help increase activity levels of a District Centre are preferable to night time A3 uses. In such instances, planning conditions will be used to control opening hours.

## Other Retail Locations

### R8 Small Scale Retail Proposals

**PROPOSALS FOR NEW LOCAL RETAIL FACILITIES, EXTENSION OF FLOORSPACE OF EXISTING RETAIL OUTLETS OR THE CHANGE OF USE OF EXISTING BUILDINGS TO RETAILING OUTSIDE THE CITY AND DISTRICT CENTRES, WILL BE PERMITTED ONLY WHERE:**

- i) NEW RESIDENTIAL DEVELOPMENT WOULD BE SERVED OR THE PROVISION WOULD CATER FOR UNDER-PROVISION IN THE AREA;**
- ii) THE PROPOSAL IS OF A SCALE APPROPRIATE TO THE LOCALITY;**
- iii) THERE WOULD BE NO ADVERSE EFFECTS ON THE VIABILITY AND VITALITY OF ANY DEFINED CENTRE;**
- iv) THERE WOULD BE NO UNACCEPTABLE EFFECT ON THE LOCAL RESIDENTIAL AMENITIES OR THE GENERAL CHARACTER OF THE AREA IN TERMS OF NOISE AND DISTURBANCE OR EXTRA TRAFFIC GENERATED.**

8.28 This Policy applies to small scale retail proposals outside of the City and District Centres. Justification for the scheme would need to be for the local area. If the proposal is to serve a wider area it would need to be considered under other Policies of the Plan for example, R10 – New Out of Centre Retail Sites. Throughout the Borough there are numerous Local Centres, which serve the immediate locality together with some passing trade. A detailed boundary for each Local Centre is set out in the Inset Maps to the Proposals Maps. Local Centres that have been agreed but not implemented at Glan Llyn (H1(47)) and the Former Alcan Site (Jubilee Park: H1(54)) are shown indicatively on the Proposals Maps and on the Inset for Llanwern Village.

8.29 Proposals which involve new retail provision or an extension to existing retail provision outside City and District Centres need to be considered on their individual merits. Regard will be given to the characteristics of the premises and their location, the role of the centre in meeting local shopping needs, traffic, parking and other environmental implications, such as noise. As with any retail proposal, it is important that they are appropriate in scale, in this case to serve their purpose as providing for the local community, and that the development would not threaten the vitality and viability of defined retail centres.

### R9 Change of Use to Non-Retail Uses Inside Local Centres

**PROPOSALS FOR CHANGE OF USE OF EXISTING SHOP PREMISES TO FINANCIAL AND PROFESSIONAL SERVICES (USE CLASS A2), FOOD AND DRINK USES (USE CLASS A3), AND LEISURE AND COMMUNITY USES WITHIN LOCAL CENTRES WILL BE PERMITTED ONLY WHERE:**

- i) **THE CONCENTRATION OF SUCH USES AT GROUND FLOOR LEVEL WOULD NOT PREJUDICE THE VIABILITY OF THE CENTRE'S RETAILING ROLE;**
- ii) **THERE WILL BE NO UNACCEPTABLE ADVERSE EFFECTS ON THE LOCAL HIGHWAY NETWORK; AND**
- iii) **THERE WILL BE NO UNACCEPTABLE EFFECTS ON LOCAL RESIDENTIAL AMENITY OR THE GENERAL CHARACTER OF THE AREA IN TERMS OF NOISE AND DISTURBANCE OR EXTRA TRAFFIC GENERATED.**

8.30 Within Local Centres, there are many shops or groups of shops serving predominantly the local area. The assessment of the potential loss of such a facility will need to take account of the impact on the overall level of local provision.

8.31 Because small scale retail provision is usually found in predominantly residential areas, in considering proposals for a change of use to a non-retail use emphasis will be placed on residential amenity including issues such as noise, odours and emissions.

## **Large Scale Out of Centre Retailing**

### **R10 New Out of Centre Retail Sites**

**PROPOSALS FOR LARGE SCALE RETAIL DEVELOPMENT ON SITES OUTSIDE THE CITY CENTRE OR DISTRICT CENTRES WILL NOT BE PERMITTED UNLESS:**

- i) **NEED IS IDENTIFIED;**
- ii) **THE PROPOSED DEVELOPMENT WOULD NOT, EITHER IN ITS OWN RIGHT OR CUMULATIVELY WITH OTHER OUT OF CENTRE DEVELOPMENTS, HAVE AN ADVERSE EFFECT ON DEFINED RETAIL CENTRES AS A CONSEQUENCE OF THE TYPE OR RANGE OF GOODS SOLD;**
- iii) **THE LOCATION IS ACCEPTABLE IN SEQUENTIAL TERMS, OR THE PROPOSAL INVOLVES THE RELOCATION OF AN EXISTING OUT OF CENTRE RETAIL FACILITY TO A SEQUENTIALLY ACCEPTABLE SITE WHERE AGREEMENTS CAN CONTROL FUTURE RETAIL USES ON THE VACATED LAND;**
- iv) **THE SURROUNDING HIGHWAY AND TRANSPORTATION NETWORK HAS CAPACITY TO SERVE THE DEVELOPMENT, AND THAT ACCESSING AND SERVICING ARRANGEMENTS CAN BE ACCOMMODATED IN A SATISFACTORY MANNER;**
- v) **THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT.**

8.32 Major out-of-town or out-of-centre retail schemes are highly unlikely to be necessary during the Plan period. The Retail Study carried out for the Council and Newport Unlimited in 2010 by Colliers International clearly demonstrates this, and so restrictions on further such retailing are imposed. This is in accordance with Planning Policy Wales, which includes the objective “to promote established town, district, local and village centres as the most appropriate locations for retailing, leisure and other complementary functions”<sup>91</sup>. Any

<sup>91</sup> PPW (Edition 7, July 2014). Available at: <http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

schemes submitted will need to be accompanied by a retail impact assessment and sequential test. The regeneration of the retail core of the City is a key element of this Plan's strategy.

### **R11 Development of Existing Out-of-Centre Retail Sites**

**OUTSIDE THE CITY CENTRE AND DISTRICT CENTRES, PROPOSALS FOR REDEVELOPMENTS OF AND EXTENSIONS TO OUT-OF-CENTRE RETAIL OUTLETS, AND GARDEN CENTRES, INVOLVING INCREASES IN FLOORSPACE TO PREVIOUS CONSENTS AND/OR CHANGES TO THE RANGE OF GOODS SOLD WILL ONLY BE PERMITTED PROVIDED THAT:**

- i) NEED IS IDENTIFIED;**
- ii) THE PROPOSED DEVELOPMENT WOULD NOT, EITHER IN ITS OWN RIGHT, OR CUMULATIVELY WITH OTHER OUT OF CENTRE DEVELOPMENTS AND OUTSTANDING PLANNING PERMISSIONS, HAVE AN ADVERSE EFFECT ON DEFINED RETAIL CENTRES AS A CONSEQUENCE OF THE TYPE OR RANGE OF GOODS SOLD;**
- iii) THE SEQUENTIAL TEST CAN BE SATISFIED HAVING REGARD TO THE AVAILABILITY, SUITABILITY AND VIABILITY OF CITY AND DISTRICT CENTRE SITES, OR EDGE-OF-CENTRE SITES WHICH COULD ACCOMMODATE THE PROPOSED RETAIL USES;**
- iv) THE PROPOSAL WOULD NOT INCREASE THE LAND AREA OF THE SITE;**
- v) THE SURROUNDING HIGHWAY AND TRANSPORTATION NETWORK HAS CAPACITY TO SERVE THE DEVELOPMENT, AND THAT ACCESSING AND SERVICING ARRANGEMENTS CAN BE ACCOMMODATED IN A SATISFACTORY MANNER;**
- vi) THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT.**

- 8.33 The desire on the part of retailers to improve the appearance and functioning of their premises is recognised, but care is required to ensure that there are not increases in floorspace for comparison goods, including convenience stores, that could adversely affect the City Centre or other defined retail centres. This Policy will also apply to the insertion of mezzanine floors, where planning permission is required. Conditions on ranges of goods to be sold will be imposed on new permissions, both for the new development and to bring up to date any existing consents.

## 9 Community Facilities and Other Infrastructure

- 9.1 The Local Planning Authority is required to promote and improve the economic and social well-being of its area. Newport is a distinctive City and in order that its positive features and value to the South East Wales region can be recognised, it will be important to embrace the diversity and cultures of its citizens, as set out in the Wales Spatial Plan. There is also a need to reduce further the inequalities between communities while retaining and building on their character and distinctiveness. A key challenge is to ensure that all parts of the community, including rural areas, have effective access to services and community facilities.
- 9.2 Physical activity is increasingly being seen as one of the key means of improving health and well-being. Leisure facilities can therefore make an important contribution to the population's health. As sport, recreation and environmental facilities and spaces play an important role in encouraging physical activity and enhancing the general environment, the community value of accessible natural green spaces and recreation spaces will be acknowledged through the retention and enhancement of existing provision. Additional provision will also be sought where there is a proven need. New housing and employment schemes should be designed to provide opportunities for physical activity and access to open space. Developments on the riverfront will be expected to provide or continue the walkway and cycleway which extends along both sides of the river.
- 9.3 Community development needs to be sustainable development. Conserving and celebrating the unique heritage of each area is important and this will be key to the successful nurturing of a sense of identity in different parts of Newport. Some of this will involve specific sites, while other aspects will be of a more central nature that celebrates both historic and contemporary culture and heritage. Recognising the value of Newport's diversity of landscapes, built environment and distinctive communities will be key to building confidence and helping to develop Newport's role in the region for inward investment and for tourism.

### New Recreation / Sports Facilities

- 9.4 Strategic Policy SP12 – Community Facilities sets out the strategic approach to favouring the provision of new community facilities in appropriate locations.
- 9.5 Sport and recreation facilities can make a significant contribution to health and well-being, and to the urban regeneration and the economic aims of the Plan. The development of sport and recreation facilities will be supported where proposals comply with the applicable criteria of the General Development Policies of the Plan and any other relevant Policies. Of particular relevance is the accessibility of the facility and ensuring it is accessible by other means of transportation to the car and it is in a sustainable location. Impact on environmental designations will also be a consideration. Ancillary infrastructure, such as floodlights can greatly increase the benefits to a number of sports, but may have an impact on amenity and the environment. Noise generating recreational activities can have a detrimental affect on the wider area; it is preferable therefore to locate such facilities near existing noise sources, such as major roads.

## **CF1 Protection of Playing Fields, Land and Buildings Used for Leisure, Sport, Recreation and Play**

**THE REDEVELOPMENT FOR OTHER PURPOSES OF PLAYING FIELDS, OTHER LAND AND BUILDINGS USED FOR SPORT, RECREATION, AREAS OF PLAY AND COMMUNITY USES, WILL ONLY BE PERMITTED WHERE:**

- i) ALTERNATIVE PROVISION OF THE SAME BENEFIT IS MADE AVAILABLE IN THE IMMEDIATE LOCALITY; OR**
- ii) THE LAND OR BUILDING(S) IS SURPLUS TO REQUIREMENTS.**

- 9.6 This Policy is directly linked to the achievement of Objective 7 on Community Facilities.
- 9.7 Local sport and recreational facilities are important for people's health and social and economic well-being. All playing fields and areas used for recreational play such as children's equipped play grounds and multi-use games areas are significant for recreational, social and amenity value.
- 9.8 Proposals which involve the loss of recreational facilities will rarely be acceptable. In considering proposals for development, full account will need to be taken of the community needs for recreation space, having regard to current level of provision and deficiencies, and to the impact on the locality. To meet criterion ii) developers will be required to evidence that the land or building(s) is surplus to requirements. This can be done by utilising the Council's Assessment of Outdoor Play Space and site specific assessment of need.
- 9.9 Where possible existing playing fields and areas of play space are identified on the Proposals Map as Environmental Spaces (See Policy CE3). A more detailed breakdown and description of playing fields and recreational play areas is provided in the Council's Assessment of Outdoor Play Space. The Council's leisure section will be consulted on any proposals involving the redevelopment of recreational areas of play. In accordance with Schedule 4 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, the Sports Council for Wales will also be consulted on planning applications affecting playing pitches of at least 0.2 hectares.
- 9.10 Certain sports facilities serve a sub-regional catchment, represent strategic investment and contribute to Newport's identity and economic well-being. Such facilities include the Wales National Velodrome, Newport International Sports Village and Rodney Parade Stadium. It will be important to retain such facilities and redevelopment of them for other uses will only be permitted in line with the criteria laid out in the Policy text above. Development that builds upon Newport's identity as an area for sporting excellence will be supported in principle.

## **CF2 Outdoor Play Space Requirements**

**WHERE DEVELOPMENT RESULTS IN THE LOSS OF OPEN SPACE OR A REQUIREMENT FOR OPEN SPACE IS DEMONSTRATED IN CONJUNCTION WITH POLICY SP13, PROVISION IN ACCORDANCE WITH THE FIELDS IN TRUST STANDARD (OR AS AMENDED) WILL BE SOUGHT. THE DEVELOPER WILL BE REQUIRED TO PAY A COMMUTED SUM TO COVER FUTURE MAINTENANCE.**

- 9.11 New housing places pressure upon existing local public open spaces and other recreational facilities, so the development will be required to make provision to meet such requirements.
- 9.12 The Fields In Trust 'Benchmark Standards' currently recommends that overall there should be 1.2ha of land for playing pitches per 1,000 population, with variations between recommendations for urban and rural areas. The Trust also recommends that there should be 1.6ha of land for all formal outdoor sports per 1,000 population (including the 1.2ha for pitches), also with urban and rural differences. The recommended provision for children's outdoor playing space is 0.25ha per 1,000 population for 'Designated Equipped Playing Space', and 0.55ha for 'Informal Playing Space', giving a total of 0.8ha for 'Children's Playing Space' per 1,000 population. In total therefore, 2.4ha of various forms of open space is required per 1,000 population.
- 9.13 Supplementary Planning Guidance will set out detailed guidance on how the provision of outdoor play space from new residential developments will be assessed and managed.
- 9.14 The provision of open and play space is calculated on a site by site basis. If there is a deficit of open space or play space that serve the development, sites and/or contributions will then be requested from developers through a section 106 agreement, in accordance with Policy SP13. Wherever possible, provision should be made on site as an integral part of the development and in a location well related to the proposed residential properties. Where the site is too small to secure appropriate provision, or where a number of residential developments are proposed, consideration will be given to combining their open space provision to form a larger, more useable and more manageable area in the locality which will be of direct benefit to the proposed developments. Alternatively, where some or all of the provision needs to be made off site, a financial contribution may be appropriate to allow facilities to be improved in a suitable location nearby. In addition, commuted sums will be sought from developers where the maintenance of the open space is to be the responsibility of the Council.
- 9.15 Following the adoption of CIL, a CIL Regulation 123 List will set out infrastructure requirements needed to support growth in the City. Any specific open space infrastructure that is identified on the List will not be the subject of a S106 planning obligation. Developers should contact the Local Planning Authority regarding precise requirements.

### **CF3 Water Based Recreation**

**THE PROVISION AND ENHANCEMENT OF WATER BASED RECREATIONAL ACTIVITIES AND ESSENTIAL ANCILLARY FACILITIES ARE ENCOURAGED ESPECIALLY WITH THE RESTORATION OF THE MONMOUTHSHIRE AND BRECON CANALS.**

- 9.16 Water based recreational activities can have significant benefits for regeneration and the economy and provide a valuable alternative source of recreation to more organised forms of sport and recreation, such as football and rugby.
- 9.17 Current water based recreation facilities include the River Usk, which is used for boating and yachting, but greater use is restricted by the tidal conditions. Other activities include angling at the fishing lakes at Bettws, the Monmouthshire and



Brecon Canals, several reservoirs and along the sea wall. The River Usk and the Severn Estuary are sites of international importance for nature conservation. As such, any proposals arising from this Policy must adhere to the other Policies within the Plan, including GP5.

- 9.18 The Monmouthshire and Brecon Canals have considerable potential for recreational and tourism opportunities. The Council has entered into a partnership with Torfaen County Borough Council, Monmouthshire County Council, Brecon and Abergavenny Canals Trust and British Waterways, with the aim of re-establishing navigation on the full length of the canal between Newport and Brecon, linked with a proposed canal basin development at Crindau Pill. To date, substantial restoration works have been implemented along the Monmouthshire and Brecon Canals. Restoration works in recent years have seen the Canal reopened to navigation between Pentre Lane on the main line of the Canal (at Lower Cwmbran in Torfaen) down to the canal junction under the M4 to Barrack Hill, and up to the tail of Waen Lock on the Crumlin Arm. Restoration works at the Cefn Flight of Fourteen Locks, a Scheduled Ancient Monument, are on-going with the aim of restoring the entire historic flight. Developments of any type that would prejudice the re-opening of the canal to navigation will not therefore be permitted.

#### **CF4 Riverfront Access**

##### **ACCESS TO THE RIVERFRONT IN THE FORM OF MANAGED FOOTPATHS AND CYCLE ROUTES WILL BE ENCOURAGED WHERE PRACTICABLE.**

- 9.19 The Council wishes to establish public access to both banks of the River Usk in the form of either promenades or less formal footpaths which can provide pleasant, attractive and interesting managed walkways and cycleways. The riverfront has experienced significant regeneration over the last decade, with a number of large scale developments taking place. The incorporation of a cycleway/footpath has been successfully negotiated as part of these developments, resulting in significant progress being made towards a continuous walkway/cycleway along the river's edge.
- 9.20 The Council will seek to secure the construction of a continuation in the route, where gaps exist. Links will also be sought to existing and proposed non-riverfront routes to encourage movement between the urban, rural and riverfront areas, and contribute to Newport wide network coverage. Certain areas, such as Newport Docks, will not be appropriate for unrestricted public access. The missing portion of the riverside footpath at Lliswerry Pill remains a priority. Additional details on gaps and design considerations will be set out in Supplementary Planning Guidance.
- 9.21 The River Usk and Severn Estuary are sites of international importance for nature conservation. As such, any proposals arising from this Policy must adhere to the other Policies within the Plan, including GP5. Public accessibility to the river must not compromise its environmental value.

#### **CF5 Usk and Sirhowy Valley Walks**

##### **DEVELOPMENT PROPOSALS THAT WOULD AFFECT THE ROUTES OF THE USK VALLEY AND SIRHOWY VALLEY WALKS OR THAT WOULD SIGNIFICANTLY REDUCE THEIR RECREATIONAL VALUE WILL NOT BE PERMITTED.**

- 9.22 Two medium distance footpaths, the Usk Valley and the Sirhowy Valley walks, terminate in the County Borough at Caerleon and Tredegar Park respectively. The Council wishes to see them protected for continued recreational use. The Council has published various countryside leaflets for walks in the Newport area as part of a guided walks programme.

## **CF6 Allotments**

**THE DEVELOPMENT OF ALLOTMENTS FOR OTHER USES WILL NOT BE PERMITTED UNLESS ALTERNATIVE EQUIVALENT PROVISION CAN BE MADE IN THE VICINITY, OR IT CAN BE DEMONSTRATED THAT THE ALLOTMENTS ARE SURPLUS TO LONG TERM LOCAL REQUIREMENTS.**

- 9.23 Allotments contribute towards sustainable communities, healthy living, and biodiversity and help foster improved interaction between different social groups, as recognised by Planning Policy Wales and TAN 16: Sport, Recreation and Open Space (2009). The City Council and several Community Councils provide allotment gardens throughout Newport for use by the local population. There is increasing interest in allotment gardening both nationally and locally, it is important therefore that existing provision is protected for continued use as allotments.
- 9.24 If existing sites are required for development, it is essential that additional provision is found of equivalent standard within the same vicinity, and that the terms of Section 23 of the 1908 Allotments Act as amended are met.

## **CF7 Horse Related Developments**

**HORSE RELATED DEVELOPMENTS, BOTH RECREATIONAL AND COMMERCIAL, INCLUDING STABLES, SHELTERS AND RIDING SCHOOLS WILL BE PERMITTED PROVIDED THAT:**

- i) **THE SCALE, DESIGN, SITING AND MATERIALS DO NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE LOCALITY;**
  - ii) **THE PROPOSAL DOES NOT RESULT IN AN EXCESSIVE NUMBER OF BUILDINGS OR INAPPROPRIATE ANCILLARY STRUCTURES;**
  - iii) **THE PROPOSED DEVELOPMENT DOES NOT REQUIRE THE PROVISION OF A NEW DWELLING UNLESS CLASSIFIED AS A RURAL ENTERPRISE DWELLING;**
  - iv) **THE PROPOSED DEVELOPMENT DOES NOT REQUIRE THE PROVISION OF UNSIGHTLY INFRASTRUCTURE.**
- 9.25 The riding and keeping of horses for both commercial and domestic purposes is increasing in popularity. The economic benefit of these activities to the countryside is also acknowledged but it is essential to ensure that the horse related development does not have an adverse impact on the surrounding countryside. Horse related proposals will also be considered against other relevant Policies of the Plan.
- 9.26 The design of stables, shelters and other structures should reflect the surrounding area. The use of natural materials such as timber, natural stone and slate will be encouraged. The use of more permanent materials such as rendered concrete blocks and tiles should be resisted as they can be visually

intrusive in a rural setting and can result in a more urbanised form of development.

- 9.27 The impact on the landscape should be carefully considered and where possible existing buildings should be used or new development should be sited in close proximity to existing groups of buildings. Shelters, stables and other structures can benefit from the natural folds in the land and existing surrounding tree belts, to both minimise impact and maximise the protection offered.
- 9.28 The number of buildings proposed should be kept to a minimum and be an appropriate number for the site in question to avoid over development. Developers will be expected to demonstrate that the buildings / structures proposed are directly related and necessary to the horse activities proposed.
- 9.29 National and local policy strictly controls new residential development in the countryside outside the defined settlement boundary. The criteria for new dwellings proposed, for occupation in conjunction with rural enterprises is set out in Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010).
- 9.30 Services such as water and electricity are often required on site and care should be taken that unsightly overhead wires are not allowed unless no other alternative is available. Where underground cabling is considered, advice should be sought from the Council's tree officer on the impact on any existing trees. The provision of lighting, for example with manèges, shall be strictly controlled to avoid light pollution.
- 9.31 Where horse related developments are proposed, opportunities to create new bridleways should be fully explored. Routes in and around the proposals as well as to the wider network of bridleways should be considered to improve connectivity and increase the number of bridleways to use.

## **CF8 Tourism**

**NEW AND IMPROVED TOURISM RELATED DEVELOPMENTS, INCLUDING HOTEL AND OTHER VISITOR ACCOMMODATION, CONFERENCE AND EXHIBITION FACILITIES, HERITAGE INTERPRETATION FACILITIES, RURAL TOURISM AND ACTIVITY TOURISM IN THE COUNTRYSIDE WILL BE PERMITTED, PARTICULARLY WHERE REGENERATION OBJECTIVES WILL BE COMPLEMENTED.**

- 9.32 Tourism is recognised as an important economic activity in the Newport economy, providing employment through serving the business tourism, leisure tourism and more local recreational sectors. Regeneration areas can provide opportunities for tourist facilities, and Conservation Areas also often contain valuable attractions, such as at Caerleon. Care will be needed to ensure that any development complements and does not detract from the characteristics of the area concerned.
- 9.33 In accordance with national planning policy rural enterprise in the countryside will be encouraged where proposals do not impact unacceptably on the local amenity and environment. In developing countryside related development, it will be important to ensure that it is sustainable, resulting in a low impact on the

environment and local culture, while helping to generate income, employment and conservation.

### **CF9 Celtic Manor**

**A LEISURE AREA IS DESIGNATED IN THE USK VALLEY AROUND THE CELTIC MANOR RESORT. WITHIN THIS, FURTHER DEVELOPMENT OF LEISURE USES WILL BE APPROVED SUBJECT TO:**

- i) CONSISTENCY WITH AN OVERALL MASTERPLAN TO BE AGREED WITH THE COUNCIL;**
- ii) THE PROPOSED DEVELOPMENT RESPECTING THE RURAL CHARACTER OF THE USK VALLEY, WHICH IS TO BE MAINTAINED;**
- iii) ANY BUILT DEVELOPMENT BEING ESSENTIAL TO THE FUNCTIONING OF THE PROPOSED USE;**
- iv) ANY BUILT DEVELOPMENT BEING CAREFULLY LOCATED SO AS NOT TO BE VISUALLY INTRUSIVE, ESPECIALLY WHEN VIEWED FROM MAJOR ROUTEWAYS.**

- 9.34 The Celtic Manor has developed into one of the foremost golfing, leisure, conference and tourist resorts in the United Kingdom, providing substantial local employment and a presence on the international scene. This was exemplified in the highly successful staging of the Ryder Cup in 2010. Further development of the area for predominantly outdoor leisure activities may be acceptable, subject to their complementing the existing facilities, and not undermining the very attractions that have made the development successful.
- 9.35 A masterplan approach is therefore sought, whereby any proposals will have to demonstrate that they are in conformity with an overall concept. Any uses proposed will need to be appropriate for a rural area in general, and for the Usk Valley in particular. Residential development will not therefore be appropriate, nor any other built development not directly related to the use in question.
- 9.36 The extent of the area, its location and the considerable change in levels across it provide both opportunities to screen developments and views of developments. Any development therefore needs to work with the landscape, and care should be taken to protect views into the area. Parts of the area are particularly visible from the A449 trunk road, and the Caerleon – Usk Road. Both represent important routeways into Newport, so it is important that these should provide a good and attractive visual approach to the City in accordance with Policy CE1 above.
- 9.37 Attention is also drawn to the nature conservation interests of the area and particularly of the River Usk, which is of European significance as a Special Area of Conservation under the Habitats Directive, which is covered in Policy GP5 of the Plan. The area also includes a Flood Zone and an Archaeologically Sensitive Area; these and all other relevant Policies of this Plan shall also be taken into account.

### **CF10 Commercial Leisure Developments**

**PROPOSALS FOR COMMERCIAL LEISURE DEVELOPMENTS OUTSIDE THE CITY AND DISTRICT CENTRES WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:**

- i) AN ASSESSMENT OF NEED IF NOT IN A DEFINED CENTRE;**

- ii) **THERE ARE NO SUITABLE CITY, DISTRICT OR EDGE OF CENTRE SITES (THE SEQUENTIAL TEST);**
- iii) **THE PROPOSALS EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR APPROVED DEVELOPMENTS DO NOT UNDERMINE THE VITALITY, VIABILITY AND ATTRACTIVENESS OF THE CITY AND DISTRICT CENTRES;**
- iv) **THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE SUPPLY OF EMPLOYMENT LAND.**

9.38 This Policy primarily relates to indoor commercial leisure uses that in recent years have seen an increase in popularity, for example, bowling complexes, cinemas, bingo halls, etc. In addition to this Policy, proposals will also be considered against other relevant Policies of the Plan, including the General Development Principles Policies.

9.39 When considering sites, the sequential approach should be applied with the City Centre having priority, followed by District Centres, or edge-of-centres sites. The likely impact on the vitality, viability and attractiveness of the area and the impact on the evening economy will need to be considered. The scale, format, design and parking requirements will need to be appropriate to the locality. It is important that such proposals are readily accessible by a variety of transport modes, and that the likely economic and other benefits are carefully considered in relation to access, amenity and the effect on the environment.

9.40 Many new leisure developments are seeking to locate on industrial estates and employment land. The impact of the proposed development on existing and future provision will be assessed to establish the extent to which loss of a site would itself or cumulatively with other losses, have an adverse effect on the range and choice of employment opportunities available. Proposals will also need to meet the requirements of Policy EM3 – Alternative Uses of Employment Land.

## **CF11 Outdoor Leisure Developments**

### **PROPOSALS THAT HAVE A SIGNIFICANT OUTDOOR LEISURE ELEMENT WILL BE PERMITTED PROVIDED THAT:**

- i) **EXISTING BUILDINGS ARE REUSED WHEREVER POSSIBLE;**
- ii) **WHERE A COUNTRYSIDE LOCATION IS ESSENTIAL, ANCILLARY BUILDINGS ARE DIRECTLY RELATED TO THE PRIMARY LEISURE USE.**

9.41 In determining proposals for leisure developments, careful consideration will need to be given to the relationship between the proposed use of the land and the interests of conservation.

9.42 Development proposals for outdoor based leisure developments will also be required to meet the requirements of other relevant Policies of the Plan.

9.43 Where it can be demonstrated that a countryside location is essential for the development, it is important that the number of buildings are kept to a minimum, and where possible existing buildings are re-used before new ones are built. Any buildings proposed should also relate to the primary use of the scheme and avoid the over development of the site.

## Golf Courses

- 9.44 Golf courses are particularly popular in Newport. The Council is generally supportive of leisure proposals, such as golf courses and recognises the economic and tourism benefits that can be gained from them. Such proposals, however, need to be respectful of their surroundings and be designed to have minimal impact on the environment. Golf course proposals will be considered against Policy CF11 – Outdoor Leisure Developments and other relevant Policies of the Plan.
- 9.45 The Council will require details to be submitted with each application, including the following items: golf course layout and topographical and landscape analysis; siting, size and proposed use of buildings; highway impact and car parking provision; an ecological impact statement; landscape impact; and service provision including water supply.
- 9.46 Irrigation water usually comes from direct extraction from local groundwater or surface water sources licensed by Natural Resources Wales. Licences for spray irrigation will contain conditions not only to ensure proper application rates, but also to ensure that at times of drought the water environment is protected from excessive abstraction. The excessive use of water supplies for the irrigation of golf courses can impact upon existing areas of conservation interest dependent upon either surface water or ground water resources. Consideration will have to be given to the vital inter-linkages of existing drainage ditches and the need to maintain the integrity of the drainage system to flood risk.
- 9.47 Golf course proposals may be accompanied by, or followed by, submissions for associated development such as hotels, further sports facilities and conference centres. These proposals will be considered on their own merits under the appropriate Policies of the Plan. The impact of associated development may be greater than the golf course itself and could be unacceptable. Floodlighting, for example, can result in significant light pollution, introducing a further urban intrusion into the countryside. Appropriate conditions will be attached to any grant of planning permission or through a legal agreement.

## Community Facilities

### CF12 Protection of Existing Community Facilities

**PROPOSALS THAT WOULD RESULT IN THE LOSS OR CHANGE OF USE OF BUILDINGS CURRENTLY USED FOR COMMUNITY FACILITIES WILL ONLY BE PERMITTED IF:**

- i) ALTERNATIVE PROVISION CAN BE MADE, OF AT LEAST AN EQUAL BENEFIT TO THE LOCAL POPULATION; OR**
- ii) IT CAN BE DEMONSTRATED THAT THE EXISTING PROVISION IS SURPLUS TO THE NEEDS OF THE COMMUNITY.**

- 9.48 Community Facilities are available throughout the County Borough and are a key aspect to social interaction, health and well-being and community spirit. The provision of new facilities is encouraged in accordance with Strategic Policy SP12 – Community Facilities. Proposals will be required to meet relevant Policy considerations of the Plan.



- 9.49 An adequate provision of community facilities is important for encouraging social interaction, improving health and well-being and reducing inequalities between different communities. The retention of existing facilities will therefore be sought unless it can be demonstrated that the above Policy criteria can be met.
- 9.50 The re-use of existing buildings is also a potential source of increasing provision of community facilities there will be a presumption in favour of the reuse of redundant community buildings in preference to demolition and redevelopment.
- 9.51 In areas of new housing development it may be appropriate to secure the provision of community facilities through a planning agreement.

### **CF13 School Sites**

#### **NEW OR ENLARGED SCHOOLS ARE REQUIRED AT THE FOLLOWING SITES:**

- i) FORMER WHITEHEADS WORKS, CARDIFF ROAD**
- ii) JUBILEE PARK (FORMER ALCAN/NOVELIS SITE), ROGERSTONE**
- iii) GLAN LLYN, LLANWERN (2 PRIMARY SCHOOLS)**
- iv) LLANWERN VILLAGE**

- 9.52 There is a need for additional and enhanced school facilities to meet future educational needs. Where specific needs have been identified by Education Services, land has been allocated and is shown on the Proposals Map. The Council will seek S106 obligations, generated as a result of the associated residential development, towards the provision of additional educational facilities for the aforementioned sites. Negotiated contributions will be fairly and reasonably related in scale and kind to the proposed development. Where appropriate, on site provision will be required. Detail regarding planning contributions is provided in Policy SP13 and will be further detailed in SPG.
- 9.53 The provision of two primary schools has been agreed as part of the Glan Llyn (former Llanwern Steelworks site) development. A further primary school has been agreed on the Llanwern Village element of the Eastern Expansion Area.
- 9.54 The Jubilee Park (former Novelis / Alcan) site at Rogerstone is identified as a site for a predominantly residential led development. A primary school will be provided on-site as part of this development.
- 9.55 On-site primary school provision will be required as part of the Whiteheads regeneration site.

## 10 Minerals

### M1 Safeguarding of Mineral Resource

**DEVELOPMENT THAT WOULD BE INCOMPATIBLE WITH SAFEGUARDING HARDROCK OR SAND AND GRAVEL RESOURCES WITHIN THE MINERAL RESOURCE AREAS AS SHOWN ON THE PROPOSALS MAP WILL NOT BE PERMITTED UNLESS:**

- i) THE DEVELOPER CAN DEMONSTRATE THAT WORKING THE RESOURCE IS ECONOMICALLY OR PHYSICALLY IMPRACTICAL OR WOULD BE ENVIRONMENTALLY UNACCEPTABLE; OR**
- ii) THE MINERAL RESOURCE WILL BE EXTRACTED SATISFACTORILY BEFORE THE DEVELOPMENT IS UNDERTAKEN; OR**
- iii) THE DEVELOPMENT IS OF A TEMPORARY NATURE AND CAN BE COMPLETED AND THE SITE RETURNED TO A STATE THAT DOES NOT INHIBIT EXTRACTION WITHIN THE TIMESCALE THAT THE MINERAL IS LIKELY TO BE NEEDED; OR**
- iv) THERE IS AN OVERRIDING NEED FOR THE PROPOSED DEVELOPMENT; OR**
- v) THE DEVELOPMENT CONSTITUTES HOUSEHOLDER DEVELOPMENT OR WOULD CONSTITUTE LIMITED INFILLING WITHIN AN EXISTING BUILT UP AREA.**

- 10.1 Mineral resources are a finite resource and those which are of economic importance should be safeguarded against other forms of development that would sterilise them. The mineral resource area designation is an indication of a potential mineral resource only. Further work is required to assess whether the area is suitable for mineral workings to be undertaken. Therefore development proposals affecting a mineral resource will be required to demonstrate, through appropriate investigation, that the resource will not be sterilised or demonstrate that the future extraction is not hindered by the proposed development. Where there is an overriding need for a development, prior to the commencement of the development that would otherwise sterilise the resource, the extraction of a mineral resource will be conditioned unless the developer satisfactorily demonstrated that it is impracticable or environmentally unacceptable.
- 10.2 The identified mineral resource areas are identified on the Proposals Map. These can be divided into two groupings - the Hardrock resource and land based Sand & Gravel resource. The resource layers are taken from the British Geological Survey Aggregate Safeguarding Map for Wales (2012).
- 10.3 Newport currently receives land won aggregates from cross-boundary sources, this is in part due to the lack of active aggregate workings and mineral resource within the Authority boundary. National planning policy (MPPW(2000) and MTAN1(2004)) require hardrock resources to be safeguarded. The hardrock resource blocks have been identified on the Proposals Map. Developers are required to provide information on the resource and satisfy national planning policy and the relevant policies within the Plan. Of particular note are those involving the natural environment and landscape due to the location of many of the resource blocks. Any workable deposits identified would need to be

safeguarded or where an overriding need is evidenced they are to be extracted prior to development.

- 10.4 South East Wales has historically relied on marine based sources of sand & gravel. The Welsh Government has set out a position statement concerning the supply of sand & gravel<sup>92</sup> and notes that there are no active land based extraction sites within South East Wales. The Plan reflects the requirement to safeguard potential reserves for the future supply of the land based resource whilst safeguarding wharves to facilitate the continued transportation of marine based sand and gravel within and beyond Newport.
- 10.5 In addition, national planning policy (MPPW (2000) and MTAN1 (2004)) requires land-based sand & gravel resources to be safeguarded. The sand & gravel resource blocks have been identified on the Proposals Map. Developers are required to provide information on the resource including detailed borehole information and satisfy national planning policy and the relevant policies within the Plan. Of particular note are those involving the natural environment and landscape due to the location of many of the resource blocks. Any workable deposits identified would need to be safeguarded or where an overriding need is evidenced, they are to be extracted prior to development.

## **M2 Mineral Development**

**PROPOSALS FOR MINERAL EXTRACTION OR SIMILAR DEVELOPMENT WILL BE PERMITTED PROVIDED THEY SATISFY THE FOLLOWING CRITERIA;**

- i) EVIDENCE OF LOCAL, REGIONAL OR NATIONAL NEED;**
- ii) ANY ADVERSE IMPACT ON POLLUTION, DRAINAGE, LANDSCAPE, THE NATURAL AND HISTORIC ENVIRONMENT, AGRICULTURAL LAND QUALITY AND LAND STABILITY IS ADEQUATELY MANAGED;**
- iii) ADJOINING AREAS ARE NOT ADVERSELY IMPACTED IN TERMS OF NOISE, DUST, VIBRATION AND TRAFFIC GENERATION LEVELS.**

- 10.6 A range of minerals is found in South Wales but their distribution varies across the region. It is therefore important that supply and demand should be considered in a regional context. Workable reserves will not last indefinitely and the use of alternative materials is encouraged where possible.
- 10.7 Mineral extraction can have significant consequences for the environment and amenity of local communities, developers must consider a proposal's impact on landscape, biodiversity, pollution, flood risk, health, water consumption and quality levels and restoration. The need for the particular mineral must therefore be weighed against the impact of the extraction and associated operations. Guidance is provided within Mineral Planning Policy Wales and Mineral Technical Advice Note 1: Aggregate (2006).
- 10.8 In the case of proposed major mineral developments it will be appropriate that these factors should be weighed by means of an Environmental Impact Assessment, prepared under the provisions of the relevant Regulations. Proposals for extensions to mineral workings, including deepening, will be

<sup>92</sup> Available at: <http://wales.gov.uk/topics/planning/policy/minerals/sandandgravel/?lang=en>

assessed against this Policy. It should be noted that soil stripping is a mineral operation and will be covered by this Policy.

- 10.9 Mineral activity can have a significant effect on neighbouring properties and their amenities, and the presence of other uses also therefore has implications for the carrying out of mineral operations. An appropriately sized buffer zone should therefore be maintained around mineral workings; MPPW (2000) and MTAN1 (2004) provide details on mineral buffer zones. Mineral operations disturb and damage the environment by consuming land. It is therefore appropriate that such disturbance is kept to a minimum, by restoring progressively and at the earliest opportunity. Appropriate restoration and management will be required as a matter of course as the creation of dereliction is no longer acceptable.
- 10.10 There are two recognised mineral sites within Newport. Ponthir Clay Pits at Penrhos is a dormant site. Renewed working of this site could only begin if modern conditions are submitted in accordance with the Environment Act 1995, or as amended. Penhow Quarry is an inactive site. Renewed working of this site could only begin if an application was submitted to the Council. The determination of any such application would be made in the context of the Policies of the Plan.

### **M3 Oil and Gas**

**PROPOSALS FOR EXPLORATION, APPRAISAL AND PRODUCTION OF OIL AND GAS WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:**

- i) ANY ADVERSE IMPACT ON POLLUTION, DRAINAGE, LANDSCAPE, THE NATURAL AND HISTORIC ENVIRONMENT, AGRICULTURAL LAND QUALITY AND LAND STABILITY IS ADEQUATELY MANAGED AND MEASURES ARE IN PLACE TO RESTORE THE SITE;**
- ii) ADJOINING AREAS ARE NOT ADVERSELY IMPACTED IN TERMS OF NOISE, DUST, VIBRATION AND TRAFFIC GENERATION LEVELS;**
- iii) PROPOSALS FOR EXPLORATION ARE TIME LIMITED.**

- 10.11 The production of minerals in the Newport area is mainly for construction purposes comprising hard rock and marine dredged sand and gravel. There are no known mineral energy sources (oil, gas or coal) within Newport.
- 10.12 The separate phases of exploration and appraisal for oil and gas can be environmentally very intrusive and damaging so careful siting and strict control is essential. One year is considered a sufficient time for exploration and appraisal to be carried out and special justification will be required for any longer consent. Production sites are less intrusive, but the associated developments, including gathering stations and export terminals, will also need to be carefully sited and controlled in order to manage the potential impacts to the environment and adjoining uses e.g. traffic, pollution, noise and vibration.

### **M4 Wharves and Rail**

**THE SUSTAINABLE TRANSPORTATION OF AGGREGATE WILL BE FAVOURED. EXISTING WHARVES AND RAIL INFRASTRUCTURE WILL BE SAFEGUARDED.**

- 10.13 The existing and prospective wharves will be safeguarded to enable the continued import of marine dredged sand and gravel and the future possibility of importing other minerals into the area. The existing wharves have been identified on the Proposals Map.
- 10.14 The rail sidings at Newport Docks also require safeguarding to maintain existing and potential use for the transportation of aggregates by rail. Broader rail infrastructure also has the capacity to assist the sustainable movement of aggregate at a regional scale.
- 10.15 Where proposals have the potential to impact on these sites developers will be required to demonstrate that their proposals do not have an impact on the viability of the transportation of aggregates through more sustainable modes of transport.

## 11 Waste

- 11.1 Newport has strict EU waste related targets to meet. Newport is aiming to meet these targets through a combination of approaches that aim to provide an integrated network of facilities, dealing with waste as close to where it was generated as possible, and to the waste hierarchy of reduce, reuse, recovery and disposal. At present Newport's municipal waste is dealt with through the following methods:
- Recycling initiatives and collections carried out in partnership with Wastesavers (a community not for profit recycling group);
  - Food collections - Newport is currently working with Rhondda Cynon Taff and Merthyr Tydfil to procure an anaerobic digestion facility to treat food waste collections. Biogen has been announced as the preferred bidder for the anaerobic digestion hub at Bryn Pica, Aberdare. The build and commission process is expected to be complete for 2014;
  - A contract tender for the collection of green/card waste has been awarded to New Earth Solutions for 3 years with option for further 2 years without the need to re-tender. The Council's Docks Way Waste Disposal Site also accepts garden waste.
  - Landfill of residual waste at Docksway Waste Disposal Facility, Newport. The waste disposal site accommodates a number of waste management facilities in addition to its landfill element. Facilities include household waste recycling centre, open windrow composting facility, landfill gas engines and a waste transfer station. Docks Way Waste Disposal site is a key waste management facility in Newport and will continue to be for the life of the plan period. The landfill element of the site currently has 16 years capacity remaining.
- 11.2 To continue to reduce the amount of waste being sent to landfill and meet the EU and Welsh Government waste targets, Newport City Council is working in a partnership of five Local Authorities in South East Wales – Newport, Cardiff, Monmouthshire, Caerphilly and The Vale of Glamorgan, known as Prosiect Gwyrdd (Project Green). The project is seeking a facility to dispose of the residual municipal waste of the five Councils. Following a period of detailed tender evaluation, the Viridor proposal at Trident Park, Cardiff, has been chosen as the preferred facility to provide a waste management solution for the Member Authorities. The facility will deal with the residual municipal waste from the five Authorities, which cannot be recycled or composted.
- 11.3 In addition to municipal waste arrangements and facilities, there are a number of private waste treatment facilities located throughout Newport. These deal with a variety of waste streams, including commercial and industrial waste, agricultural waste, and construction and demolition waste. Such waste streams are dealt with through the waste management industry and are monitored and licensed through Natural Resources Wales.

### W1 Sites for Waste Management Facilities

**ALL ALLOCATED, PERMITTED AND EXISTING B2 INDUSTRIAL SITES ARE IDENTIFIED AS POTENTIALLY SUITABLE LOCATIONS FOR NEW WASTE MANAGEMENT FACILITIES SUBJECT TO DETAILED ASSESSMENTS.**



## **W2 Waste Management Proposals**

### **DEVELOPMENT PROPOSALS FOR SUSTAINABLE WASTE MANAGEMENT FACILITIES WILL BE PERMITTED PROVIDED THAT:**

- i) THE PROPOSAL WOULD NOT RESULT IN AN UNACCEPTABLE HARM ON NATURE CONSERVATION INTERESTS OR OF ARCHAEOLOGICAL OR GEOLOGICAL IMPORTANCE,**
- ii) THE RISKS AND CONSEQUENCES OF FLOODING CAN BE ACCEPTABLY MANAGED,**
- iii) THE PROPOSAL IS OF A HIGH QUALITY DESIGN AND WOULD NOT RESULT IN AN UNACCEPTABLE IMPACT ON LANDSCAPE QUALITY,**
- iv) THERE IS NO IMPACT ON AMENITY THROUGH NOISE, AIR POLLUTION, ODOURS, DUST AND EMISSIONS THAT CANNOT BE APPROPRIATELY CONTROLLED BY MITIGATING MEASURES.**
- v) THE DEVELOPMENT WOULD NOT RESULT IN UNACCEPTABLE HARM TO HEALTH,**
- vi) THE TRAFFIC GENERATED CAN BE ACCOMMODATED SAFELY ON THE EXISTING HIGHWAY NETWORK OR SUITABLE ARRANGEMENTS ARE MADE FOR THE TRANSPORTATION OF WASTE BY RAIL,**
- vii) THE NEED FOR PROPOSALS FOR DISPOSING OF THE TYPE, QUANTITY AND SOURCE OF WASTE ASSESSED AGAINST REQUIREMENTS BEING ESTABLISHED.**

- 11.4 Policies W1 and W2 accord with Technical Advice Note (Wales) 21: Waste (2014), The National Waste Strategy for Wales Wise About Waste (2002), Towards Zero Waste One Wales: One Planet (June 2010) and the Collections, Infrastructure and Markets Sector Plans (CIMs Plan) (July 2012).
- 11.5 The need for future waste facilities will be assessed against capacity requirements established through regional monitoring procedures, or subsequent studies that are agreed by the Council to give an accurate assessment of waste capacity requirements.
- 11.6 In accordance with national guidance, in-building waste facilities will generally be encouraged towards existing general industrial areas (Use Class B2), unless it can be demonstrated that they could be acceptably located elsewhere, or if an assessment indicates that more onerous locational standards should apply. Advances in technology and the introduction of new legislation, policies and practices mean that many modern waste management/resource recovery facilities on the outside look no different to many other modern industrial processes in terms of their operation and impact. The identification of allocated and existing B2 industrial sites as suitable in principle for waste management facilities represents a substantial choice of sites.
- 11.7 The Regional Areas of Search Maps identify potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of potential suitable sites. Any sites identified in this way for development proposals for waste management facilities will be judged on their own merits and in accordance with all the provisions of this Plan.
- 11.8 Planning applications for waste management facilities will be considered against national planning policy and guidance and other relevant LDP Policies.

Technical Advice Note 21: Waste (2014) sets out detailed guidance on specific waste related planning considerations that developers will be required to meet to satisfy the Policy. Additional information relating to Newport's waste related land use requirements are set out in the Waste Background Paper<sup>93</sup>.

- 11.9 In accordance with TAN 21: Waste (2014) and the Policies set out in the Plan, waste management facilities will only be permitted if due regard is given to the likely visual impact of the proposed development and its impact on, and the need to protect and enhance, the character of the landscape. If necessary additional design, landscaping, planting and screening should be proposed. Developers will be required to demonstrate potential impact on biodiversity, including designated nature conservation sites. Proposals which are likely to prejudice nature conservation interests will not be permitted unless the reasons for the development outweigh any likely adverse impact. In addition, restoration of waste sites to after-uses which will enhance or add biodiversity interests will be encouraged.
- 11.10 Waste management facilities will only be permitted where no unacceptable impacts on air and noise pollution can be demonstrated, particularly on the residents and users of nearby dwellings and other sensitive properties.
- 11.11 Flood risk is an important consideration in the assessment of waste management proposals. Developments will only be permitted where the issue of flood risk, flood resilience and sustainable drainage measures are addressed in accordance with TAN 15: Development and Flood Risk (2004). Where appropriate, developers will be required to undertake a Flood Consequence Assessment. Impact on surface and ground waters will also need to be thoroughly explored. Proposals considered to have an unacceptable impact will not be permitted. Furthermore, the management of water resources through appropriate conservation and efficiency measures should be achieved in a sustainable manner and without adverse effects on ecology. Natural Resources Wales has a statutory responsibility to manage water resources through its abstraction licensing procedures.
- 11.12 Proposals should be designed to a high standard, particularly when proposed in highly visible locations. The development of a facility should adhere to sustainable construction principles. In addition, highest standards of operational practice for the management, working and where appropriate restoration and aftercare of a site will need to be set out.
- 11.13 It is important that waste schemes do not have a significant adverse effect on land and geological values.
- 11.14 The impact on the highway will need to be established and where applicable, developers may be required to undertake a Transport Assessment. Proposals considered to have an unacceptable impact on the volume of traffic or road network will not be permitted.
- 11.15 Proposals that fall within the relevant Schedule of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 may be required to undertake an Environmental Impact Assessment. A

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<sup>93</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Waste-Background-Paper---June-2013.pdf>

Health Impact Assessment may also be required to establish potential impacts on health or quality of life.

- 11.16 Planning applications for waste management facilities should be accompanied by sufficient information to allow the environmental impact of the proposal to be adequately assessed. Such information should include the nature of the waste, the broad technical requirements arising from the type of waste, the amount of waste proposed to be treated or disposed of, access, the timescale of the operations and, where appropriate, restoration and after use proposals. In assessing such proposals, close consultation will be undertaken with Natural Resources Wales, and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.

### **W3 Provision for Waste Management Facilities in Development**

**WHERE APPROPRIATE, PROVISION WILL BE SOUGHT IN ALL NEW DEVELOPMENT FOR FACILITIES FOR THE STORAGE, RECYCLING AND OTHER MANAGEMENT OF WASTE.**

- 11.17 In order for the Council to continue to meet the challenging waste recycling targets set by the Welsh Government, it is important that new developments facilitate sustainable waste management options. This Policy aims to encourage the recycling of waste materials by the provision of adequate facilities for storage and collection of waste and separation at source. Waste related considerations should be taken into account in the design of the development so that they are properly integrated into it, and fully accessible to collection vehicles.
- 11.18 Further detailed guidance on matters such as the types of facilities required and their design will be set out in Supplementary Planning Guidance.

## 12 Monitoring Framework

12.1 In order to assess the effectiveness of the policies within the Plan, the Council is required to produce an Annual Monitoring Report (AMR) to be submitted to the Welsh Government by 31<sup>st</sup> October each year following adoption.

12.2 The AMR is an important document which will help the Council understand whether the LDP policies are functioning as intended and consequently whether the LDP Strategy is being implemented. A set of indicators have been comprised which will act as a benchmark in measuring performance. Indicators will be noted as either 'Contextual', 'Core' or 'Local':

- **Contextual Indicators**

These are broad indicators which help monitor the effectiveness of the LDP at a strategic level and are designed to give an overall picture of how Newport as a whole is performing.

- **Core Indicators**

The Local Development Plan Manual (2006) sets out a number of core output indicators which are considered to be essential for assessing implementation of national policy.

- **Local Indicators**

The Council has identified local indicators which are more specific to Newport and considered important in monitoring the effectiveness of the LDP.

12.3 All indicators are linked to monitoring targets which set out the position that needs to be achieved in order to help deliver the LDP Strategy. If monitoring targets are not being met, trigger points are included to assess the extent to which circumstances have diverged from the target. The trigger points will indicate if certain parts of the Plan are not achieving their desired outcomes. If these trigger points are activated, then the AMR will consider the necessary action which is required.

12.4 Options are available to the Council with respect to each indicator, monitoring target and trigger point. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response in accordance with the table below:

<b>Continue Monitoring (Green)</b>
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.
<b>Training Required (Blue)</b>
Where indicators are suggesting that LDP Policies are not being implemented as intended and further officer or Member training is required.
<b>Supplementary Planning Guidance Required (Purple)</b>
Indicators may suggest the need for further guidance to be provided in addition to those already identified in the Plan.
<b>Further Research (Yellow)</b>
Where indicators are suggesting the LDP Policies are not being effective as they should further research and investigation is required.

**Policy Review (Orange)**

Where indicators are suggesting the LDP Policies are failing to implement the Strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.

**Plan Review (Red)**

Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

- 12.5 In addition to the 'Contextual', 'Core' or 'Local' indicators, the Sustainability Appraisal Report also contains a set of separate indicators and targets that will be monitored through the duration of the LDP.

### Contextual Indicators

- 12.6 The Welsh Government has deemed it appropriate for an Authority to include some contextual indicators in the monitoring framework in order to describe the background against which LDP policy operates. The following contextual indicators will provide a broader environmental, social and economic picture of the LDP area:

CONTEXTUAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
% of population in the 100 most deprived wards in Wales	Welsh Index of Multiple Deprivation	The percentage of population in the 100 most deprived wards in Wales decreases.	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years.
The number of reported crime incidents by type as a total.	Local Crime Statistics, Home Office	The number of reported crime incidents decreases.	The number of reported crime incidents increases for 2 or more consecutive years.
Economic activity rates of Newport residents	Regional Labour Market Statistics (ONS) and Stats Wales	The percentage of the economically active population increases.	The percentage of population economically active decreases for 2 consecutive years.
Number of Newport residents out-commuting to work in locations outside of the City boundaries	WG: Statistics on commuting in Wales – Statistical Directorate	The number of residents out-commuting decreases.	The percentage of residents out-commuting increases for 2 or more consecutive years.

### Core and Local Indicators

- 12.7 All Core and Local Indicators are linked to the objectives of the Plan and each indicator notes which specific LDP Policies are relevant.

## Objective 1 – Sustainable Use of Land

12.8 To ensure that all development makes the most efficient use of natural resources by seeking to locate development in the most sustainable locations, minimise the impact on the environment and make a positive contribution to local communities.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINTS
OB1 MT1	SP1 SP5 SP6 SP7 H6 H12	<b>CORE</b> Amount of greenfield lost to development (ha) which is not allocated in the Development Plan or does not meet the requirements of the relevant Local Development Plan Policies.	NCC Development Management	No greenfield land is lost to development  (unless it is in accordance with policies within the Plan)	1 (or more) application permitted for development in any year
OB1 MT2	SP1 CE3	<b>CORE</b> Amount of Environmental Space lost to development (ha)	NCC Development Management	No Environmental Space is lost to development  (unless it is in accordance with policies within the Plan or exceptions set out in TAN16 (2009))	1 (or more) application permitted for development in any year
OB1 MT3	SP1 SP3 GP1	<b>CORE</b> Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN 15 (2004) tests (paragraph 6.2 i-v)	Natural Resources Wales	No permissions granted for highly vulnerable development within C1 and C2 floodplain area that does not meet all TAN 15 tests  (unless it is in accordance with TAN 15)	1 (or more) permission is given which does not meet the requirements of TAN15 in any year
OB1 MT4	SP1 SP21 M1 M2	<b>LOCAL</b> Amount of development within a mineral safeguarding area	NCC Planning Policy	No permanent sterilising development will be permitted within a mineral safeguarding area  (unless it is in accordance with policies within the Plan)	1 (or more) application permitted for development in any year



## Objective 2 – Climate Change

12.9 To ensure that development and land uses in Newport make a positive contribution to minimising, adapting to or mitigating against the causes and impacts of climate change, by incorporating the principles of sustainable design, changes to travel behaviour, managing the risks and consequences of flooding, and improving efficiency in the use of energy, waste and water.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB2 MT1	GP1 CE10	<b>LOCAL</b> Number and capacity of renewable energy developments permitted	NCC Development Management	An increase in the number of renewable energy schemes permitted	No trigger identified <sup>94</sup>
OB2 MT2	SP1 SP2 SP9 GP1 GP5	<b>LOCAL</b> Number of planning permissions granted contrary to the advice of Natural Resources Wales on environmental grounds	NCC Development Management	No planning consents issued where there is an outstanding objection from Natural Resources Wales	1 (or more) permission recorded in any year
OB2 MT3	SP4	<b>LOCAL</b> Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	Dwr Cymru / Welsh Water Natural Resources Wales	No planning consents issued where there is an outstanding objection concerning provision of water quality and quantity and waste water from water supplier.	1 (or more) permission recorded in any year

## Objective 3 – Economic Growth

12.10 To enable a diverse economy that meets the needs of the people of Newport and those of the wider South East Wales economic region.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB3 MT1	SP17 EM1	<b>CORE</b> Net employment land development (ha) i.e. amount of land in hectares taken up annually for employment purposes in Newport)	NCC Business Services NCC Development Management	Annual take up of a minimum of 2.3 ha of land on EM1 allocations	Less than 1.4ha of land on EM1 allocations is developed in any year.
OB3 MT2	SP17 EM1 EM2 EM3	<b>CORE</b> Net employment land supply (ha) i.e. amount of land in hectares available for	NCC Business Services NCC Development	A 5 year supply of land for employment purposes is maintained throughout the plan period.	The available employment land supply falls below 5

<sup>94</sup> No trigger identified. The number and capacity of renewable energy development permitted is a useful indicator to collect for information purposes only. The Council does not have any targets that it needs to meet that relate to this indicator.

		employment purposes in Newport.	Management		years' (53 ha).
OB3 MT3	SP17 EM1 EM3	<b>LOCAL</b> Job creation over the Plan period.	Regional Labour Market Statistics (ONS) and Stats Wales	7,400 jobs created within Newport over the Plan period  Base of 72,500 jobs (Stats Wales 2011)  2012 +272 jobs (72,772) 2013 - 470 jobs (72,302) 2014 +460 jobs (72,762) 2015 +621 jobs (73,383) 2016 +670 jobs (74,053) 2017 +650 jobs (74,703) 2018 +580 jobs (75,283) 2019 +710 jobs (75,993) 2020 +661 jobs (76,654) 2021 +501 jobs (77,155) 2022 +501 jobs (77,656) 2023 +501 jobs (78,157) 2024 +511 jobs (78,668) 2025 +591 jobs (79,259) 2026 +641 jobs (79,990)	Job creation rates fall below the cumulative expected levels for 2 consecutive years.
OB3 MT4	EM1 EM3	<b>LOCAL</b> Amount of existing B class employment land or EM1 allocation land lost to other uses	NCC Development Management	No existing B class Employment Sites or EM1 allocations are lost to non-employment use unless in accordance with Policy EM3	1 (or more) permission recorded in any year
OB3 MT5	R1 R2 R3	<b>LOCAL</b> Total vacant commercial units in the City Centre (recorded April every year)	Business Services / Economic Development	Vacancy rates in the City Centre decrease  (Base rate April 2014: 25% of commercial units within City Centre are vacant)	An increase in the vacancy rates is recorded for 2 consecutive years.
OB3 MT6	R1 R2 R3 R4	<b>LOCAL</b> Number of applications approved for non-retail use in primary and secondary frontage without meeting the requirements outlined in the relevant LDP Policies.	NCC Development Management	80% or more of Primary Shopping Frontage is in A1 use. 60% or more of Secondary Frontage is in A1 use.	Less than 80% of Primary Shopping Frontage has an A1 use. Less than 60% of Secondary Shopping Frontage has an A1 use.
OB3 MT7	R1 R6 R10 R11	<b>LOCAL</b> Number of retail developments permitted outside of the City Centre not in accordance with an assessment of need and strict application of the sequential test.	NCC Development Management	No retail developments outside of the City Centre are permitted over the Plan period  (unless in accordance with an assessment of need and strict application of the sequential test)	1 retail development is permitted outside City Centre in any year which is not in accordance

					with an assessment of need and strict application of the sequential test.
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## Objective 4 – Housing Provision

12.11 To ensure that there is an adequate supply of land for housing in the most sustainable locations, and to ensure that the quantity, quality and variety of housing provision meets the needs of the population. Also to foster the creation of places which contribute to local distinctiveness and thriving communities.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB4 MT1	H1 SP1	<b>CORE</b> Amount of new housing development (ha) <i>developed</i> on previously developed land (brownfield redevelopment and conversions) expressed as a % of all housing development <i>developed</i> per annum.	NCC Development Management	A minimum of 80% of all housing completions are delivered on previously developed land	Less than 80% of housing completions are delivered on previously developed land in any year.
OB4 MT2	H1 SP1	<b>CORE</b> The housing land supply taken from the current Housing Land Availability Study (TAN 1) (2006)	NCC Planning Policy	A 5 year supply of land for residential development is maintained throughout the Plan period.	Less than a 5 year supply of residential land is recorded for any year
OB4 MT3	H1 SP1	<b>LOCAL</b> Annual Dwelling Completions – LDP Strategy	NCC Planning Policy	Deliver a total of 10,350 units over the Plan Period. Dwellings will be delivered in accordance with the breakdown identified below. The delivery rates are based on the economic/growth forecasts which underpin the strategy of the Plan, but have been realigned to factor in expected delivery rates. Expected delivery rates are based on the JHLAS 2013 and developer intentions.	The total number of dwellings delivered falls below the cumulative number identified for 2 consecutive years.

				2011 – 358 2012 – 717 (+359) 2013 – 1,290 (+573) 2014 – 1,955 (+665) 2015 – 2,832 (+882) 2016 – 3,773 (+936) 2017 – 4,678 (+905) 2018 – 5,641 (+963) 2019 – 6,553 (+912) 2020 – 7,325 (+772) 2021 – 8,008 (+683) 2022 – 8,687 (+679) 2023 – 9,307 (+620) 2024 – 9,881 (+574) 2025 – 10,350 (+469)	
OB4 MT4	H1 (H3)	<b>LOCAL</b> Annual Dwelling Completions of a Strategic Housing Site – Llanwern Village	NCC Planning Policy	Deliver a total of 1,100 units over the Plan Period. Dwellings will be delivered in accordance with the breakdown identified below:  2011 – 0 2012 – 0 2013 – 0 2014 – 0 2015 – 40 (+40) 2016 – 120 (+80) 2017 – 240 (+120) 2018 – 360 (+120) 2019 – 480 (+120) 2020 – 600 (+120) 2021 – 720 (+120) 2022 – 840 (+120) 2023 – 960 (+120) 2024 – 1,080 (+120) 2025 – 1,100 (+20)	The total number of dwellings delivered falls below the cumulative number identified for 2 consecutive years. If this trigger is missed, the severity of the action will depend on the performance against the overall housing delivery indicator OB4 MT3.
OB4 MT5	H1 (H47)	<b>LOCAL</b> Annual Dwelling Completions of a Strategic Housing Site – Glan Llyn (Former Llanwern Steelworks)	NCC Planning Policy	Deliver a total of 2,262 units over the Plan Period. Dwellings will be delivered in accordance with the breakdown identified below:  2011 – 10 2012 – 45 (+35) 2013 – 115 (+70) 2014 – 225 (+110) 2015 – 410 (+185) 2016 – 598 (+188) 2017 – 782 (+184) 2018 – 967 (+185) 2019 – 1,152 (+185) 2020 – 1,337 (+185) 2021 – 1,522 (+185) 2022 – 1,707 (+185)	The total number of dwellings delivered falls below the cumulative number identified for 2 consecutive years. If this trigger is missed, the severity of the action will depend on the performance against the overall housing

				2023 – 1,892 (+185) 2024 – 2,077 (+185) 2025 – 2,262 (+185)	delivery indicator OB4 MT3.
OB4 MT6	H1 H4 H5 SP10	<b>CORE</b> The number of net additional affordable dwellings built in the LPA's area (TAN 2) (2006)	NCC Planning Policy	Provision of 2,061 affordable units over the Plan period, based on:  2011-2016 = 531 2016-2021 = 963 2021-2026 = 567	Delivering fewer affordable homes than:  531 by 2016 963 by 2021 567 by 2026
OB4 MT7	H4 SP10	<b>LOCAL</b> Changes in residual values across housing submarket areas of: <ul style="list-style-type: none"><li>• Caerleon &amp; Rural Newport</li><li>• Rogerstone &amp; West Newport</li><li>• East Newport</li><li>• Malpas &amp; Bettws</li></ul>	HM Land Registry House Price Index.  RICS Building Cost Information Service (BCIS) Tender Prices.  Development Appraisal Toolkit	Deliver the maximum level of Affordable Housing considered viable.	An increase or decrease of 5% of residual value in any submarket area in one year.
OB4 MT8	H1	<b>CORE</b> Percentage of housing development completed on H1 housing sites.	NCC Planning Policy	H1 Housing sites account for 85% of total delivery. Windfall and small sites account for 15%.	Less than 85% of housing is developed on H1 housing sites over 2 consecutive years.
OB4 MT9	H3	<b>CORE</b> Average density of permitted housing developments of 10 or more dwellings.	NCC Development Management	Developments of 10 dwellings or more will have a minimum density of 30 per hectare  (unless in accordance with criteria set in Policy H3)	1 (or more) permission is given with an average density of <30 dwellings per hectare
OB4 MT10	H5 SP10	<b>LOCAL</b> Number of dwellings permitted annually outside the defined settlement boundaries that do not meet the requirements of the LDP Policies.  <i>This excludes replacement dwellings and conversions</i>	NCC Development Management	No dwellings permitted outside the defined settlement boundaries that do not meet the requirements of the Plan	1 (or more) permission outside the defined settlement boundary that does not meet the requirements of the Plan is recorded in any year
OB4 MT11	H16	<b>LOCAL</b> Delivery of Hartridge Farm Road (H16) as a permanent residential site for	NCC Planning Policy NCC Housing Service	Delivery of 23 pitches by 2016 to meet immediate need.  Then an	Less than 23 pitches have been developed at Hartridge

		Gypsies and Travellers.		approximately: 10 pitches by 2021 & 10 pitches by 2026.	Farm Road by 2016.
OB4 MT12	H16 H17	<b>LOCAL</b> Number of Gypsy/Traveller Sites for residential accommodation	NCC Planning Policy NCC Housing Service	Appropriate provision is made for Gypsy/Travellers that the Council has a statutory duty to accommodate.	Gypsy/Travellers registered as homeless will be assessed and added to the Council's Housing Waiting List
OB4 MT13	H15	<b>LOCAL</b> Need for Gypsy/Traveller transit site	NCC Planning Policy	Provide a site capable of accommodating Newport's need of up to 7 pitches by the end of 2019.	Failure to identify a site by the start of 2018. Failure to obtain planning permission by the start of 2019.
OB4 MT14	H15 H17	<b>LOCAL</b> Number of Gypsy/Traveller Sites for transit accommodation	NCC Planning Policy NCC Housing Service	Appropriate provision is made for Gypsy/Traveller transit need	An increase in unauthorised sites (that cannot be accommodat ed on the transit site) is recorded by the biannual Gypsy/Travell er Count on a year on year basis over a 2 year period.

### Objective 5 – Conservation of the Built Environment

12.12 To ensure that all development or use of land does not adversely affect, and seeks to preserve or enhance, the quality of the historic and built environment.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB5 MT1	SP9	<b>LOCAL</b> Number of applications permitted that will adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or conservations areas.	NCC Development Management CADW NCC Conservation Officer GGAT	No developments permitted over the course of the Plan when there is an outstanding objection from statutory heritage advisors	Further investigation if 1 (or more) planning permissions are given where there is an outstanding objection from



					statutory heritage advisors over any year <sup>95</sup>
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## Objective 6 – Conservation of the Natural Environment

12.13 To protect and enhance the quality of the natural environment, including landscape, protected habitats and species of principal importance for biodiversity in Wales (regardless of greenfield or brownfield status) and the protection of controlled waters.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB6 MT1	SP9 GP5	<b>LOCAL</b> Development granted permission that leads to the loss of SSSI or SINC that does not meet the requirements of the LDP Policies.	NCC Green Services / NCC Development Management	No net loss of area of SINC to development  (unless it is in accordance with policies within the Plan)	Any net loss of SSSI or SINC to development which does not meet the requirements of the Plan recorded over any year
OB6 MT2	SP9 GP5	<b>LOCAL</b> The amount of protected woodland and trees lost to development per annum (ha).	NCC Green Services	No net loss of protected woodland and trees  (unless it is in accordance with policies within the Plan)	Loss of any protected woodlands and TPOs recorded in any year
OB6 MT3	SP5 SP6 SP7	<b>LOCAL</b> The number of developments permitted within the Green Belt or Green Wedge that do not accord with the relevant Policies of the Local Development Plan.	NCC Development Management	No developments permitted  (unless it is in accordance with policies within the Plan)	1 (or more) development permitted in any year

## Objectives 7, 8 and 9

### Community Facilities and Infrastructure (7)

### Culture and Accessibility (8)

### Health and Well-being (9)

12.14 Objectives 7, 8 and 9 help to ensure the provision of appropriate new, and/or enhanced existing community facilities which will provide cultural benefits. The

<sup>95</sup> Whether a development would negatively impact on a Scheduled Ancient Monument, registered historic park and garden, Listed Building or conservation area is a subjective issue. If this trigger is hit, further investigation would be conducted to establish why the LPA went against the advice of the statutory heritage advisor. If there was a valid reason for this, further action is not considered necessary

merged objectives also aim to enhance accessibility to key services, particularly through walking and cycling which consequently help to enhance health and well-being.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB7 MT1	SP12 SP13	<b>LOCAL</b> Number of community facilities lost to alternative forms of development that do not meet the requirements of the relevant LDP Policies.	NCC Planning Policy	No community facilities lost over the course of the Plan period unless justified by the policy framework.	1 community facility lost is recorded in any year
OB7 MT2	SP1 SP13 SP14 SP15 T5 T6 T7 T8	<b>LOCAL</b> To increase sustainable forms of transport by encouraging walking and cycling	NCC Planning Highways Policy	No development will be permitted where there is an outstanding objection from Highways with regard to an over reliance on the private motor car and/or lack of sustainable transport initiatives.	1 (or more) planning permission is given where there is an outstanding objection from Highways on grounds of a development being unsustainable.

## Objective 10 – Waste

12.15 To ensure that waste management choices are based on the proximity principle, where appropriate, and a hierarchy of reduce, reuse, recovery and safe disposal, and that there is adequate provision for facilities to enable this to happen.

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB10 MT1	SP20 W1	Maintain sufficient land and facilities to cater for Newport's waste capacity	NCC Waste Section	Maintain a sufficient capacity to cater for Newport's waste (to be confirmed at a regional level in accordance with TAN 21)	No Trigger <sup>96</sup>

<sup>96</sup> No trigger identified as TAN 21 (2014) notes that waste capacity and targets will be set at a regional level. These regional targets have not yet been set.

## 13 Infrastructure Requirement

13.1 This Chapter focuses on the delivery and implementation of the land use allocations contained in the respective Policies set out in the previous chapters. The information provided is a summary to be used for indicative purposes only and has been provided to fulfil the requirement of Local Development Plan Wales (2005) paragraph 1.21 which emphasises the importance of ensuring that all proposals within the Local Development Plan (LDP) are ‘realistic and likely to be implemented within the plan’.

13.2 The Delivery and Implementation table sets out the proposed land use;

- the LDP reference,
- number of units or development type;
- an indication of likely phasing;
- who will be responsible for its implementation; and,
- likely sources of funding and its planning status.

This is a summary of the detailed information which is set out in the Delivery and Implementation Background Paper (June 2013)<sup>97</sup>

13.3 Phasing has been broken down into three 5 year periods (2011-2016, 2016-2021 and 2021-2026). This information indicates when the proposed development is anticipated to be delivered within the Plan period. The information on phasing is based on the best available information and takes a long term view, either through direct communication with the developer/agent or based on the most recently published JHLAS. It is acknowledged that this may change over the Plan period.

13.4 The majority of development sites rely on private sector investment and implementation. Where this is the case, private sector developers are expected to fund essential infrastructure, as outlined in the relevant policies of the LDP. Other sources of funding and implementation lie with the public sector, including the Welsh Government and Statutory Undertakers.

13.5 The information, set out in the Delivery and Implementation Background Paper, will be updated on an annual basis to monitor how the allocations are progressing.

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<sup>97</sup> Available at: <http://www.newport.gov.uk/documents/Planning-Documents/LDP-2011-2026/Delivery-and-Implementation-Paper-Dec-2013.pdf>

**DELIVERY AND IMPLEMENTATION TABLE****Housing Allocation Summary Information**

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
HOUSING ALLOCATIONS (H1)						
H1(1) McReadys, Ponthir Rd	54	54			Implemented and funded through the private sector(including Section 106)	Full Planning Permission
H1(3) Llanwern Village	1100	120	600	380	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(4) Pirelli	250	75	175		Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission
H1(5) Glebelands	153	51	102		Implemented and funded through the private sector	Full Planning Permission
H1(7) Bethesda Close	22	22			Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(8) The Severn Stiles	23		23		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(9) Frobisher Road	10			10	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(10) Pencoed Castle	12	6	6		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(11) Laburnum Drive	20	20			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(12) Former Tredegar Park Golf Course	150	60	90		Implemented and funded through the private sector	Outline Planning Permission

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
H1(13) Allt-Yr-Yn Campus	125	97	28		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(14) Monmouthshire Bank Sidings	390	90	150	150	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(15) Victoria Wharf, Old Town Dock	130			130	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(16) Penmaen Wharf	160		160		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(17) Former Hurrans Garden Centre	60	60			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(19) Land at Hartridge High School	65		65		Implemented and funded through the private sector	Outline Planning Permission
H1(21) Former Floors 2 Go	10		10		Implemented and funded through the private sector (including Section 106)	Permission subject to S106
H1(23) Traston Lane	21	21			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1 (24) 30-33 High Street	24		24		Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission
H1(25) Taylors Garage	71	71			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(26) Ty Du Works	26	26			Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
H1(30) Rear of South Wales Argus	82	70	12		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(31) Roman Lodge Hotel	10		10		Implemented and funded through the private sector (subject to Section 106)	Planning Permission subject to S106
H1(32) Former Sainsburys	140		135	5	Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission subject to S106
H1(34) Bankside Coverack Road	38		38		Implemented and funded through the private sector (subject to Section 106)	Planning Permission subject to S106
H1(36) Farmwood Close	10	10			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(37) City Vizion	414	189	150	75	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(38) Lysaghts Village (Orb Works)	462	214	150	98	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(39) Former Bettws Comprehensive	215	180	35		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(40) Westmark, Old Town Dock	154	64	90		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(41) Trinity View	16	16			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(42) Black Clawson (Alexandra Gate)	63	63			Implemented and funded through the private sector (including Section 106)	Full Planning Permission



LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
					106)	
H1(43) Portskewett Street	25	25			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(44) Turner Street	32	32			Implemented and funded through RSL (including Section 106)	Full Planning Permission
H1(45) Lysaghts Parc	100		100		Implemented and funded through RSL (including Section 106)	Planning Permission
H1(47) Glan Llyn	2262	410	927	925	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(51) Whitehead Works	330	30	150	150	Implemented and funded through the private sector	Housing Proposal
H1(52) Old Town Dock Remainder	350	60	150	140	Implemented and funded through the private sector	Housing Proposal
H1(53) Bideford Road	35		35		Implemented and funded through the private sector	Housing Proposal
H1(54) Jubilee Park Former Alcan Site	930	130	400	400	Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission subject to S106
H1(55) Jigsaw Site, Ringland	200		125	75	Implemented and funded through the private sector	Housing Proposal
H1(56) Opposite Belmont Lodge	122	40	82		Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission subject to S106
H1(57) Treberth Crescent	58		58		Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission subject to S106
H1(58) Panasonic	250	80	170		Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission subject to S106
H1 (59) 24 Crawford	10	10			Implemented and	Outline

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
Road					funded through the private sector (subject to Section 106)	Planning Permission subject to S106
H1 (60) Parry Drive	15	15			Implemented and funded through the private sector	Full Planning Permission
H1 (61) Former Postal Exchange, Mill Street	70	35	35		Implemented and funded through the private sector	Identified in LDP
H1 (62) Former Queens Hill School	92	30	62		Implemented and funded through the private sector	Identified in LDP
H1 (63) Telford Depot	60		20	40	Implemented and funded through the private sector	Identified in LDP
H1 (64) Uskside Paint Mills	53		53		Implemented and funded through the private sector	Identified in LDP
<b>TOTALS</b>	<b>9474</b>	<b>2476</b>	<b>4420</b>	<b>2578</b>		

#### Gypsy and Traveller Accommodation Summary Information

LDP Reference	Total Pitches	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-2016	2016-2021	2021-2026		
H16 Hartridge Farm Road	43	23	10	10	Welsh Government and Local Authority	Identified in the LDP

#### Employment Land Allocation Summary Information

LDP Reference	Use	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-2016	2016-2021	2021-2026		
EM1 (i) Duffryn	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (ii) East of Queensway Meadows, South of Glan Llyn	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (iii) Celtic Springs	B1				Implemented and funded through the private sector	Identified in the LDP
EM1 (iv) Solutia	B1, B2, B8 and leisure				Implemented and funded through the private sector	Identified in the LDP
EM1 (v) Gwent Europark	B8 distribution				Implemented and funded through the private sector	Identified in the LDP
EM1 (vi) Land off Chartist Drive	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (vii) Llanwern	B1, B2				Implemented and	Identified in

former steelworks, eastern end	and B8				funded through the private sector	the LDP
EM1 (viii) Phoenix Park (former Pirelli works) Corporation Road	B1, B2 and ancillary use				Implemented and funded through the private sector	Identified in the LDP
EM1 (ix) Godfrey Road (Rear of Station)	Business and Commercial uses				Implemented and funded through the private sector	Identified in the LDP

### Education Allocation Summary Information

LDP Reference		Phasing of Development			Implementation and Funding Source	Planning Status
		2011-2016	2016-2021	2021-2026		
CF13 i) Former Whitehead Works, Cardiff Road	Primary School				Section 106 contribution from adjacent Monmouthshire Bank Sidings permission for education provision. Implemented and funded through the private and public sector (including section 106)	Identified in the LDP
CF13 ii) Jubilee Park (Former Alcan/Novelis Site)	Primary School				Implemented and funded through the private and public sector (including section 106)	Site has outline planning permission
CF13 iii) Glan Llyn	2 Primary Schools				Implemented and funded through the private and public sector (including section 106)	Site has outline planning permission. Phase 1 has an agreed reserved matters application
CF13 iv) Llanwern Village	Primary School				Implemented and funded through the private and public sector (including section 106)	Site has outline planning permission

## 14 Procedures

### Supplementary Planning Guidance (SPG)

14.1 The LDP will be accompanied by Supplementary Planning Guidance covering topic areas which require more detailed guidance. It will be used to expand upon the Policies and proposals contained in the Plan. The appropriateness of existing SPG will be reviewed and, where applicable, may be taken forward to accompany the LDP.

14.2 The proposed list of SPG, which require reviewing and relevant assessments and consultation, to accompany the LDP is outlined below:

SPG	Current Status	Proposed Action to link SPG to the LDP	Priority
<b>General Development Guidance</b>			
Accessibility Design Guide	Adopted	Re-adopt with minimal changes.	Low 2020-2022
Design Guide for Infill and Backland Development	Adopted Sept 2009	Re-adopt with minimal changes.	High 2014-2016
Flood Risk & Sustainable Drainage Systems	Adopted Dec 2005	Revise and re-adopt to reflect new standards.	Medium 2016-2020
Flat Conversions and Houses in Multiple Occupation	Adopted June 2006	Revise to reflect new policy issues that have emerged since original adoption and re-adopt. Proposed to make two separate SPGs.	High 2014-2016
House Extensions	Adopted Jan 2005	Revise and re-adopt	High 2014-2016
Newport Public Realm Strategy	Adopted July 2006	Re-adopt with minimal changes.	Low 2020-2022
Outdoor Play Space Provision	Adopted Feb 2007	Revise and re-adopt. Revisions to update Council's approach to S106 agreements and Community Infrastructure Levy	Medium 2016-2020
Parking Guidelines	Adopted	Draft version of a revised parking SPG has been prepared for consultation based on regional standards and UDP Policies. Proposed to re-adopt with minimal changes post LDP adoption.	High 2014-2016
Planning Obligations	Adopted Dec 2007	Revision on SPG prepared based on existing UDP Policies and ready for consultation. Proposed to re-adopt post LDP adoption.	High 2014-2016
Repairs and Alterations to Listed Buildings	Adopted	Re-adopt with minimal changes.	Medium 2016-

			2020
Security Measures for Shopfronts & Commercial Premises	Adopted March 2006	Draft revision prepared for consultation in accordance with existing UDP Policies. Propose to re-adopt with minimal changes post LDP adoption.	High 2014-2016
Town Centre Shopfront Policy - A Design Guide	Adopted	Re-adopt with minimal changes	Medium 2016-2020
Welsh Government produced Residential Design Guide	Adopted 2005	Revise and consider incorporation into new SPG on residential amenity issues.	Low 2020-2022
Wildlife and Development	Adopted March 2010	Re-adopt with minimal changes.	Medium 2016-2020
<b>Site Specific Development Briefs</b>			
Crindau Development Brief	Adopted Sept 2008	Re-adopt with minimal changes.	Medium 2016-2020
Eastern Expansion Area	Adopted May 2007	Revise with updated situation and re-adopt	High 2014-2016
George Street Development Brief	Adopted Nov 2003	Re-adopt with minimal changes.	Low 2020-2022
Whitehead Works Planning Framework	Adopted Jan 2010	Revise and re-adopt to reflect planning permission on the Monmouthshire Banks Sidings site.	Medium 2016-2020
Newport 2020 Unlimited Vision	Published	Superseded by the 2010/11 Newport 2020 Masterplan refresh.	N/A
Old Town Dock Development Brief and Old Town Dock Addendum	Adopted Dec 2005 Addendum prepared in draft for consultation	Old Town Dock Addendum prepared for consultation in accordance with UDP Policies. Addendum will need to be re-adopted with minimal changes post LDP adoption.	Medium 2016-2020
Pillgwenlly Regeneration Framework	Adopted May 2009	Re-adopt with minimal changes.	Medium 2016-2020
Rodney Parade Development Brief	Adopted July 2006	Re-adopt with minimal changes.	Medium 2016-2020
Station Yard Urban Design Framework	Adopted 2009	Re-adopt with minimal changes.	Medium 2016-2020
The River Usk Strategy	Adopted July 2009	Re-adopt with minimal changes.	Low 2020-2022
<b>Draft SPG</b>			
Affordable Housing	Draft 2004	Revise with updated figures and re-adopt.	High 2014-

			2016
Nature Conservation Strategy	Draft August 2004	Superseded the Wildlife & Development SPG and Local Biodiversity Action Plan monitoring procedures.	N/A
Newport City Centre Masterplan	Draft July 2004	No action proposed. The Newport 2020 Refresh and site specific development briefs cover the area discussed in the City Centre Masterplan.	N/A
<b>New SPG</b>			
Amenity Standards	New SPG to be produced.	Prepare SPG, consult and adopt.	Medium 2016-2020
Archaeology and Development	Draft prepared for consultation	Draft prepared for consultation in accordance with existing UDP Policies. Propose to re-adopt with minimal changes post LDP adoption.	Medium 2016-2020
Buildings in the Countryside	New SPG to be produced.	Prepare SPG, consult and adopt.	Low 2020-2022
Gwent Levels	New SPG to be produced.	Prepare SPG, consult and adopt.	Medium 2016-2020
Pillgwenlly Playing Fields Regeneration Strategy	New SPG to be produced	Prepare SPG, consult and adopt.	Medium 2016-2020
Residential Guidelines	New SPG to be produced.	Prepare SPG, consult and adopt.	Low 2020-2022
Special Landscape Areas	New SPG to be produced	Prepare SPG, consult and adopt.	Medium 2016-2020
Trees and Development	New SPG to be produced.	Prepare SPG, consult and adopt.	Low 2020-2022
Celtic Manor Masterplan	New SPG to be produced.	Prepare SPG, consult and adopt.	High 2014-2016
Advertising	New SPG to be produced.	Prepare SPG, consult and adopt.	Medium 2016-2020
Employment Land	New SPG to be produced.	Prepare SPG, consult and adopt.	High 2014-2016
Barn Conversion	New SPG to be produced.	Prepare SPG, consult and adopt.	Medium 2016-2022
Waste Management Facilities	New SPG to be produced.	Prepare SPG, consult and adopt.	Medium 2016-2022



## Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA)

- 14.3 It is a mandatory requirement, under Section 62 (6a) of the Planning and Compulsory Purchase Act 2004, or as amended, for the Local Development Plan to be appraised in terms of its sustainability. It is also a requirement that an Environmental Assessment of the Plan is undertaken in compliance with European Union Directive (2001/42/EC) and the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004. Therefore a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) has been undertaken as part of the LDP process. The Welsh Assembly Government has decided that the requirements of the SEA directive are best incorporated into the SA. The SA/SEA process ensures that sustainability is at the heart of decisions at every stage of Plan preparation. The purpose of the SA/SEA is to appraise the social, environmental and economic effects of LDP proposals and Policies to ensure that they accord with the principles of sustainable development.
- 14.4 The European Habitats Directive (92/43/EEC) requires a Habitats Regulation Assessment (HRA) to be undertaken where plans are screened in order to determine whether the Plan, 'in combination' with other plans and projects, is likely to have a significant adverse impact on a European Natura 2000 site. Natura 2000 Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Ramsar sites (wetlands of international importance) are afforded the same level of protection. Newport has a range of such designated sites within and adjoining its Authority area which have been considered in the assessment of the Plan.
- 14.5 The following reports were prepared, consulted and published alongside the LDP:
- Scoping Report of the Sustainability Appraisal<sup>98</sup>
  - Initial Sustainability Appraisal Report<sup>99</sup>
  - Initial Screening Report for Habitat Regulations Assessment<sup>100</sup>
  - Final Sustainability Appraisal Report<sup>101</sup>
  - Final Habitat Regulations Assessment Report<sup>102</sup>

<sup>98</sup> Available at: <http://www.newport.gov.uk/en/Planning-Housing/Planning/Local-Development-Plan/Sustainability-appraisal.aspx>

<sup>99</sup> Available at: <http://www.newport.gov.uk/en/Planning-Housing/Planning/Local-Development-Plan/Sustainability-appraisal.aspx>

<sup>100</sup> Available at: <http://www.newport.gov.uk/en/Planning-Housing/Planning/Local-Development-Plan/Habitat-regulations-assessment.aspx>

<sup>101</sup> Available at: <http://www.newport.gov.uk/en/Planning-Housing/Planning/Local-Development-Plan/Sustainability-appraisal.aspx>

<sup>102</sup> Available at: <http://www.newport.gov.uk/en/Planning-Housing/Planning/Local-Development-Plan/Habitat-regulations-assessment.aspx>

## GLOSSARY

AMR	Annual Monitoring Report.
ASERA	Association of Severn Estuary Relevant Authorities
BREEAM	Building Research Establishment Environmental Assessment Method
Cadw	Cadw is the historic environment service of the Welsh Government.
CCW	Countryside Council for Wales. The Countryside Council for Wales is the Government's statutory advisor on sustaining natural beauty, wildlife and the opportunity for outdoor enjoyment in Wales and its inshore waters. It is now part of Natural Resources Wales.
CFMP	Catchment Flood Management Plan.
CIL	Community Infrastructure Levy. This is a new planning charge, introduced by the Planning Act 2008. The CIL will be levied in pounds per square metre on floorspace arising from any chargeable development.
EIA	Environmental Impact Assessment.
GGAT	Glamorgan-Gwent Archaeological Trust.
GIA	Gross Internal Area.
GI	Green Infrastructure can be defined as “a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.”
Ha	Hectares, a unit of measurement of land area of 10,000 square metres, (e.g 100m X 100m). 1 ha = 2.471 acres.
HMO	House in Multiple Occupations.
HRA	Habitat Regulations Assessment.
IDB	Internal Drainage Board.
LANDMAP	LANDMAP is a GIS (Geographical Information System) based landscape resource where landscape characteristics, qualities and influences on the landscape are recorded and evaluated into a nationally consistent data set, compiled by Natural Resources Wales.
LBAP	Local Biodiversity Action Plan.
The Lifetime Homes	The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes.

LHMA	Local Housing Market Assessment.
LNR	Local Nature Reserve.
MPPW	Minerals Planning Policy Wales, published by the Welsh Government to set out national minerals planning policy for Wales.
MTAN	Minerals Technical Advice Note, published by the Welsh Government to supplement Minerals Planning Policy Wales.
NTP	National Transport Plan.
NRW	Natural Resources Wales; encompasses Countryside Council for Wales, Environment Agency Wales and the Forestry Commission.
PPW	Planning Policy Wales, published by the Welsh Government to set out national planning policy for Wales. Note that English Planning Policy Statements do not apply to Wales.
Ramsar	The Ramsar Convention (The Convention on Wetlands of International Importance, especially as Waterfowl Habitat) is an international treaty for the conservation and sustainable utilisation of wetlands i.e. to stem the progressive encroachment on and loss of wetlands now and in the future.
RIGS	Regionally Important Geodiversity and/or Geomorphological Sites.
RWP	Regional Waste Plan prepared for South East Wales.
RTP	Regional Transport Plan prepared by SEWTA.
S106	Section 106 of the Town and Country Planning Act 1990, as amended by Section 12 of the Planning and Compensation Act (1991), is the legislative framework for planning obligations. The purpose of planning obligations is to overcome the negative impacts that new development can place upon the local community.
SA/SEA	Sustainability Appraisal / Strategic Environmental Assessment.
SECG	Severn Estuary Coastal Group.
SEWSPG	South East Wales Strategic Planners Group.
SEWTA	South East Wales Transport Alliance (website: <a href="http://sewta.net/">http://sewta.net/</a> ). SEWTA is a consortium established on 1st April 2003 by the ten local authorities in South East Wales to carry out their functions in respect of public transport and some other transport matters. SEWTA works in close liaison with partners representing public transport operators and users.
SFCA	Strategic Flood Consequence Assessment.
SINC	Site of Importance for Nature Conservation.
SLA	Special Landscape Area.

SPG	Supplementary Planning Guidance.
SSSI	Site of Special Scientific Interest.
SQ M	Square metres. 1 sq m = 10.764 square feet (sq ft)
SUDS	Sustainable Drainage System.
Sustainable Development	Development is development meets the needs of the present without compromising the ability of future generations to meet their own needs.
SWMP	Site Waste Management Plan.
SWRAWP	South Wales Regional Aggregates Working Party.
TAN	Technical Advice Note, a series published by the Welsh Government to supplement Planning Policy Wales.
UDP	Unitary Development Plan.
UKBAP	UK Biodiversity Action Plan.
Use Class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
WG	Welsh Government.
Welsh Office	Circular 13/97: The Circular sets out the statutory framework and policy guidance to local planning authorities and developers on the use of Planning Obligations.

## PROPOSALS AND CONSTRAINTS MAPS – INDEX

### PROPOSALS MAP

Proposal/Designation & Constraint	Relevant Policy
Environmental Spaces and Corridors	CE3
Archaeologically Sensitive Area	CE6
Conservation Area	CE7
Local Nature Reserve	CE8
Coastal Zone	CE9
Leisure and Sporting Facilities	CF1
Allotment	CF6
Celtic Manor Resort	CF9
Education Sites	CF13
Employment	EM1
Newport Docks	EM2
Housing Policies	H1
Gypsy and Traveller Residential Accommodation	H16
Safeguarding of Mineral Resource	M1, SP21
Wharves and Rail	M4
District Centres	R6, R7
Local Centres	R8, R9
Urban Boundary	SP5
Countryside	SP5
Green Belt	SP6
Green Wedges	SP7
Special Landscape Area	SP8
Eastern Expansion Area	SP11
Major Road Schemes	SP16
Long Distance Walk/Cycleway	T5
All Wales Coast Path	T8

### CONSTRAINTS MAP<sup>103</sup>

Proposal/Designation & Constraint	Relevant Policy
Line of Relief M4 (July 2014)	
M4 Protected Corridor (July 2014)	
Site of Special Scientific Interest (SSSI)	GP5
Special Area of Conservation (SAC)	GP5
RAMSAR & Special Protection Area (SPA)	GP5
TAN 15 Zone B	GP1
TAN 15 Zone C2	GP1
TAN 15 Zone C1	GP1
National Nature Reserve	GP5
Landscape of Outstanding Historic Interest	CE4
Historic Park or Garden	CE4
Newport Council's Administrative Boundary	

<sup>103</sup> Constraints are frequently updated. For the most up-to-date Constraints Map, please use the Council's online 'My Maps' facility, available at <http://my.newport.gov.uk/iShare/myNewport.aspx>

Scheduled Ancient Monuments	CE6
Local Nature Reserve	GP5, CE8
Regionally Important Geomorphological Sites (RIGS)	CE8
Sites of Importance for Nature Conservation (SINCs)	GP5
Coal Authority Development Risk	



## PROPOSALS MAP INSETS

### INSET MAPS

Inset 1 – Castleton and Marshfield Village Boundary  
Inset 2 – St Brides Village Boundary  
Inset 3 – Bishton Village Boundary  
Inset 4 – Llanwern Village Boundary  
Inset 5 – Underwood Village Boundary  
Inset 6 – Llanvaches Village Boundary  
Inset 7 – Parc Seymour Village Boundary  
Inset 8 – Christchurch Village Boundary  
Inset 9 – Caerleon Inset Map  
Inset 10 – City Centre Inset Map

### DISTRICT CENTRES

DC1 – Beechwood District Centre  
DC2 – Corporation Road District Centre  
DC3 – Maindee District Centre  
DC4 – Caerleon Road District Centre  
DC5 – Malpas Road District Centre  
DC6 – Commercial Road District Centre  
DC7 – Handpost District Centre  
DC8 – Goldcroft Common District Centre  
DC9 – High Street, Caerleon District Centre  
DC10 – Newport Retail Park District Centre

### LOCAL CENTRES

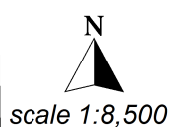
LC1 – Laurel Drive, Bassaleg Local Centre  
LC2 – Thornbury Park, Highcross Local Centre  
LC3 – Greenfield Stores, Rogerstone Local Centre  
LC4 – Bettws Local Centre  
LC5 – Malpas Road Local Centre  
LC6 – Russell Drive, Malpas Local Centre  
LC7 – Almond Drive, Malpas Local Centre  
LC8 – Clytha Park Road Local Centre  
LC9 – St Woolos Local Centre  
LC10 – Bassaleg Road Local Centre  
LC11 – Gaer Road Local Centre  
LC12 – Cardiff Road Local Centre  
LC13 – Clarence Place Local Centre  
LC14 – Roman Way, Caerleon Local Centre  
LC15 – Alway Local Centre  
LC16 – Ringland Local Centre  
LC17 – Moorland Park Local Centre  
LC18 – Underwood Local Centre  
LC19 – Jubilee Park (Former Alcan Site)\*  
LC20 – Glan Llyn\*  
LC21 – Llanwern Village\*

\*Local Centres that have been agreed but not implemented at Glan Llyn (H1(47)) and the Former Alcan Site (Jubilee Park: H1(54)) are shown indicatively on the Proposals Map and on Inset Map 4 for Llanwern Village (H1(3)).



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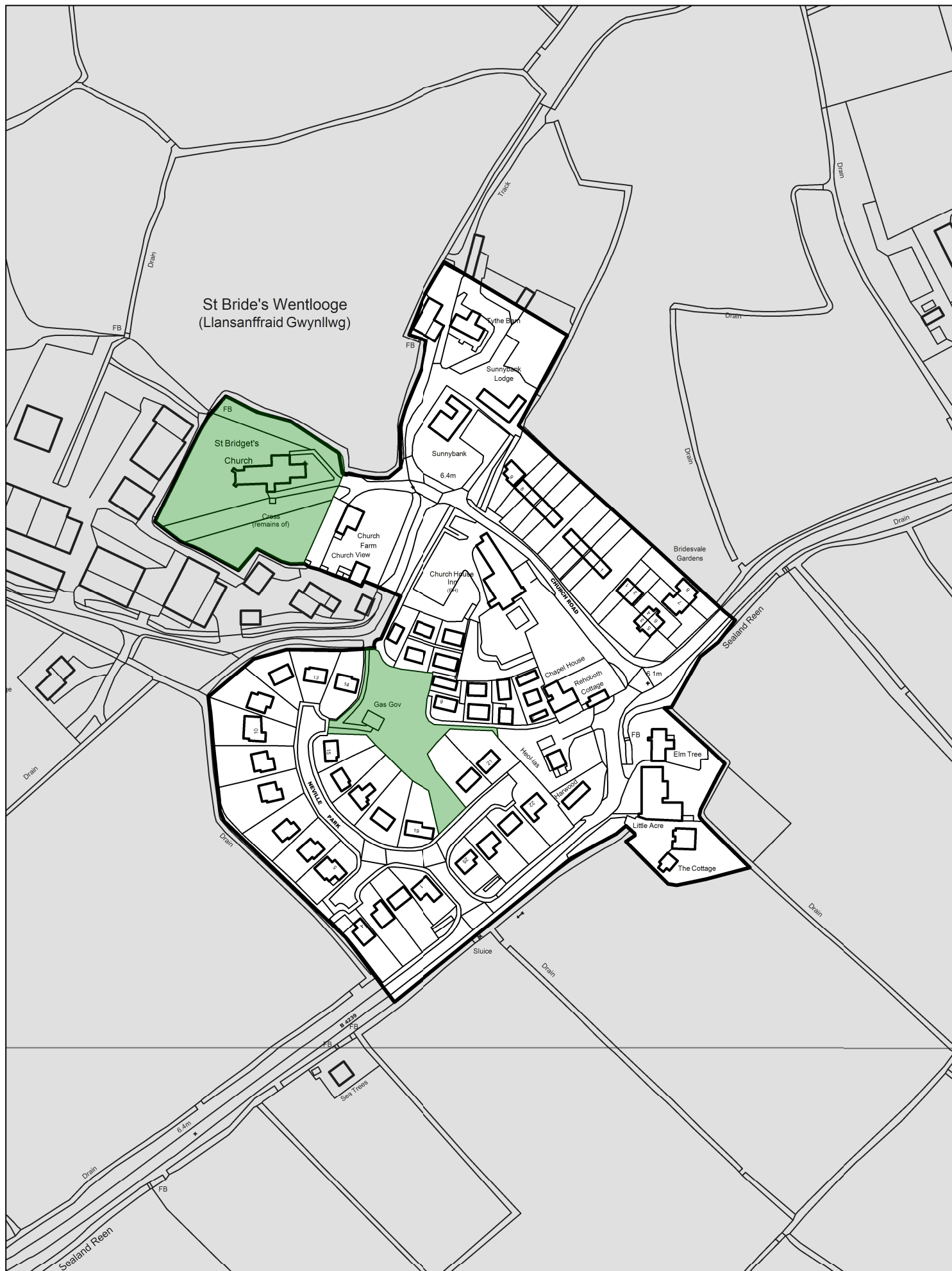


**Marshfield and Castleton Village Boundary**

Newport Local Development Plan 2011 - 2026

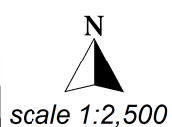
Inset 1





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**Inset 2**  
**St Brides Wentlooge Village Boundary**  
Newport Local Development Plan 2011 - 2026







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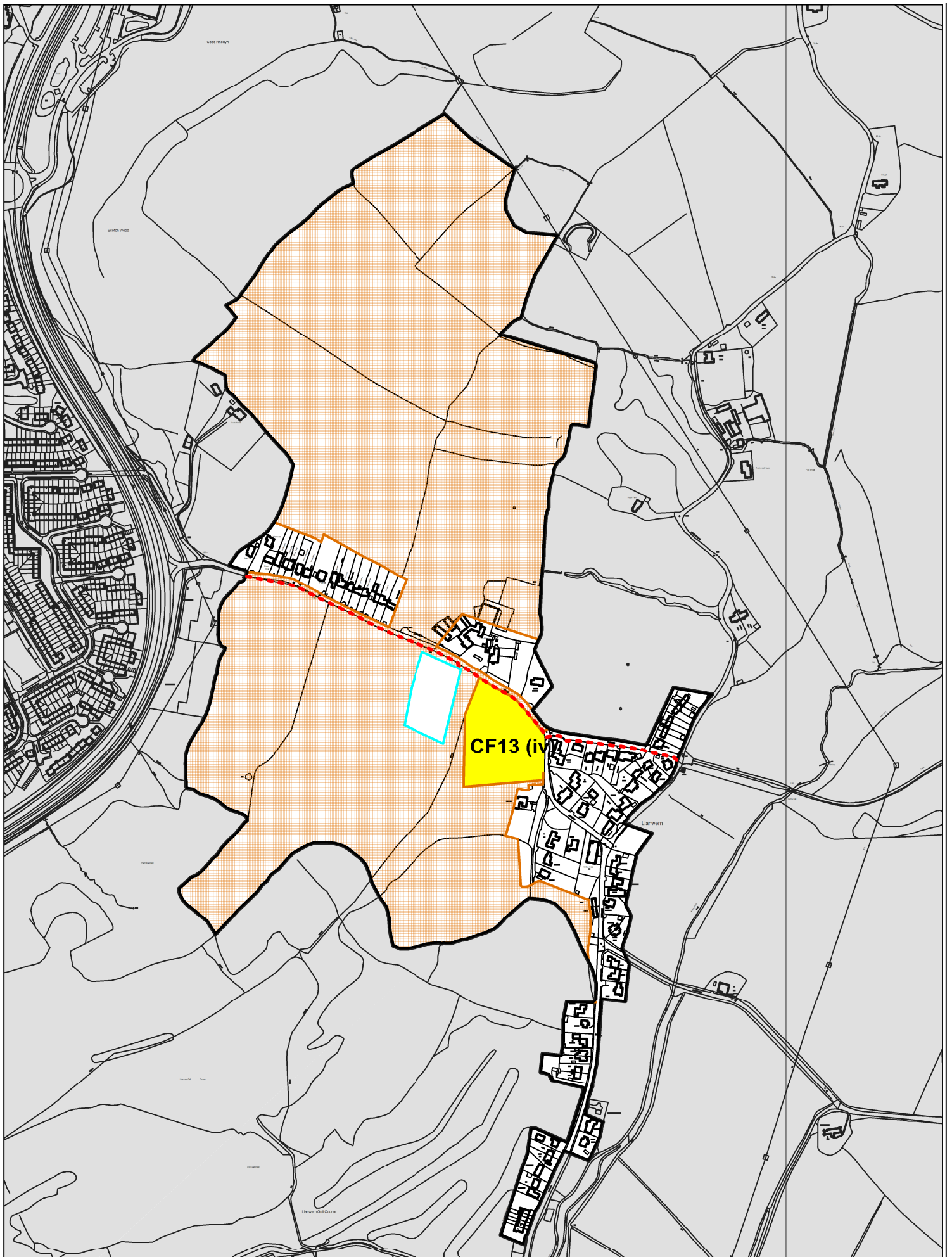
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**Inset 3**

**Bishton Village Boundary**

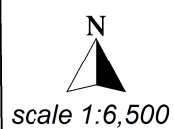
Newport Local Development Plan 2011 - 2026



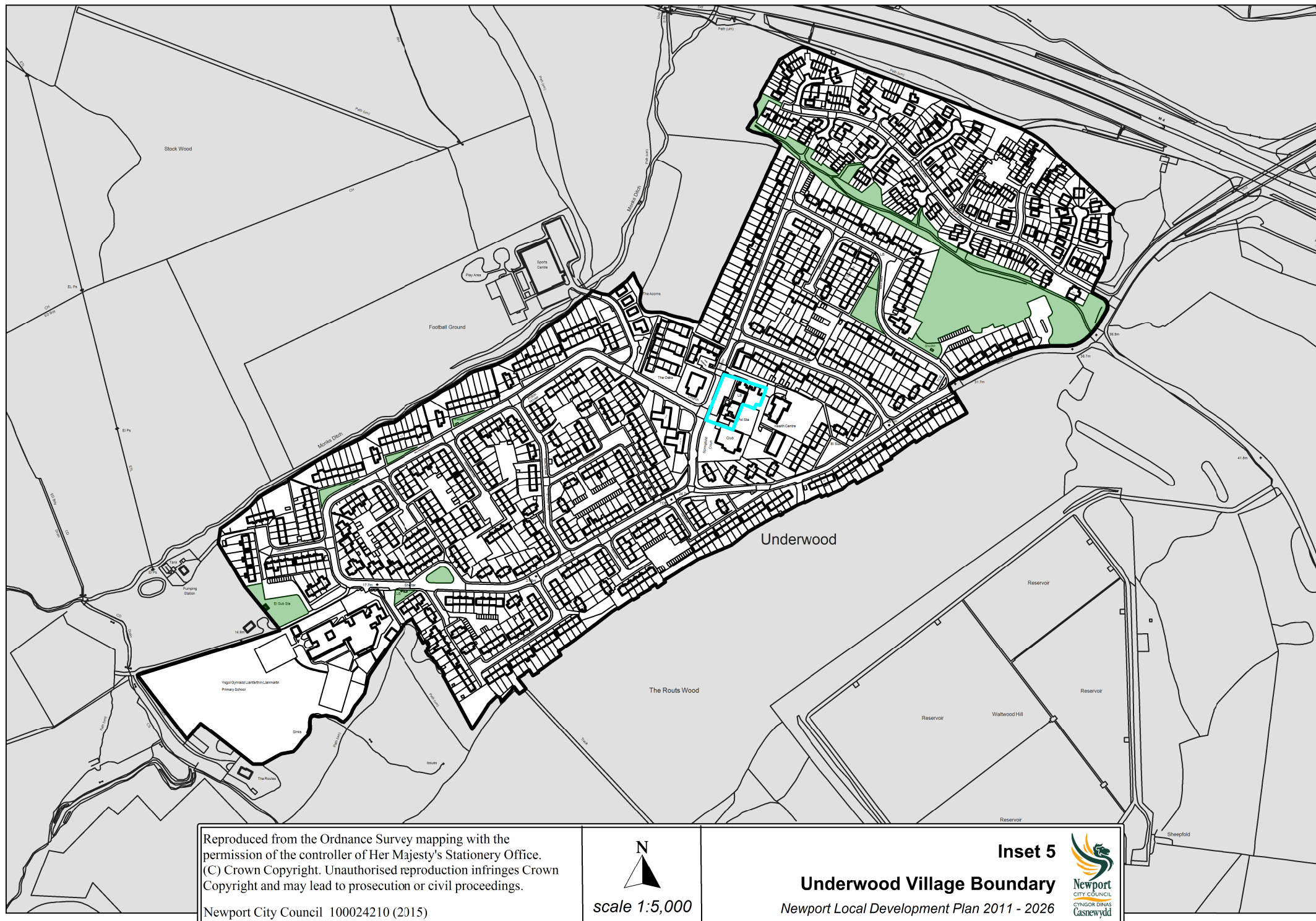


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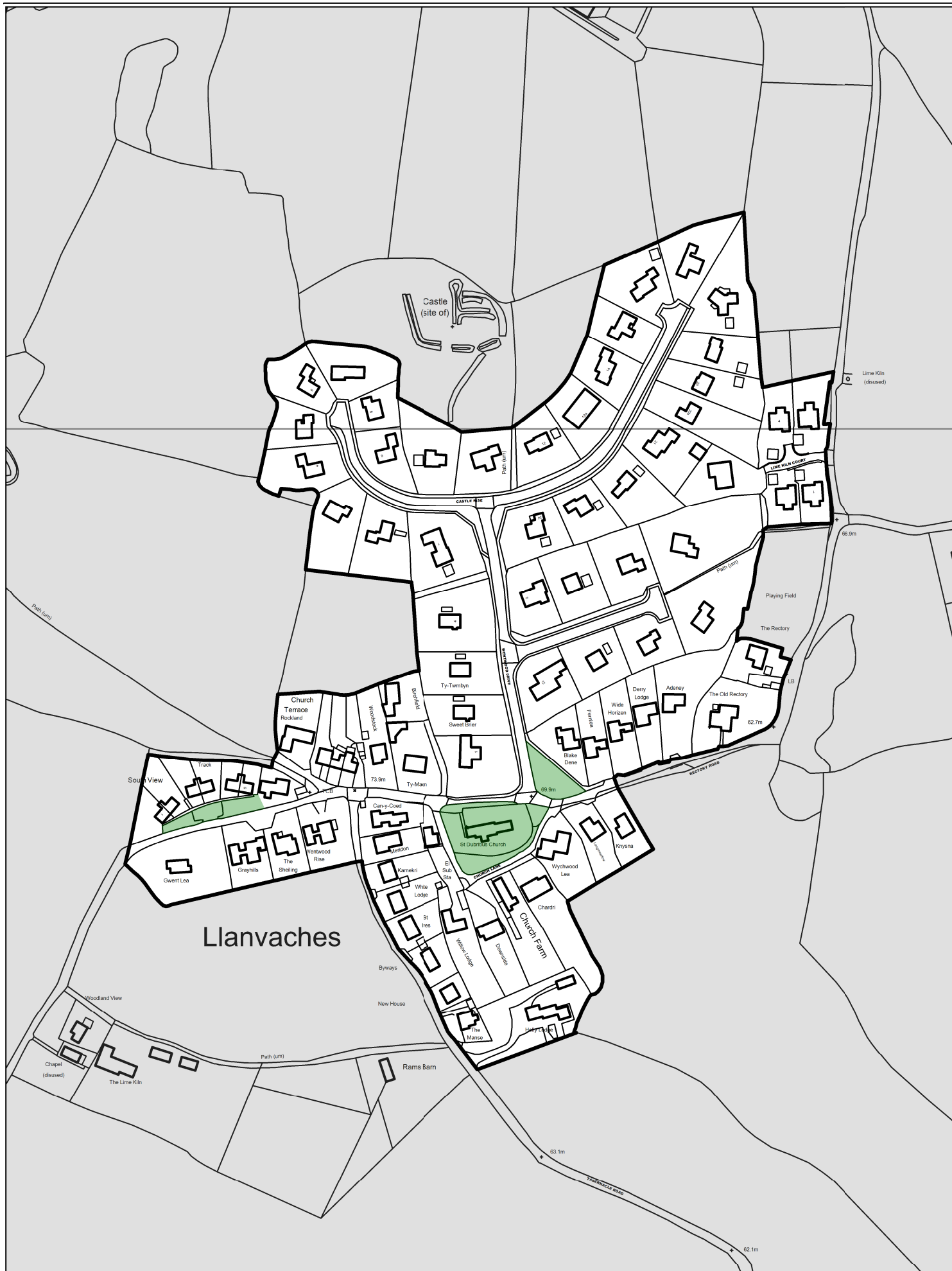
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**Inset 5**  
**Underwood Village Boundary**  
Newport Local Development Plan 2011 - 2026

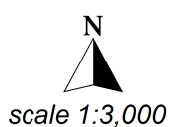




## Llanvaches

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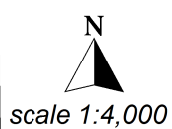
**Inset 6**  
**Llanvaches Village Boundary**  
Newport Local Development Plan 2011 - 2026





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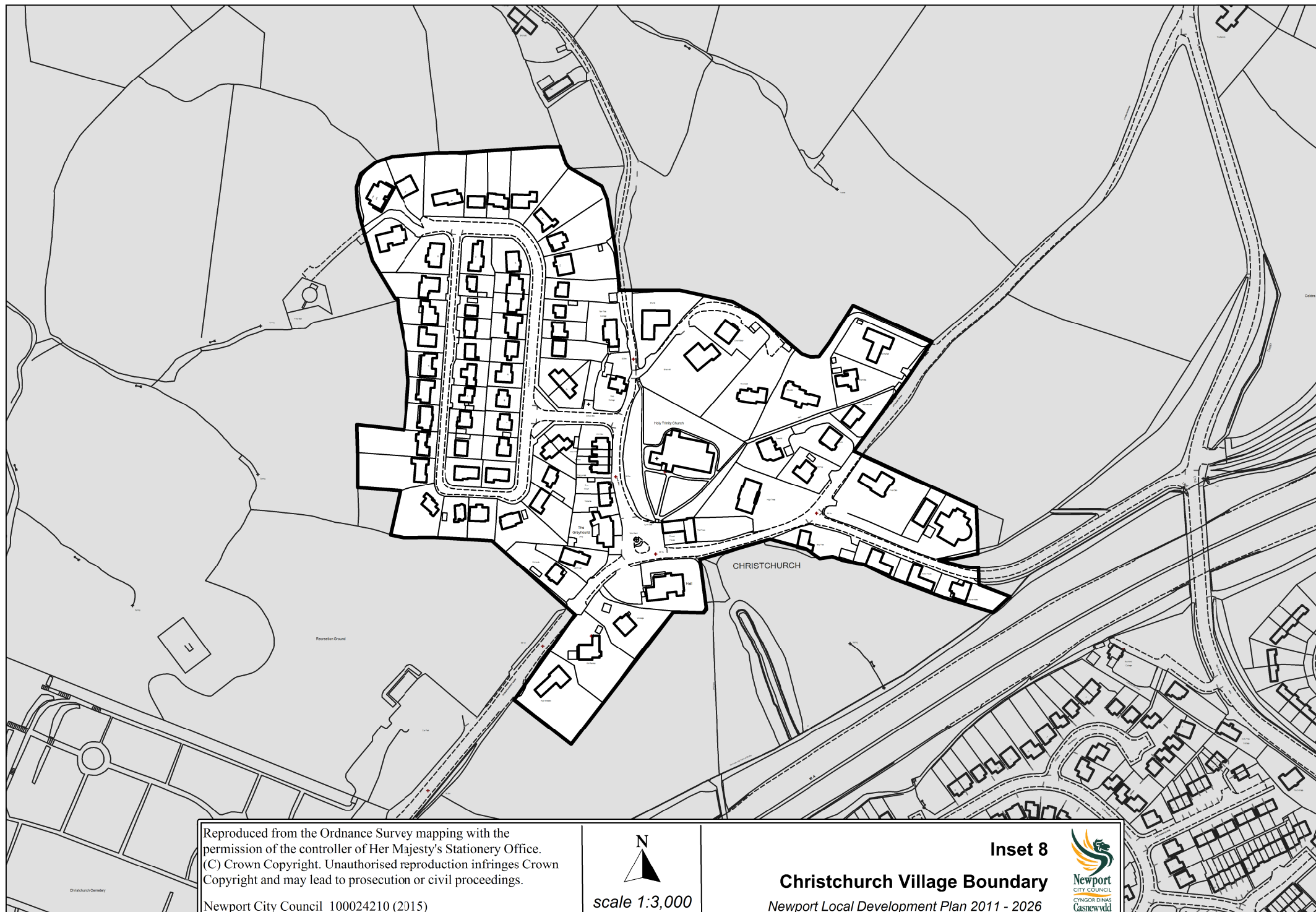
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**Inset 7**  
**Parc Seymour Village Boundary**  
Newport Local Development Plan 2011 - 2026







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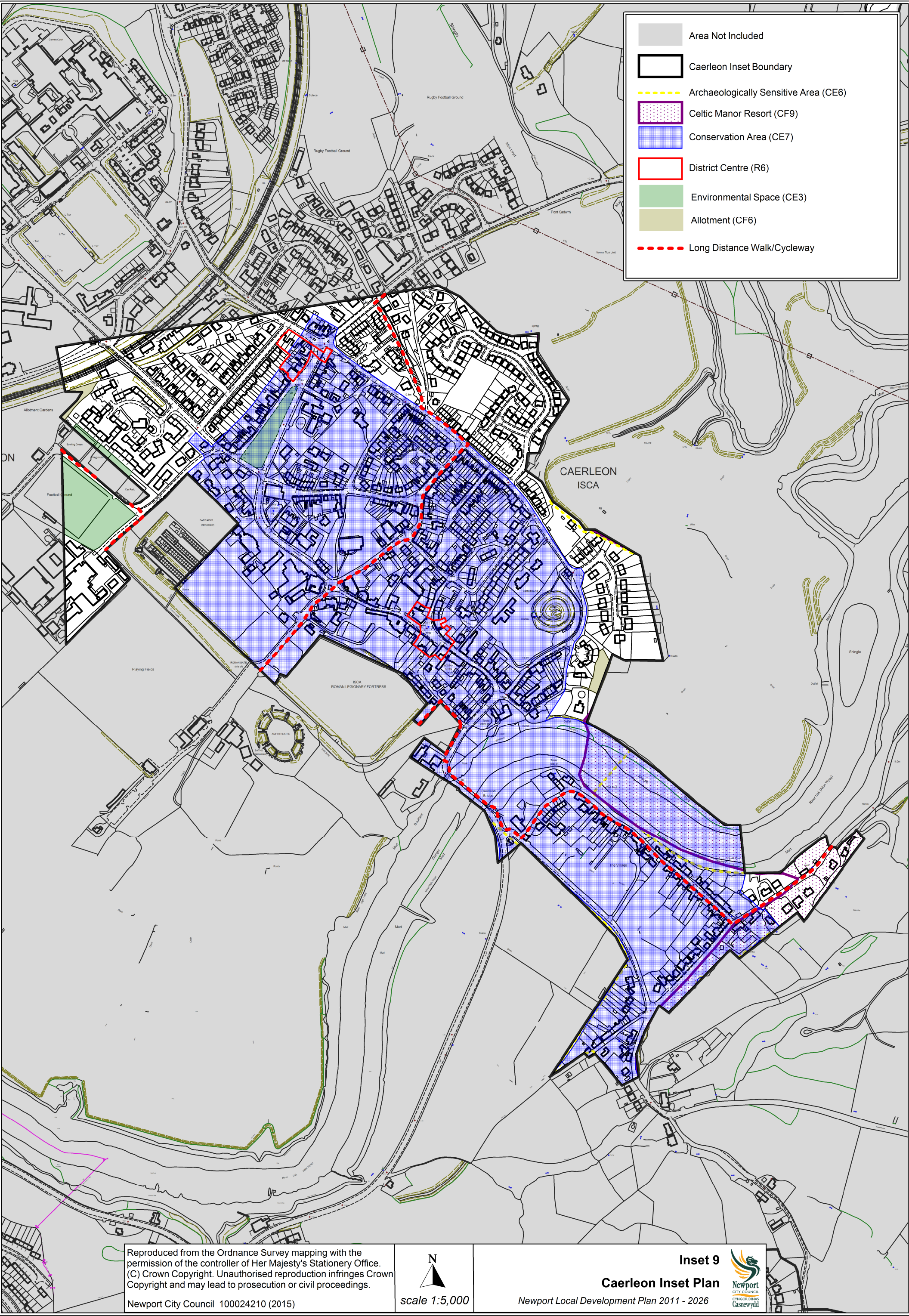
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**Inset 8**  
**Christchurch Village Boundary**  
Newport Local Development Plan 2011 - 2026







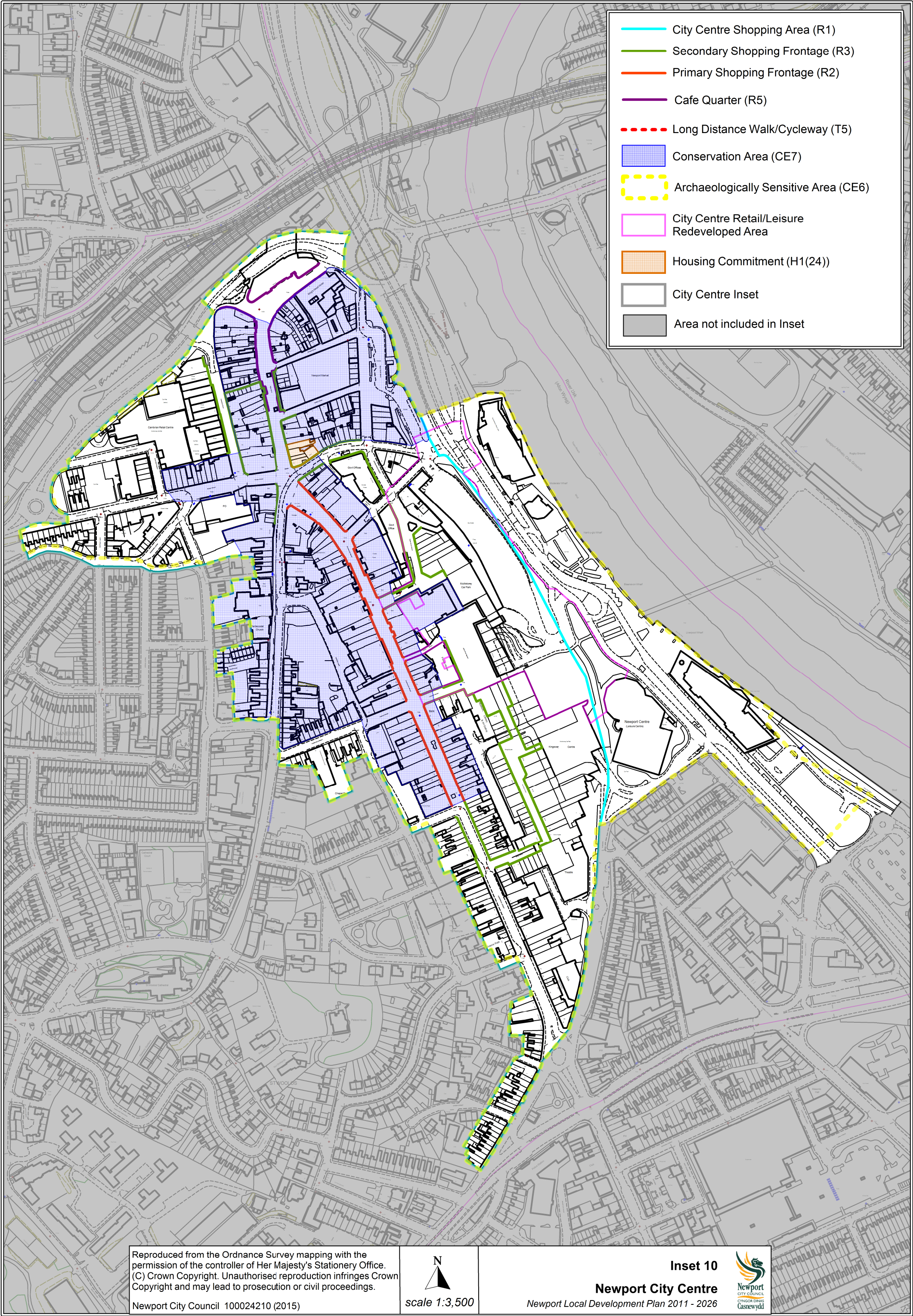
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Inset 9  
**Caerleon Inset Plan**  
Newport Local Development Plan 2011 - 2026






















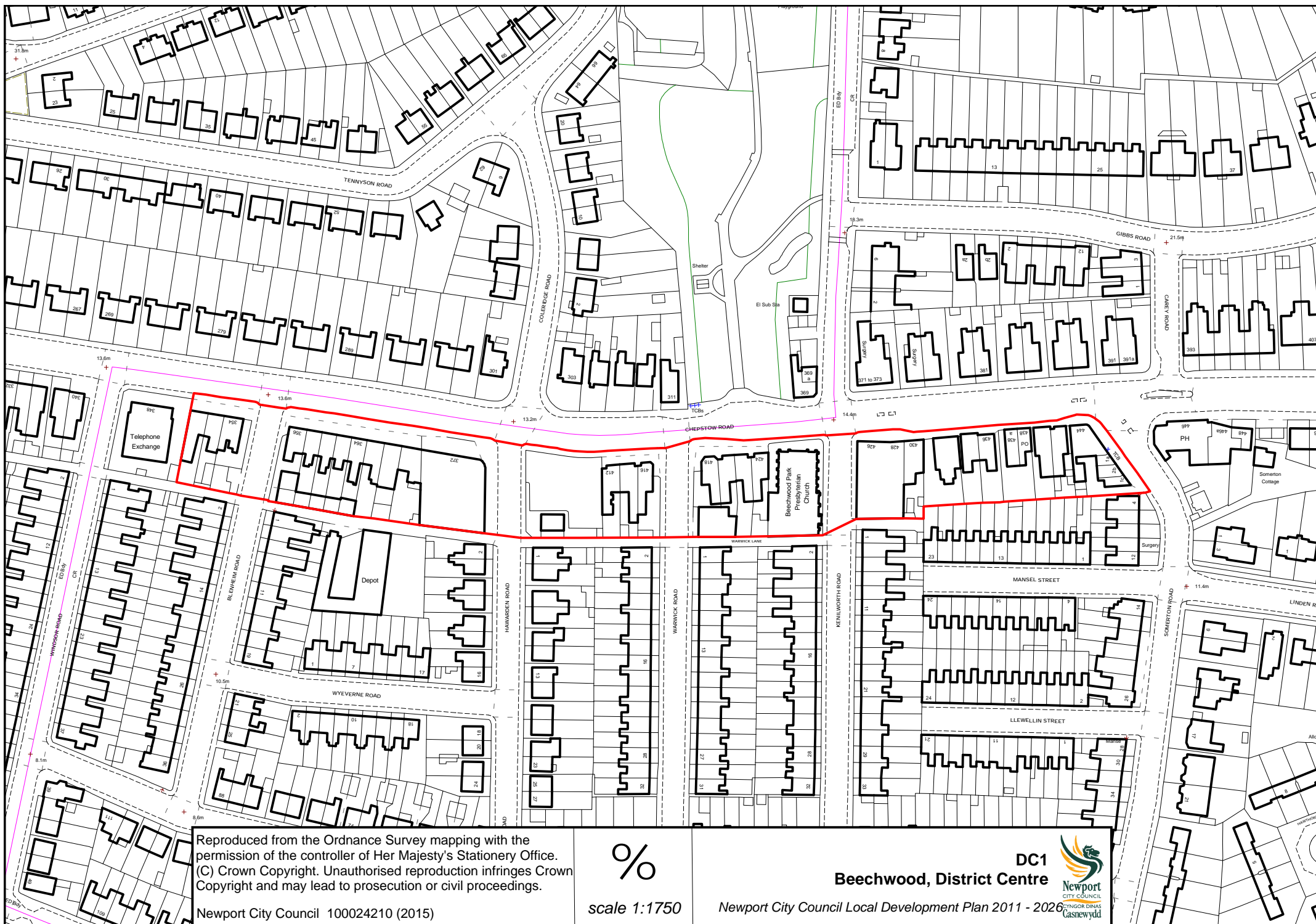


Newport City Council  
Local Development Plan  
2011 - 2026

Key For Insets

-  Allotment (CF6)
-  Archaeologically Sensitive Area (CE6)
-  Celtic Manor Resort (CF9)
-  Conservation Area (CE7)
-  District Centre (R6)
-  Education Sites (CF13)
-  Environmental Space (CE3)
-  Housing Site (H1)
-  Local Centres
-  Long Distance Walk/Cycleway (T5)
-  Primary Shopping Frontage (R2)
-  Secondary Shopping Frontage (R3)
-  Town Centre Shopping Area (R1)
-  Village/Inset Boundary
-  Area Outside Inset





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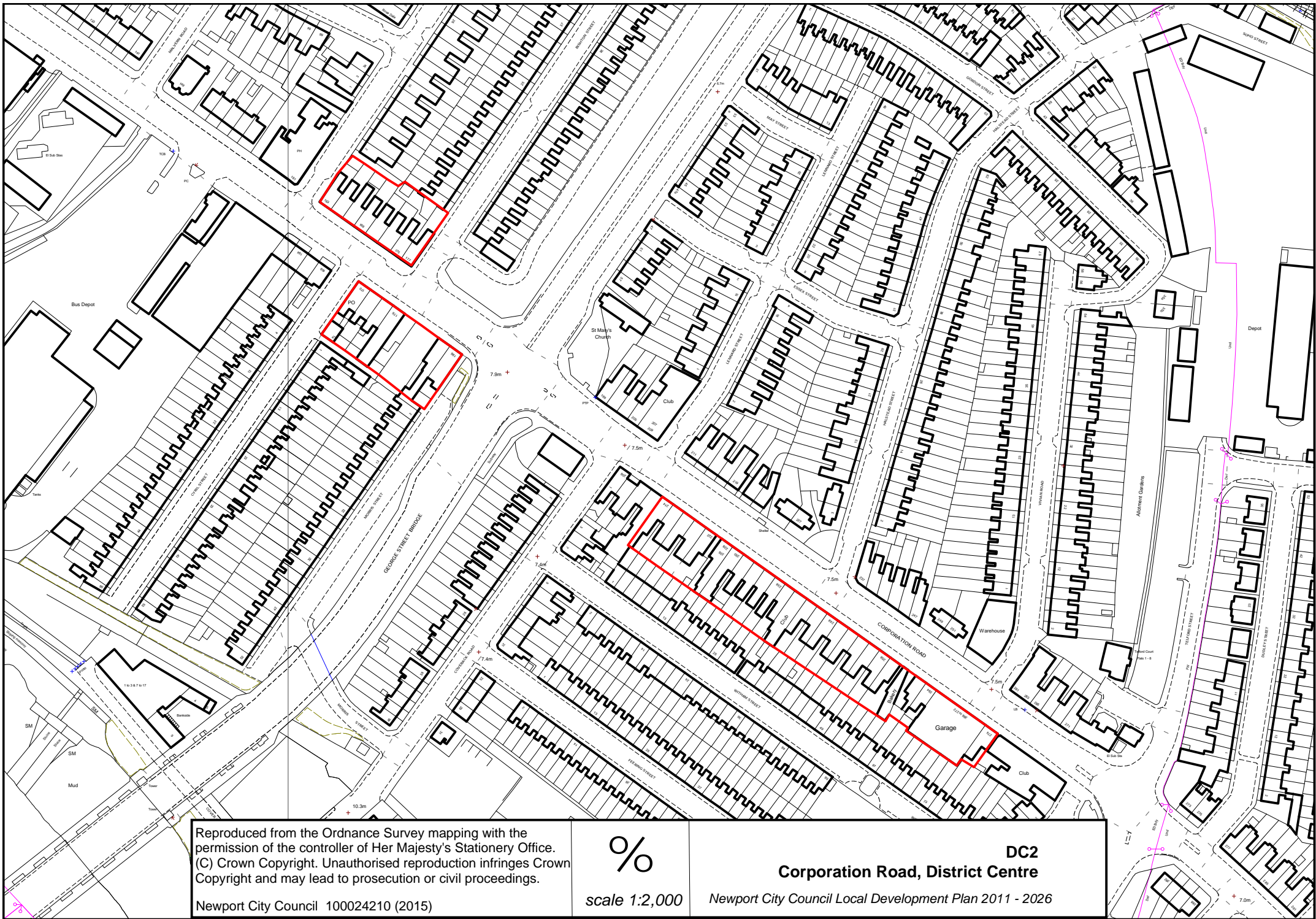
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DC1  
Beechwood, District Centre

Newport City Council Local Development Plan 2011 - 2026





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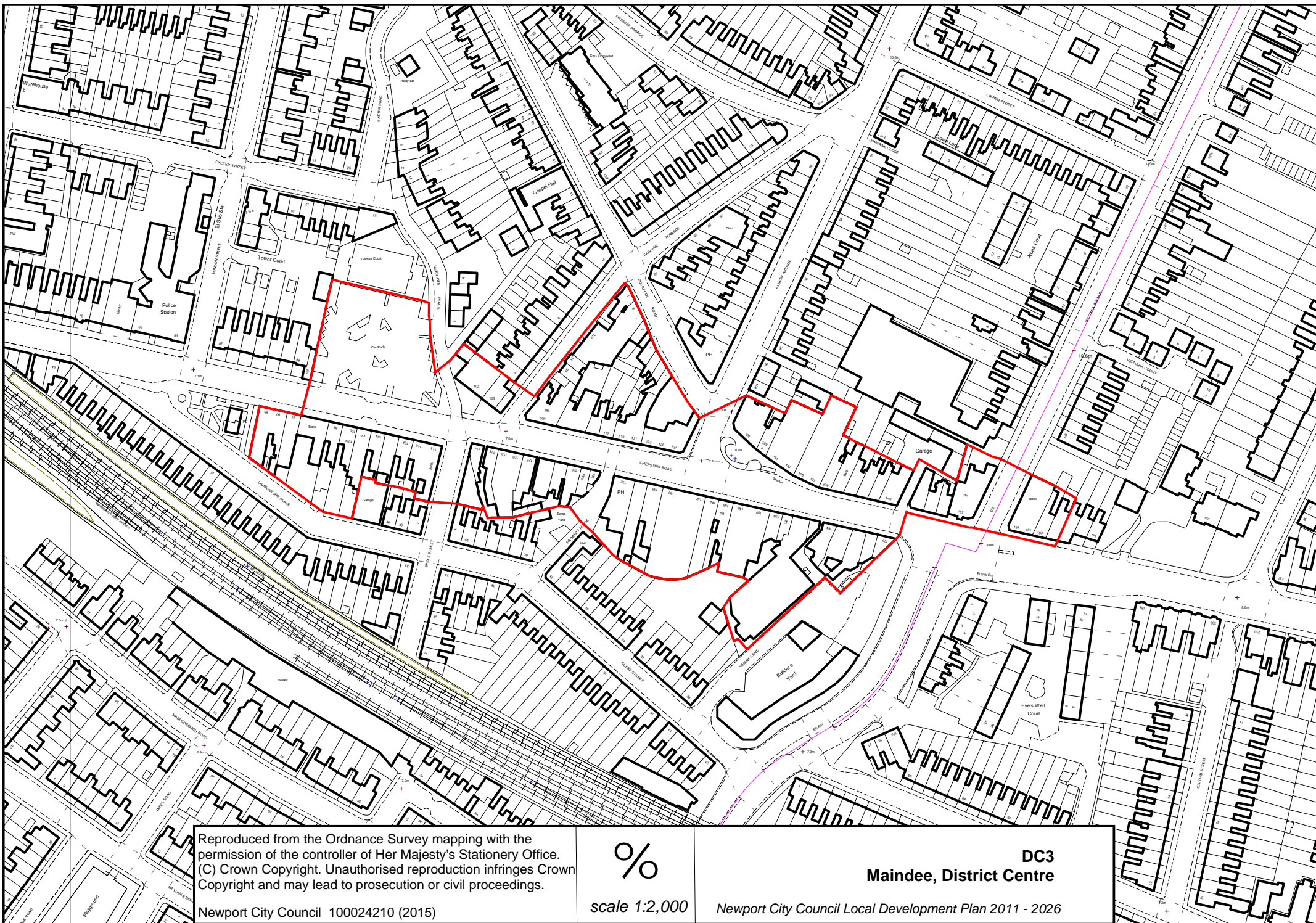
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**DC2**  
**Corporation Road, District Centre**

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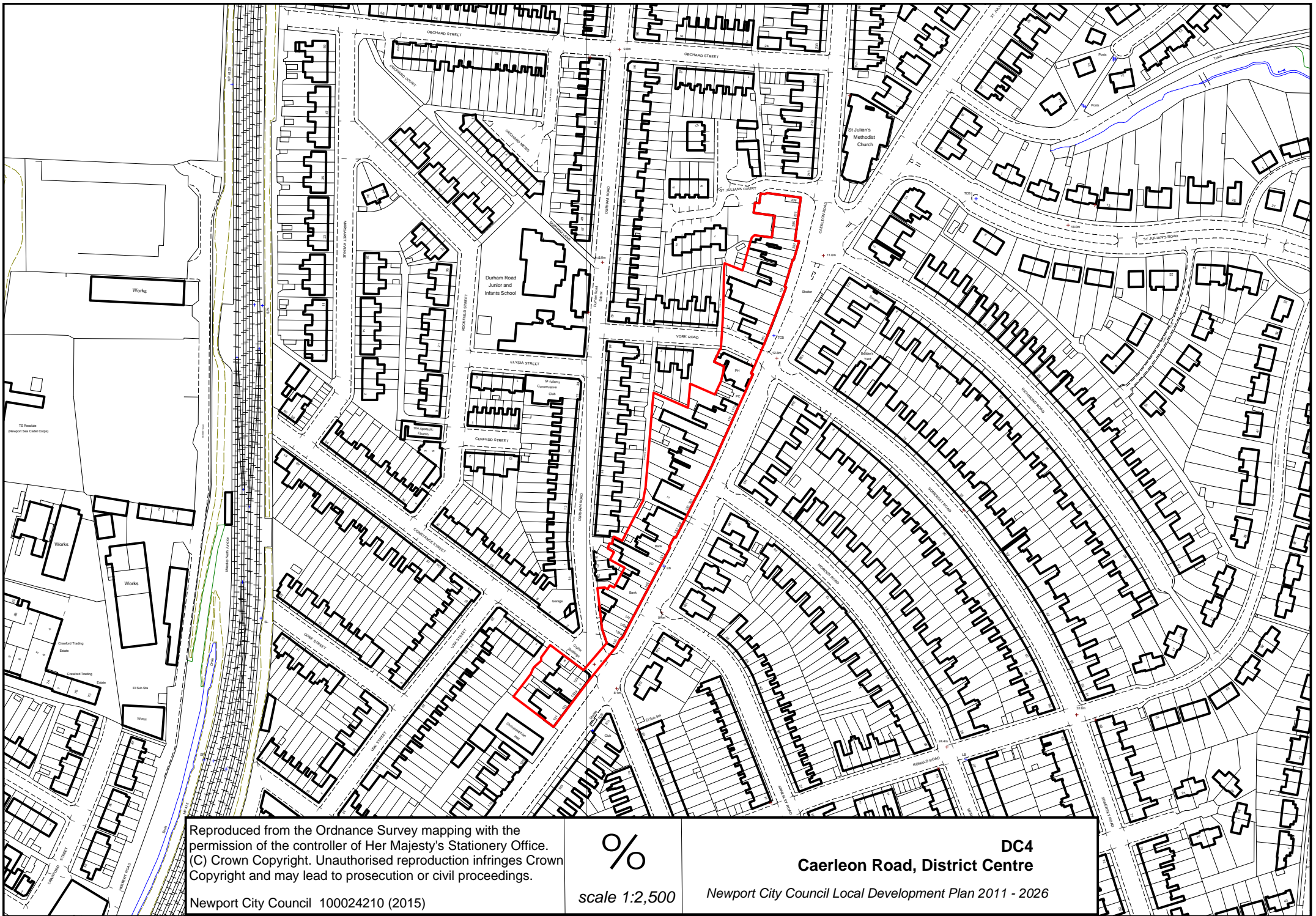
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DC3  
Maindee, District Centre

Newport City Council Local Development Plan 2011 - 2026



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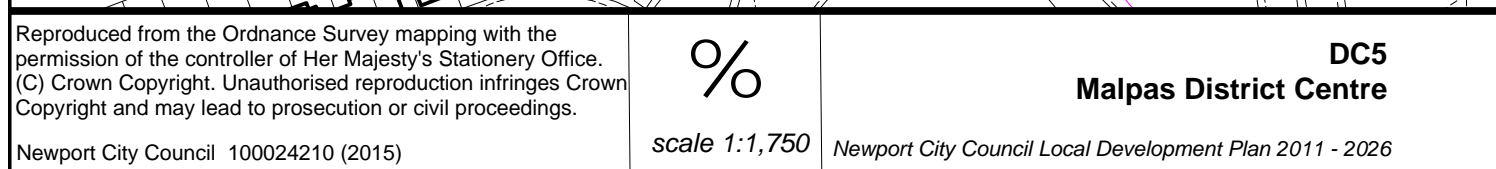
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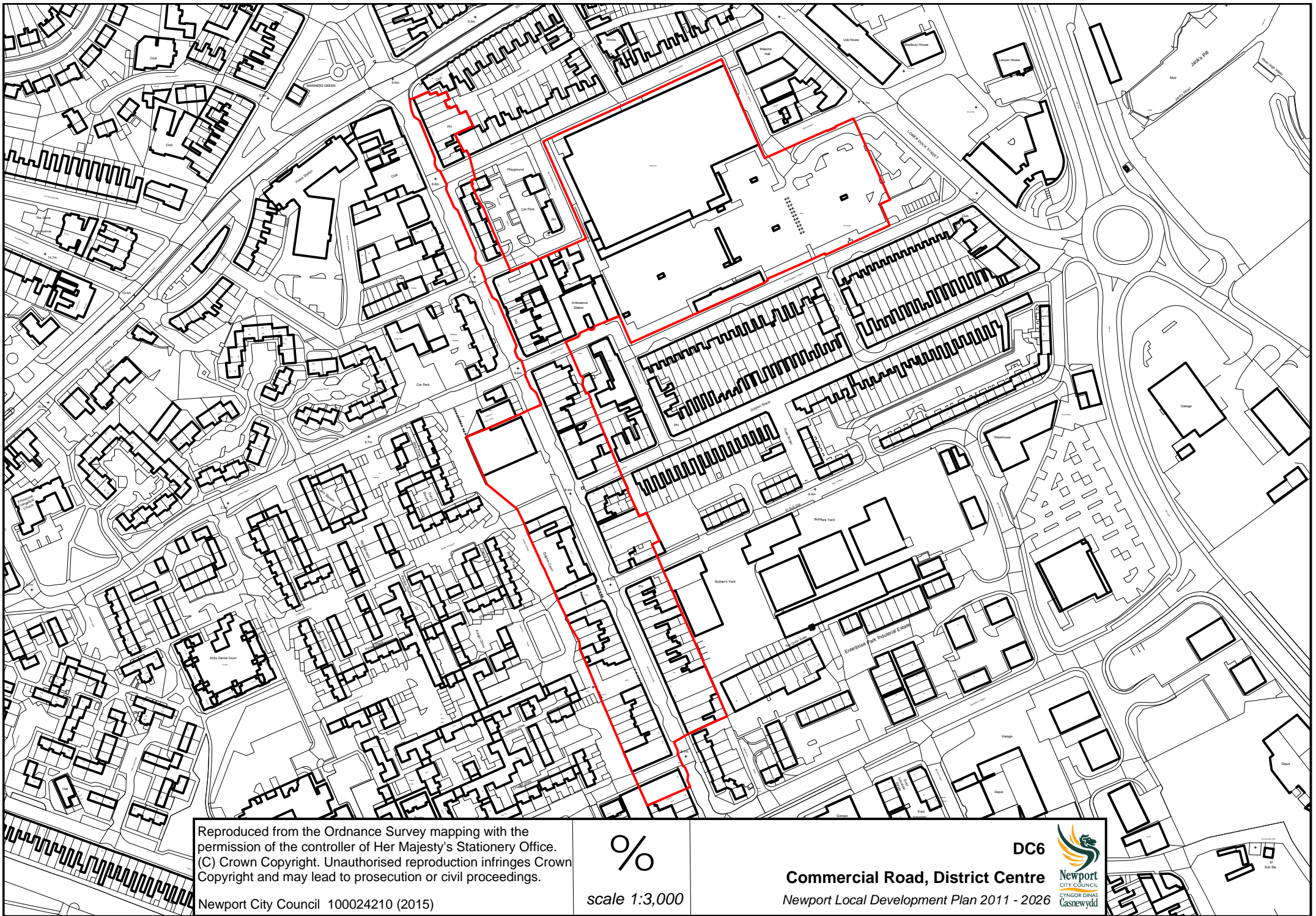
**DC4**  
**Caerleon Road, District Centre**

Newport City Council Local Development Plan 2011 - 2026





*Newport City Council Local Development Plan 2011 - 2026*



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Newport City Council 100024210 (2015)

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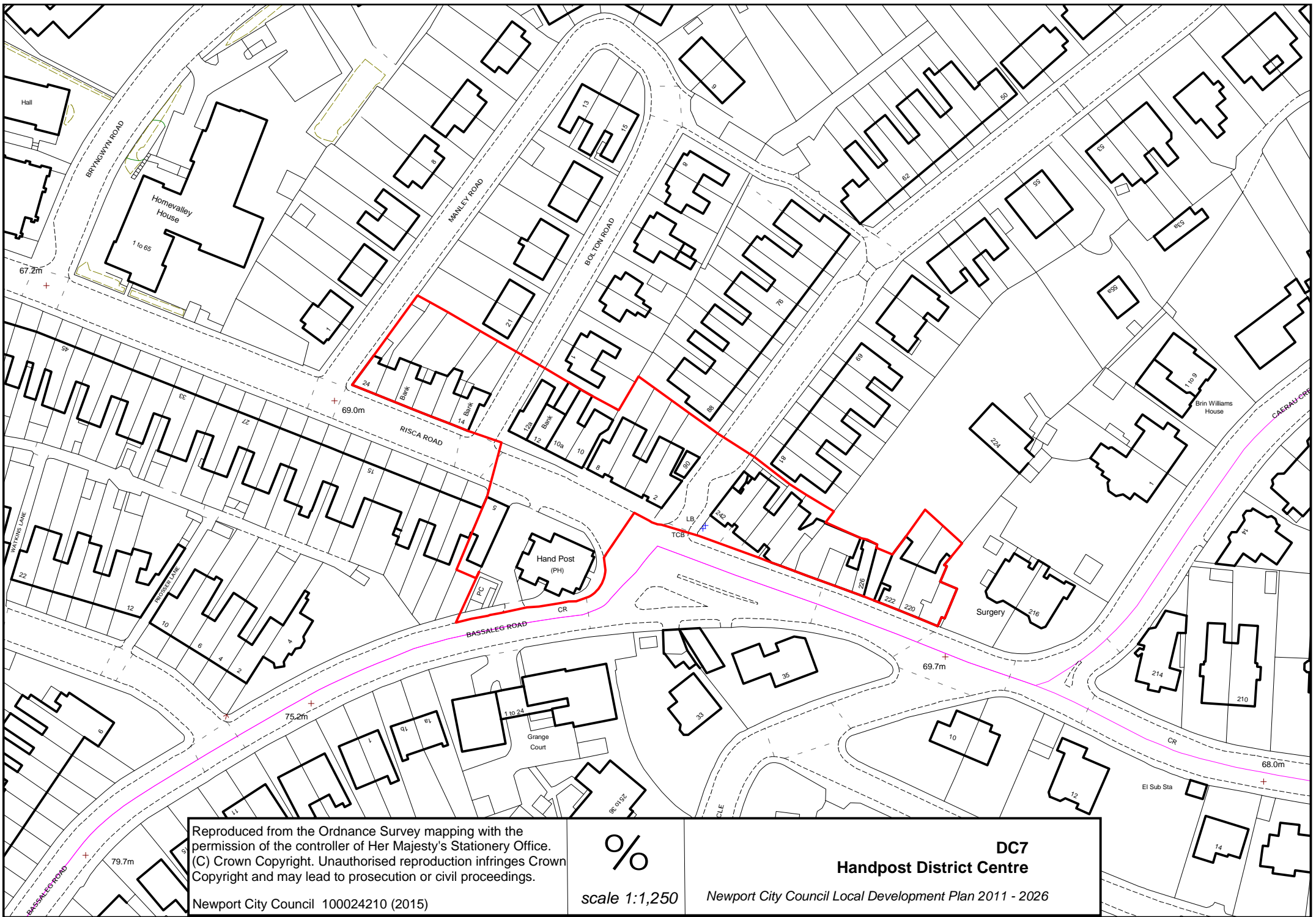
DC6

**Commercial Road, District Centre**

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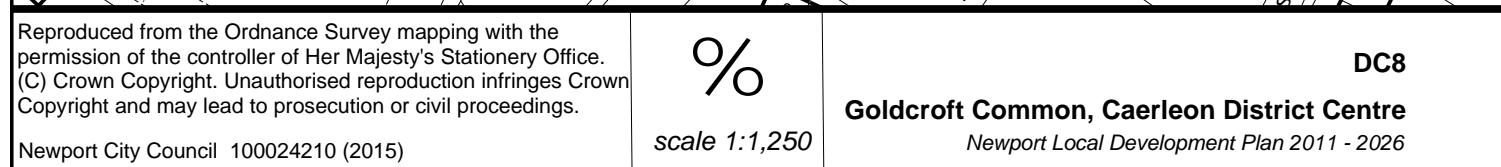
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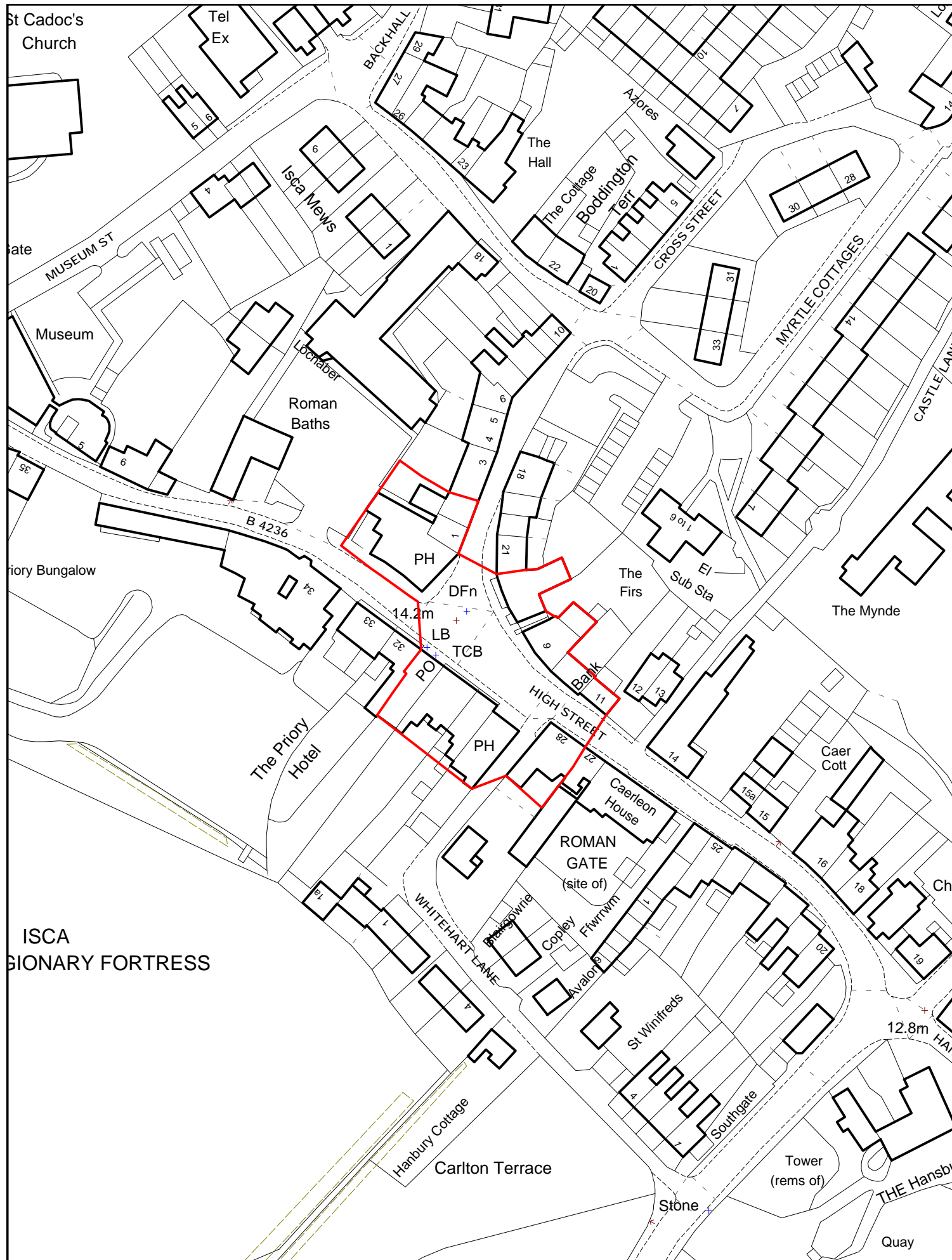
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**DC7**  
**Handpost District Centre**

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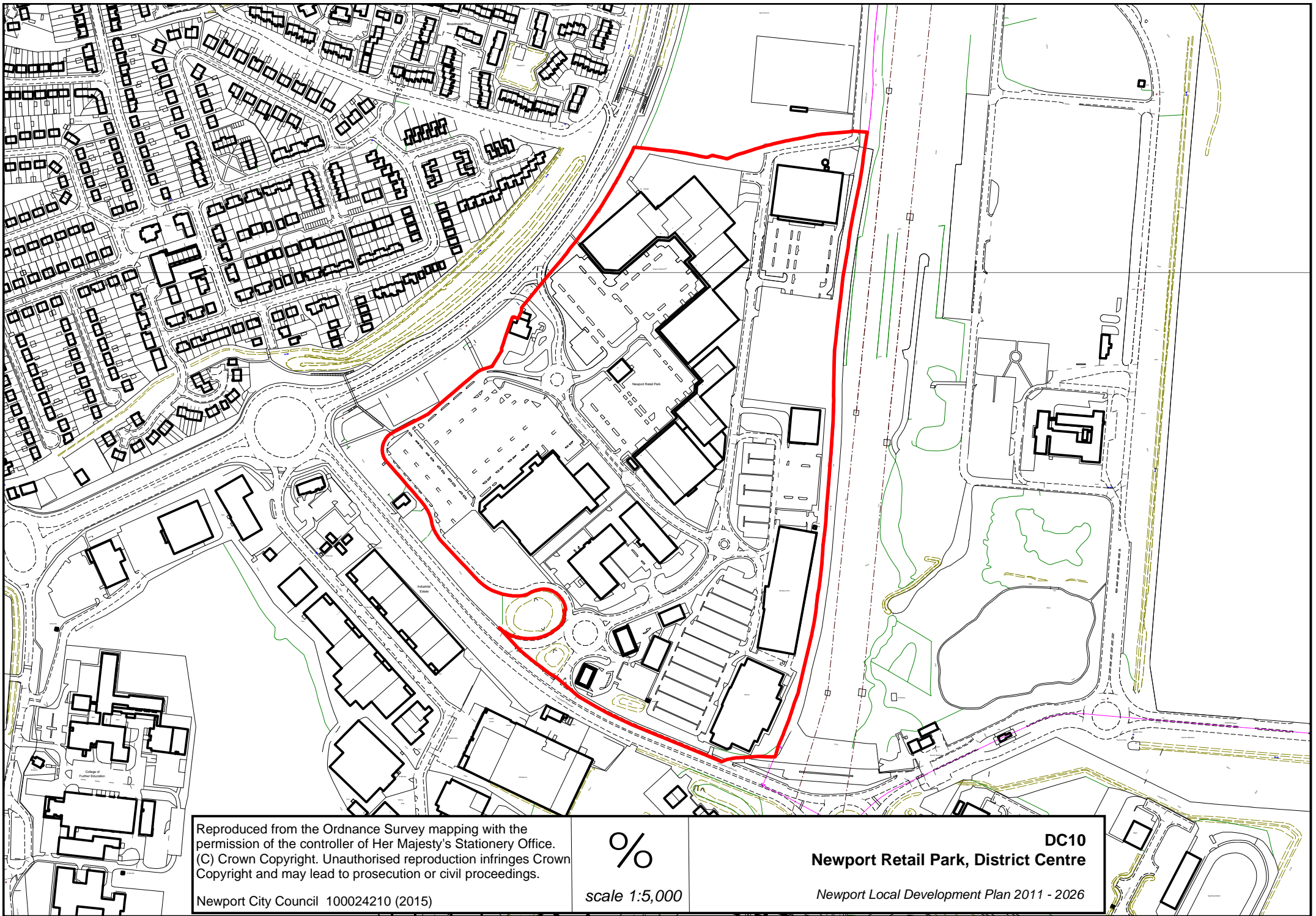
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**DC9**  
**High Street, Caerleon District Centre**

Newport Local Development Plan LDP 2011 - 2026



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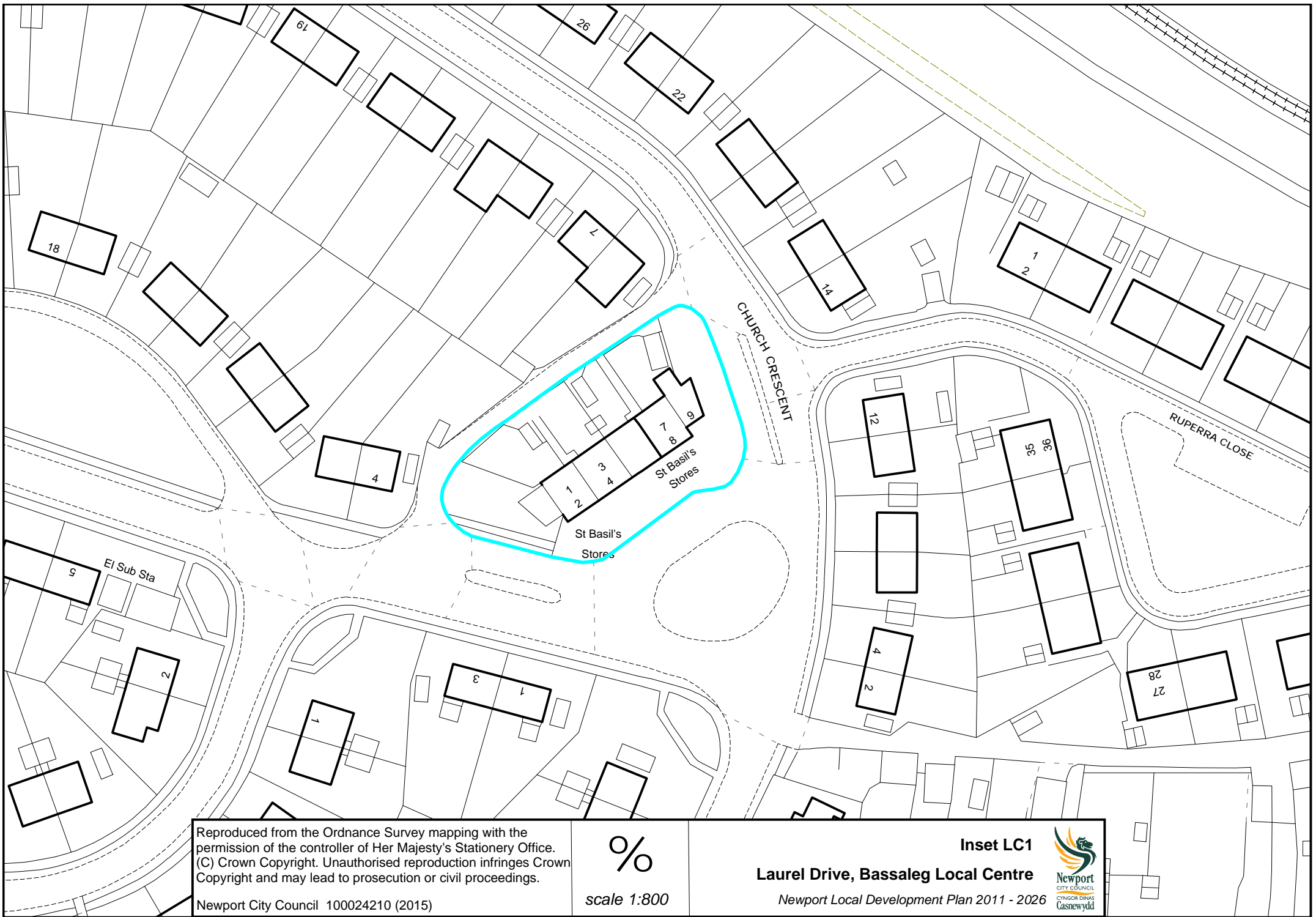
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**DC10**

**Newport Retail Park, District Centre**

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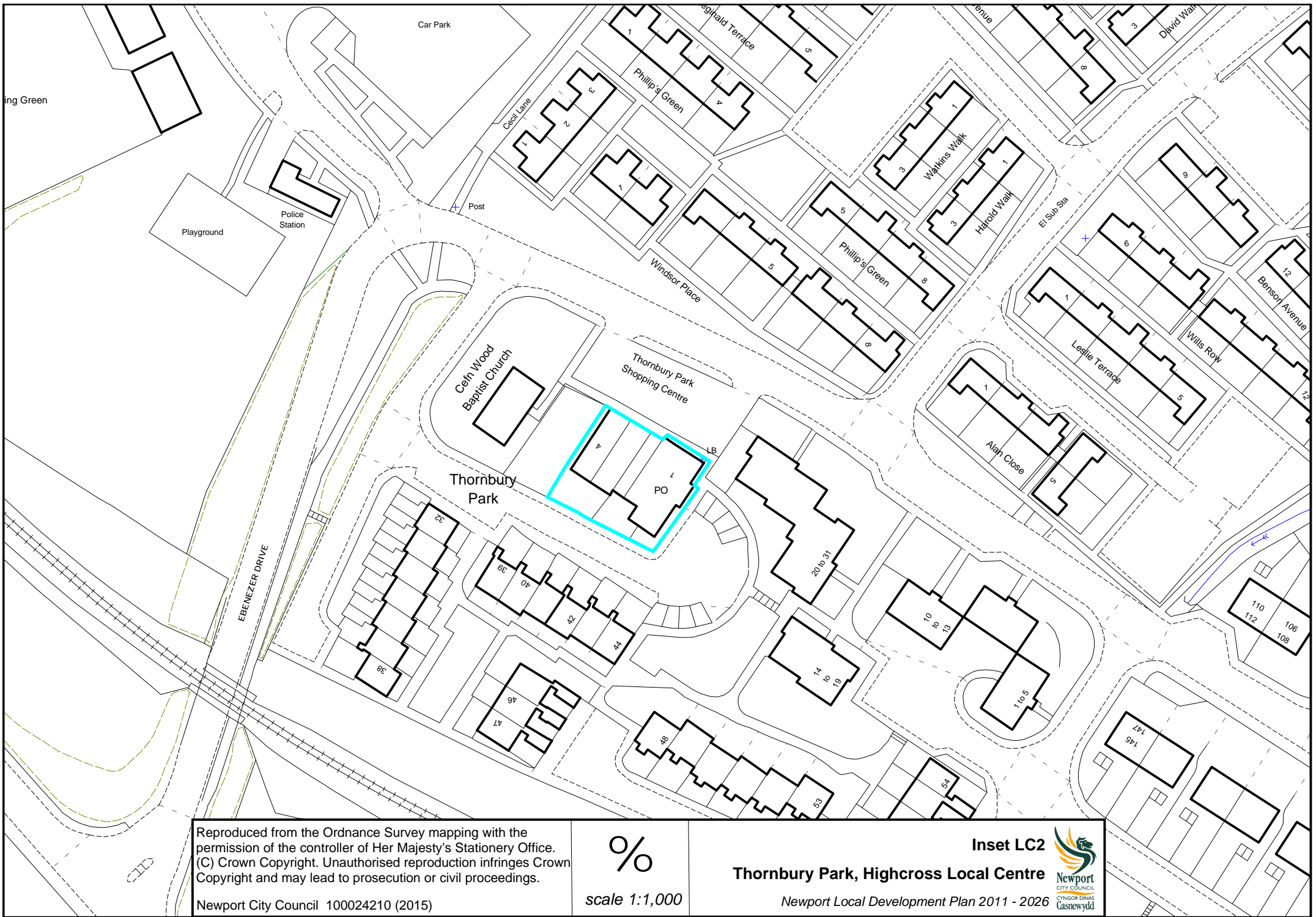
Newport City Council 100024210 (2015)

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scale 1:800

**Inset LC1**  
**Laurel Drive, Bassaleg Local Centre**

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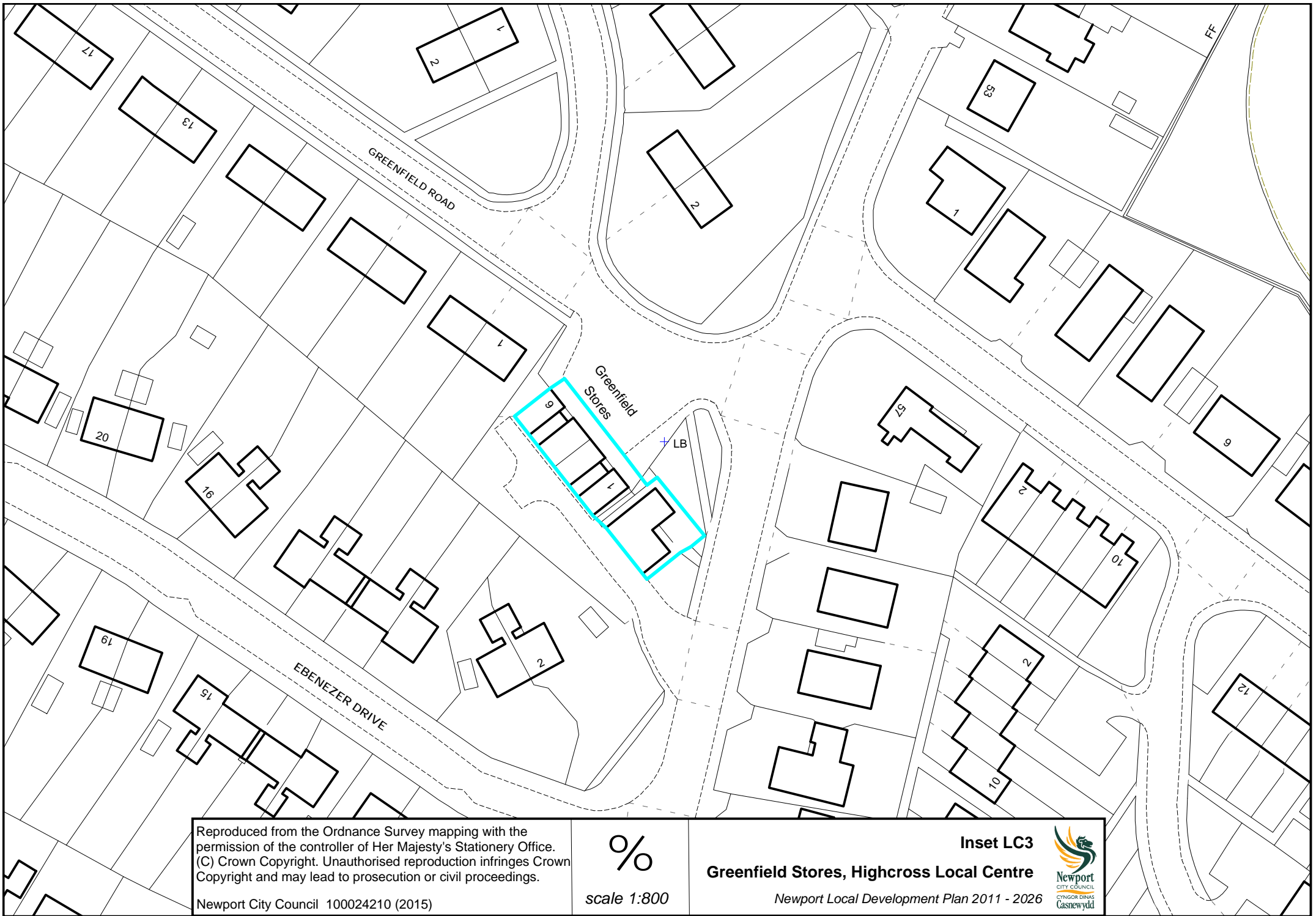
Newport City Council 100024210 (2015)

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scale 1:1,000

**Inset LC2**  
**Thornbury Park, Highcross Local Centre**

Newport Local Development Plan 2011 - 2026



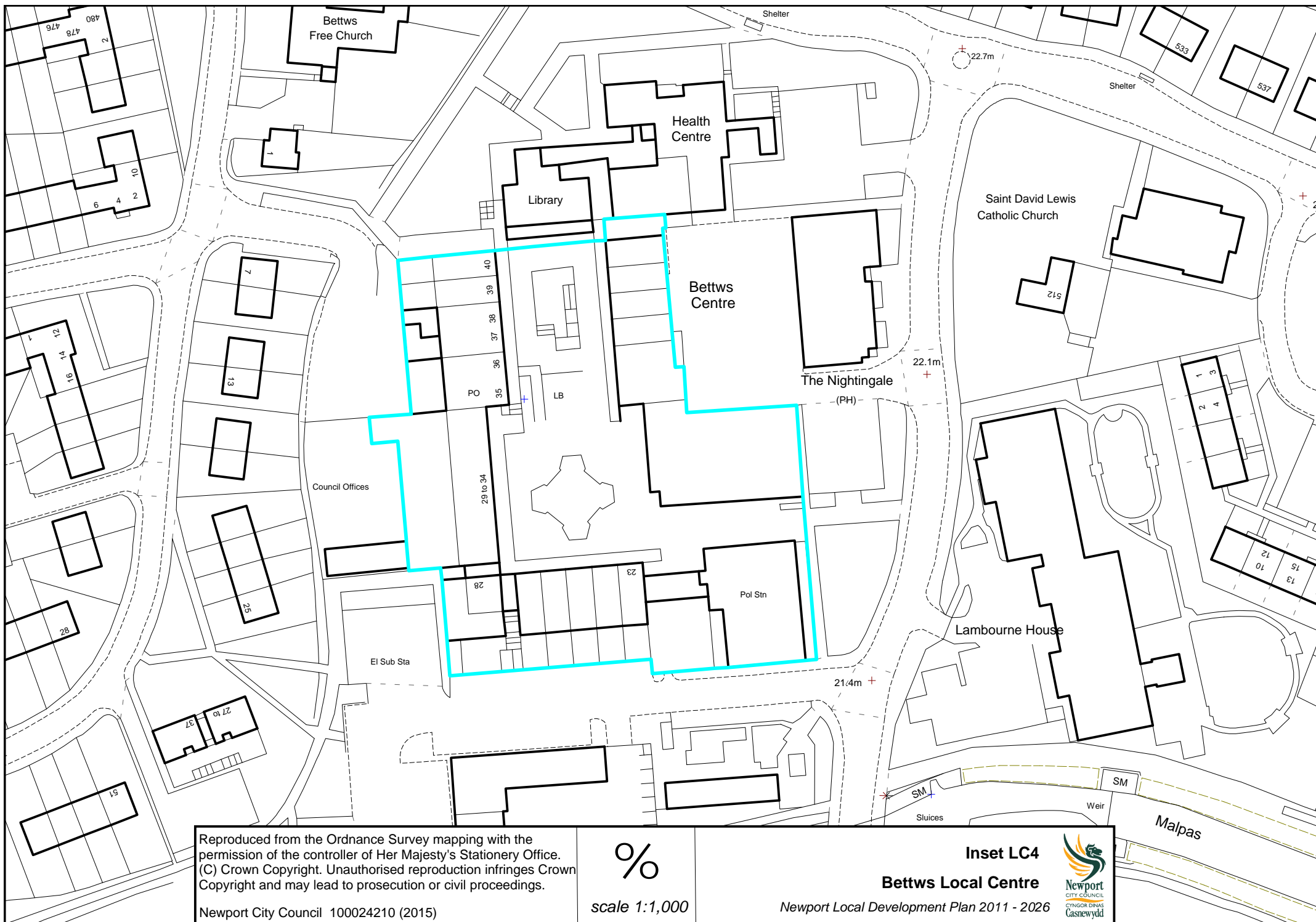


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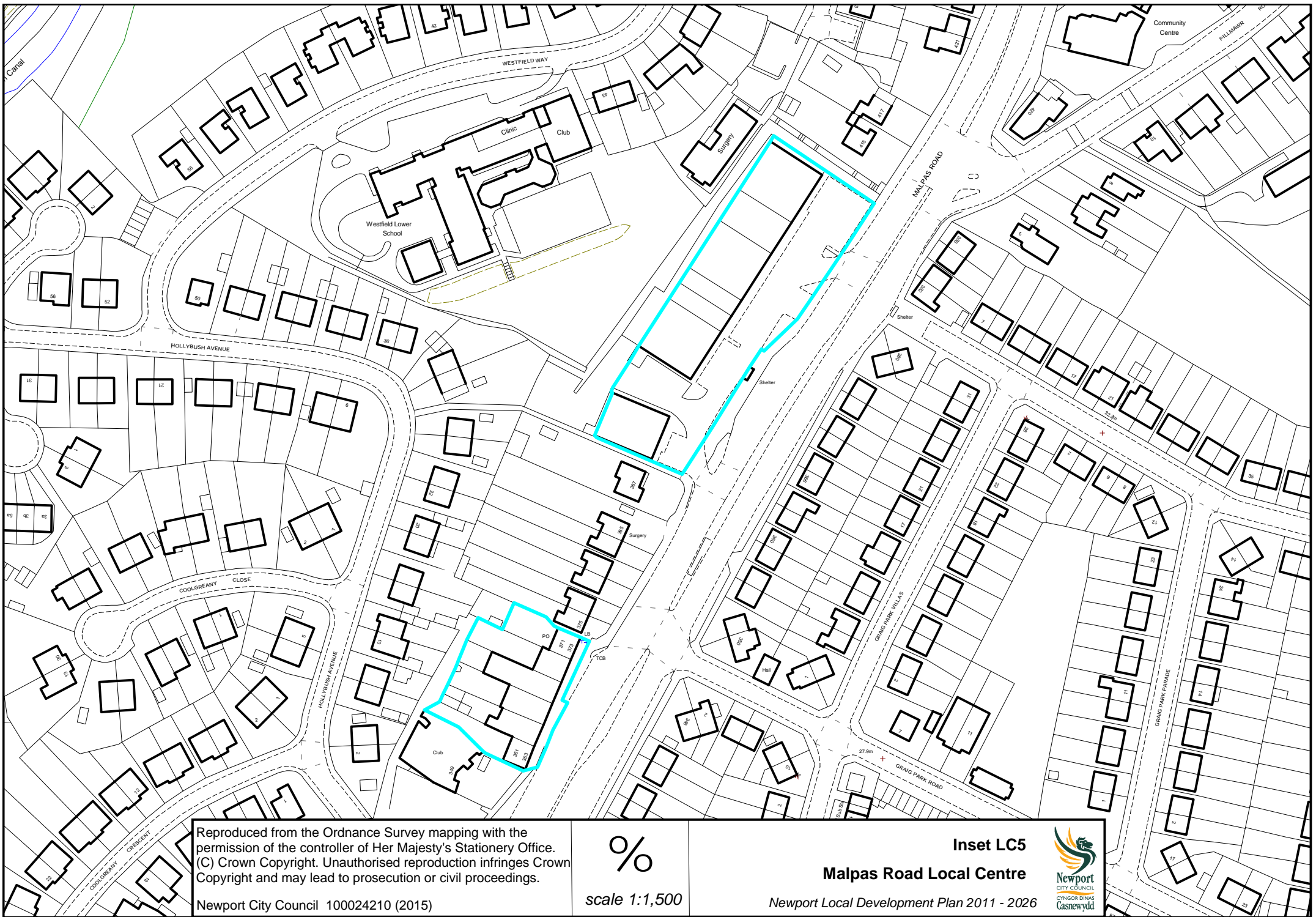
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scale 1:800

Inset LC3  
**Greenfield Stores, Highcross Local Centre**  
Newport Local Development Plan 2011 - 2026









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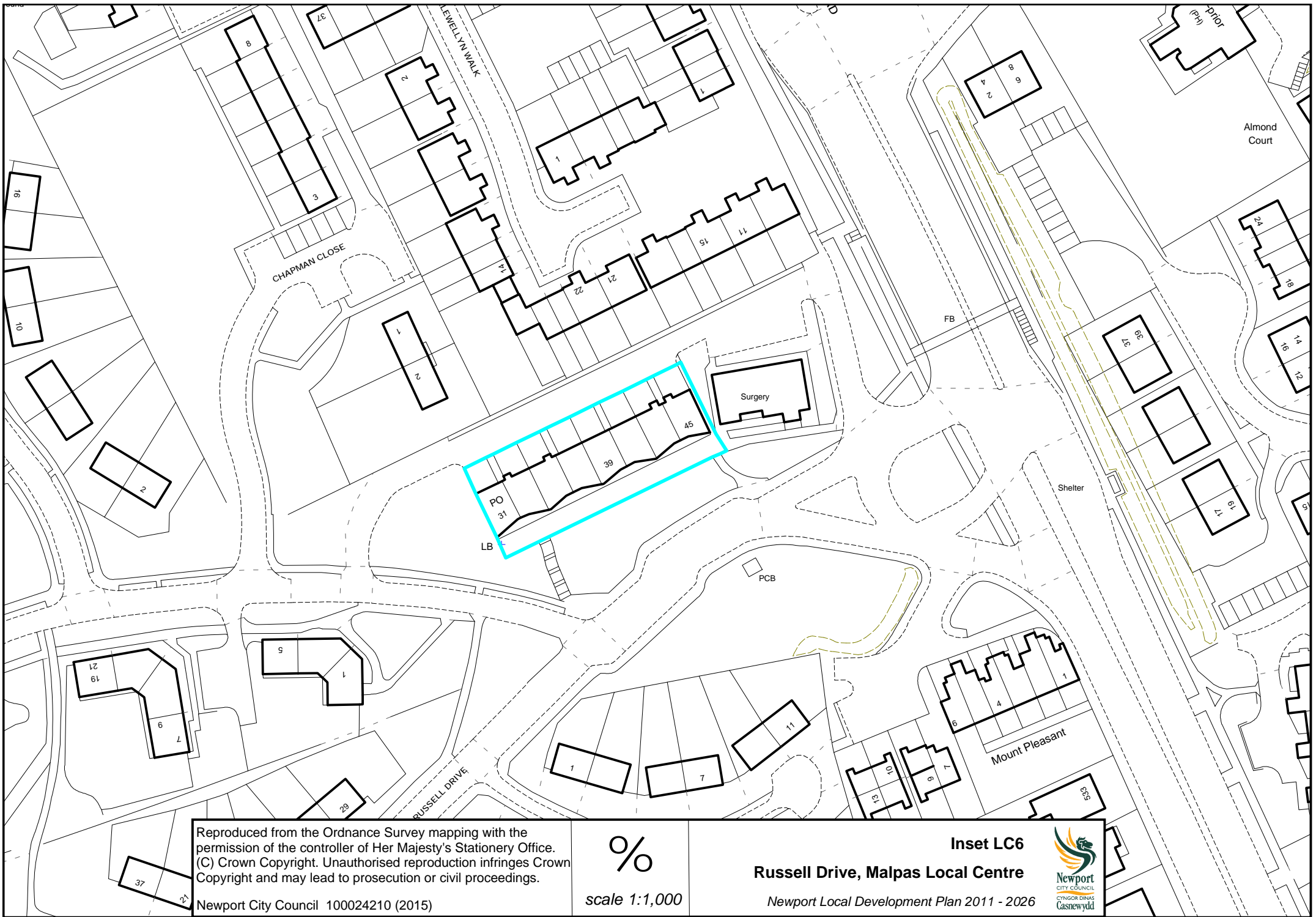
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Inset LC5

Malpas Road Local Centre

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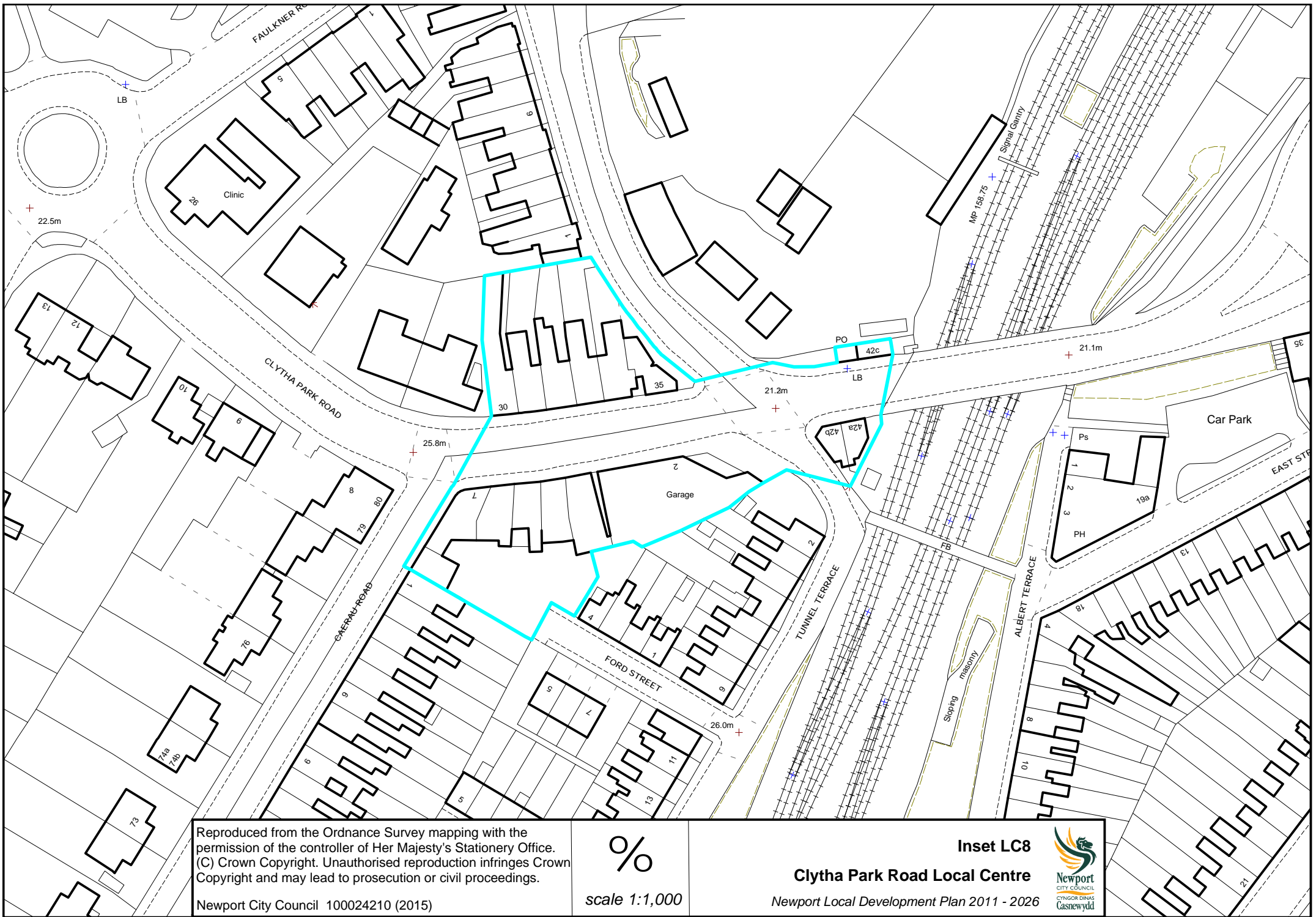
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scale 1:1,000

**Inset LC6**  
**Russell Drive, Malpas Local Centre**  
Newport Local Development Plan 2011 - 2026







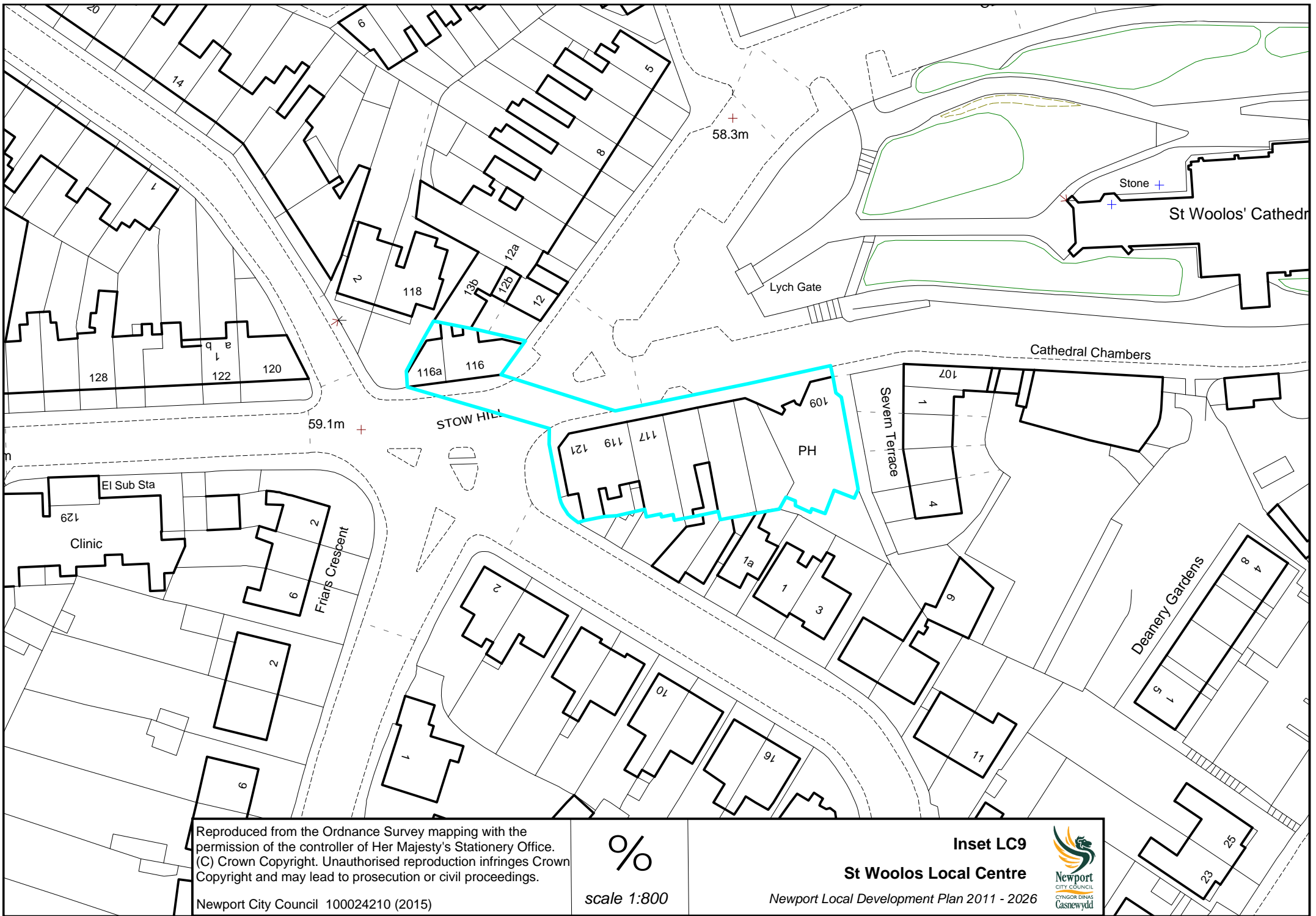
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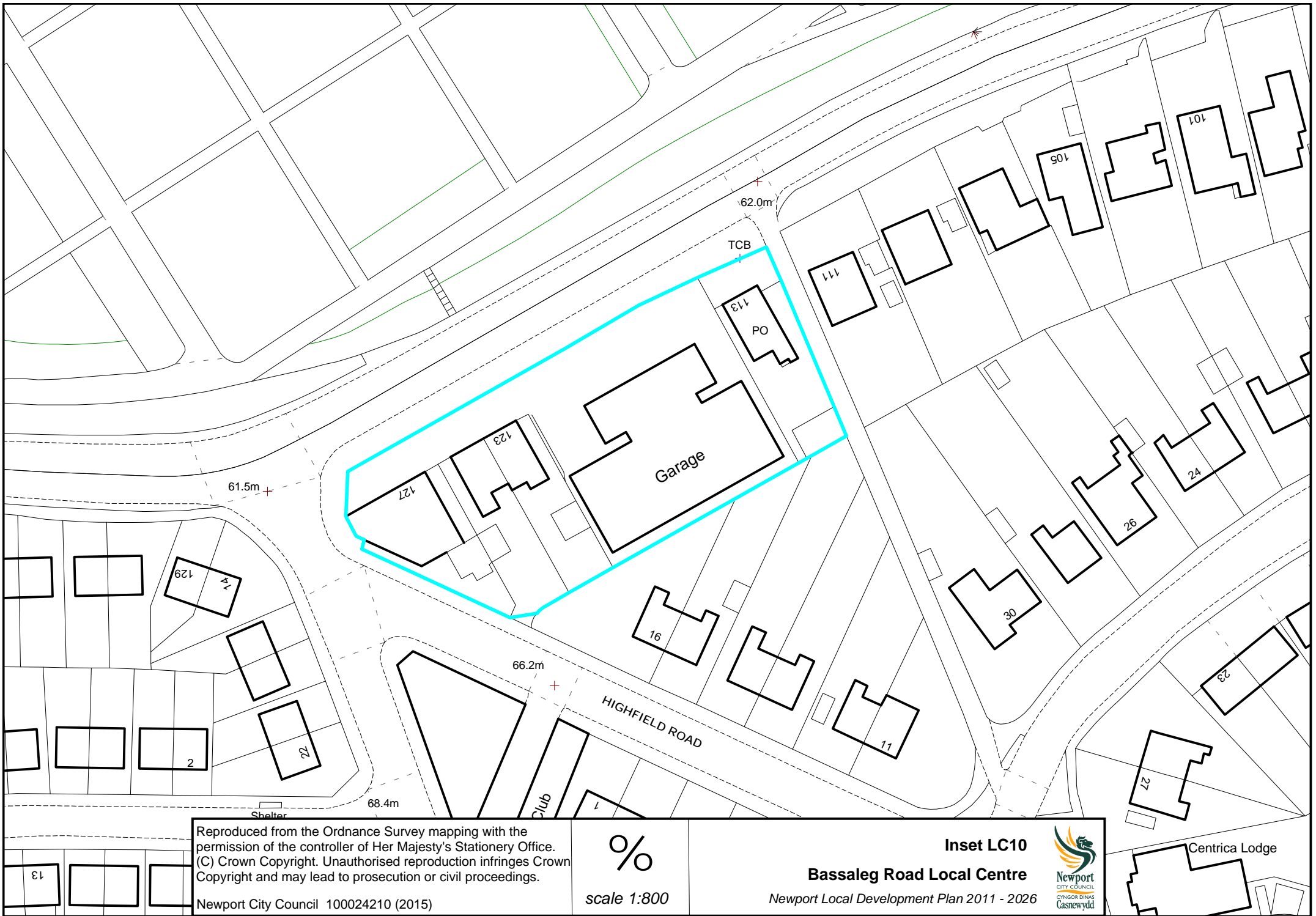
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Inset LC8  
**Clytha Park Road Local Centre**  
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scale 1:800

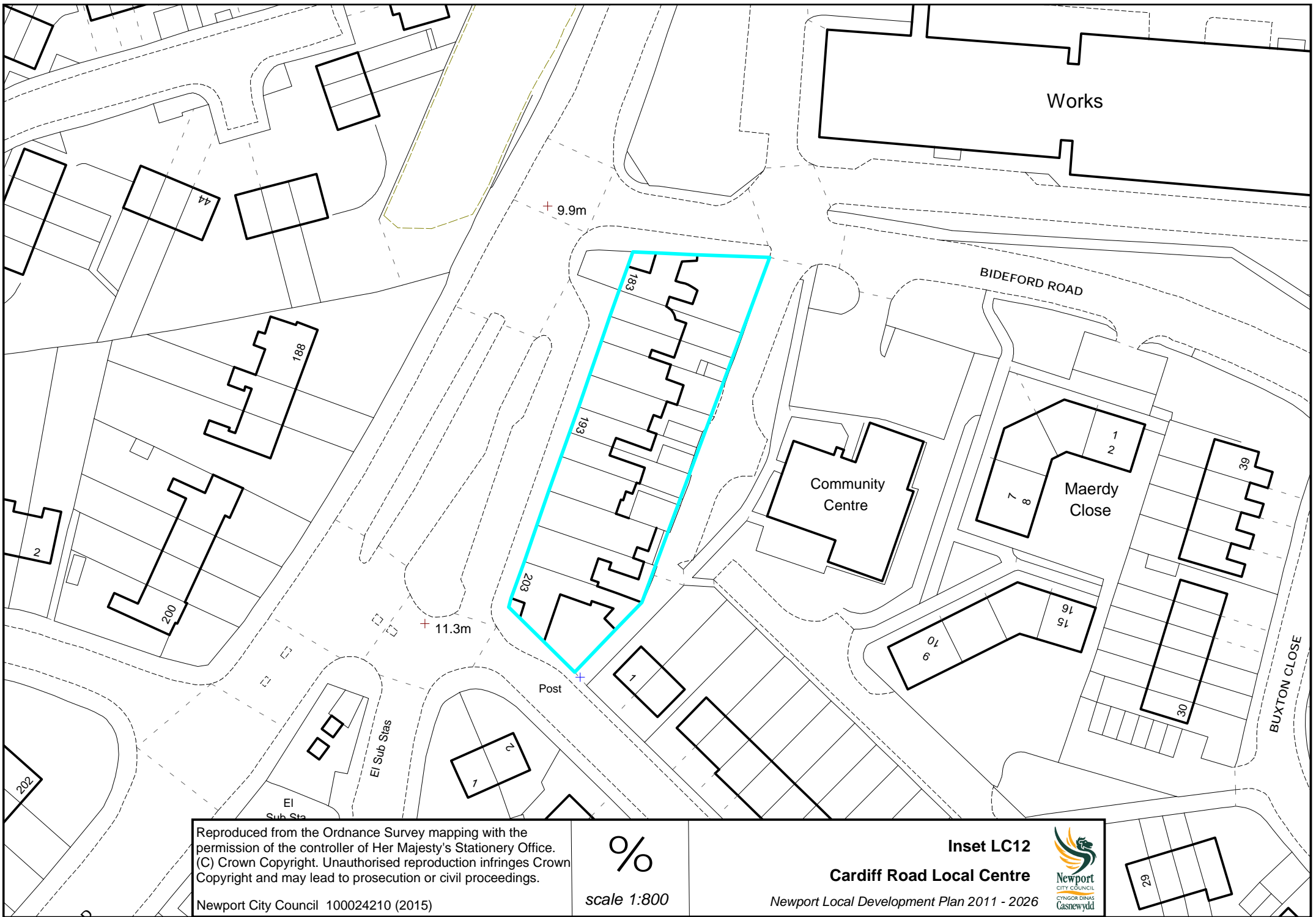
Inset LC10  
**Bassaleg Road Local Centre**  
Newport Local Development Plan 2011 - 2026

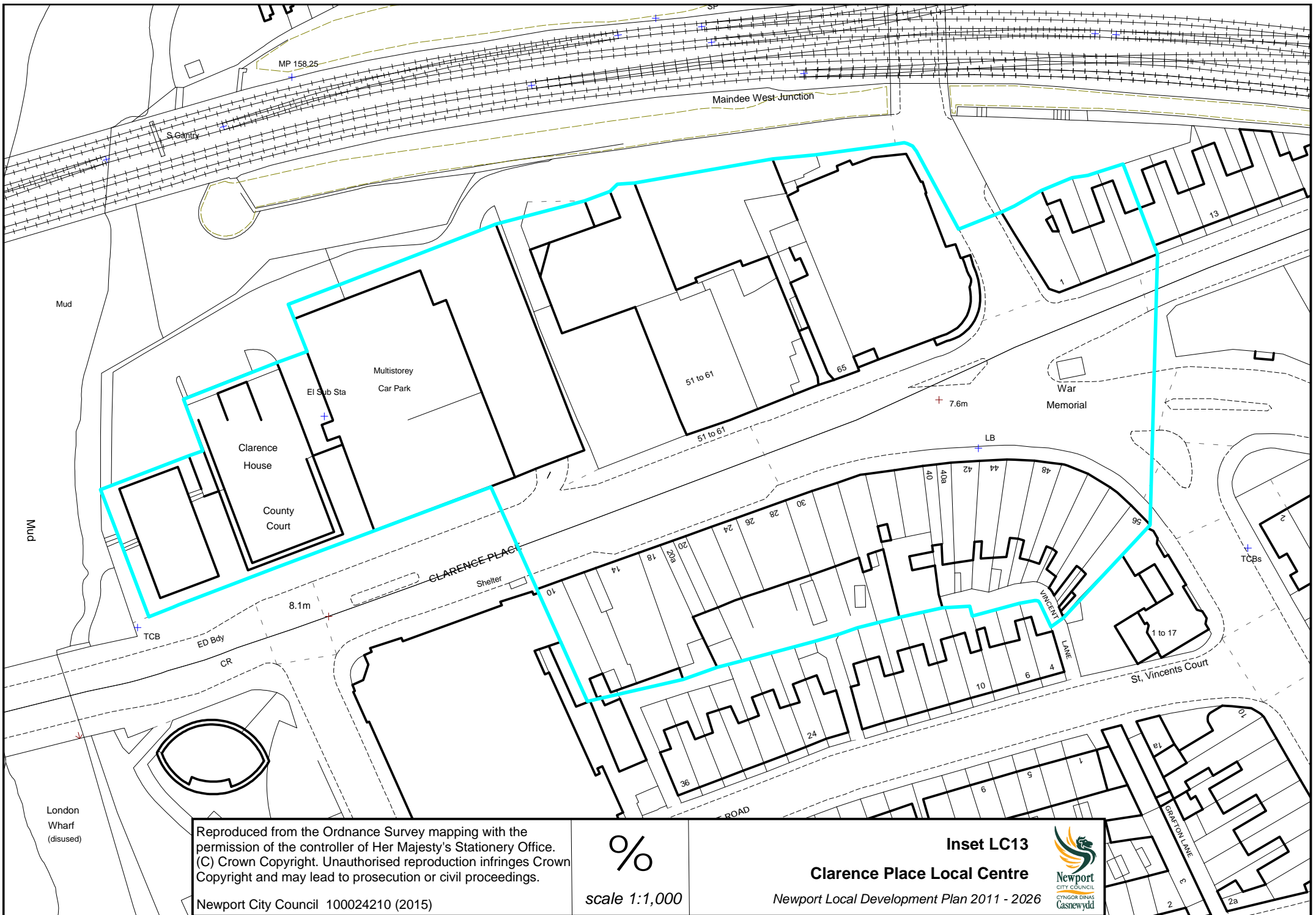


Centrica Lodge









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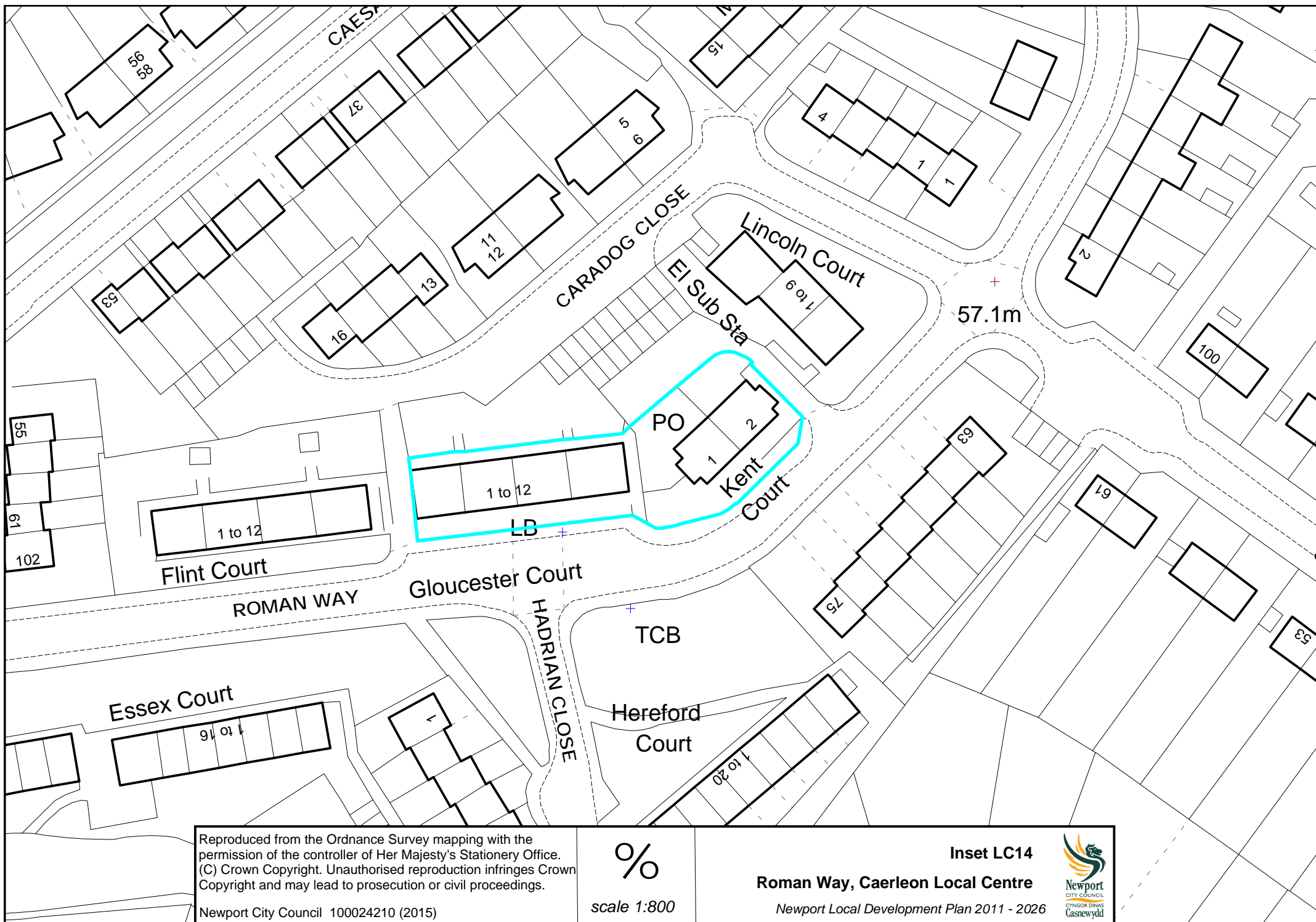
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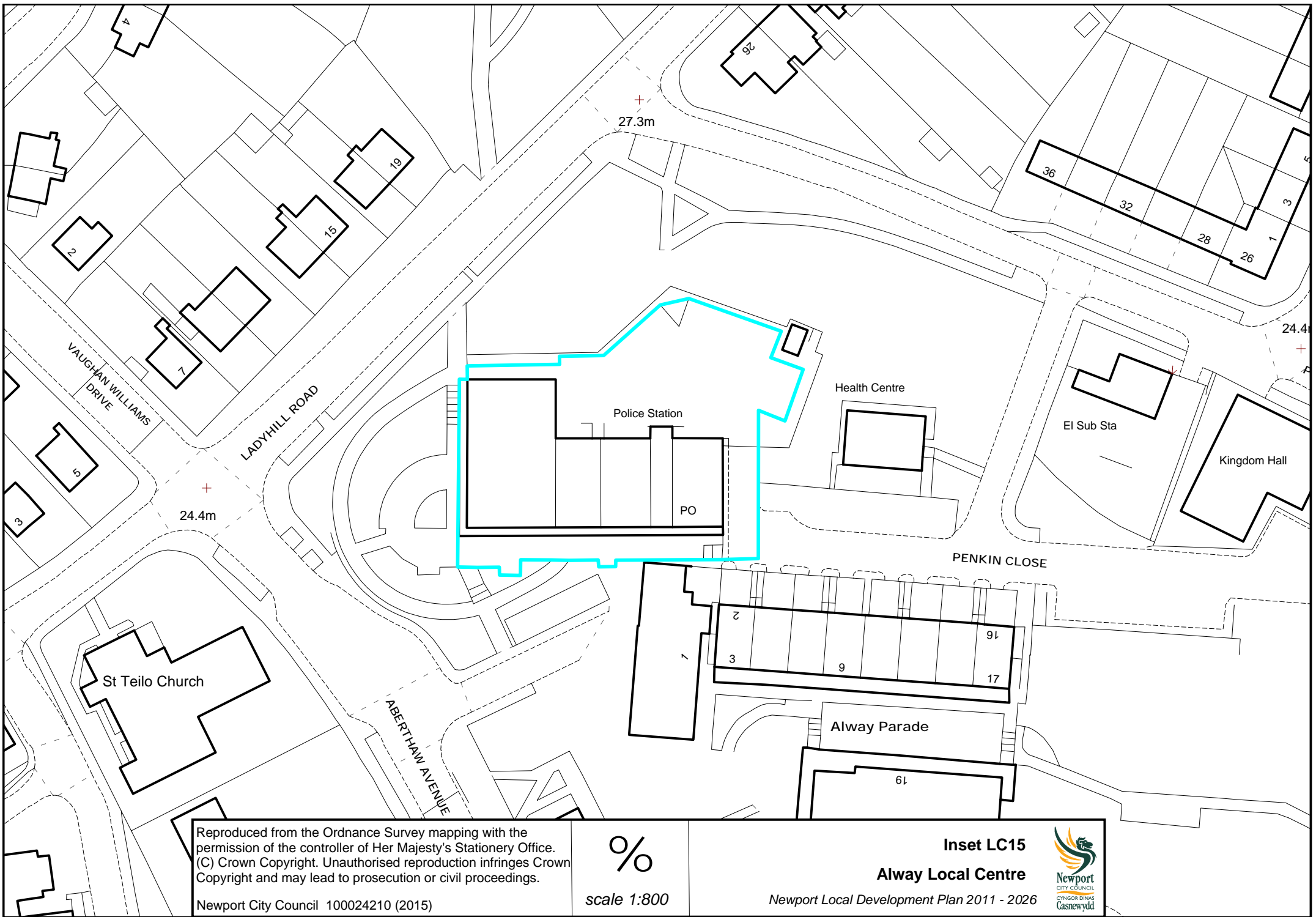
Inset LC13

**Clarence Place Local Centre**

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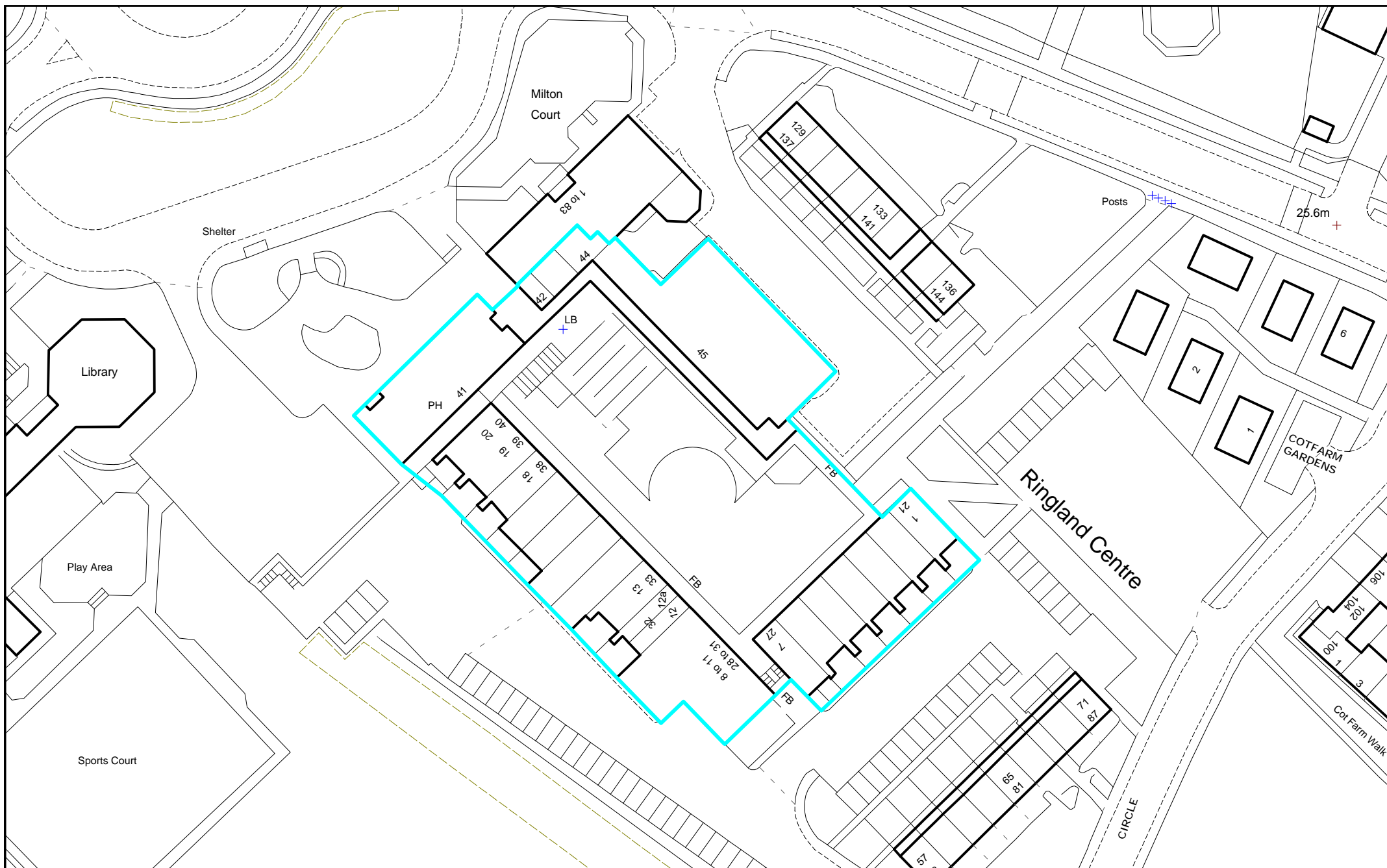
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scale 1:800

Inset LC15  
Alway Local Centre

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scale 1:875

Inset LC16

Ringland Local Centre

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