



The Local Development Plan for Newport

*Your Community,
Your Plan.*

Preferred Strategy

January 2010

**LOCAL
DEVELOPMENT
PLAN**

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NEWPORT LOCAL DEVELOPMENT PLAN 2011 - 2026

PREFERRED STRATEGY



Foreword

Newport has been undergoing a period of change in recent years, and this has continued despite the economic recession, with new developments bringing life to a number of vacant sites within the city. There is, however, much still to be done, and Newport is well placed to move forward as the national economy improves.

We are right in the middle of putting together our plans for Newport for the next 15 years in the Newport Local Development Plan 2011 – 2016. Already, a wide cross-section of the citizens, organisations and businesses of Newport have fed in ideas to the early stages of preparing the plan and we now come to the stage of setting the overall strategy for the plan.

The Council has listened to the views expressed and suggestions made, and has produced a Preferred Strategy. It is not meant to be a plan in great detail at this stage, that will come later this year, but it is meant to set the broad direction for the plan, and we would like to hear what you have to say before we go any further.

The plan seeks a pattern of development that will meet the city's needs for homes, jobs, education, recreation and so forth in a sustainable way. Our environment, in its widest sense, is our life support system, so it is important that we take care of it and plan its use wisely.

So do please read this report, check out the website at: www.newport.gov.uk/planningpolicy, come to a consultation event or send in your views. You can do this online, by email or by letter. We want to produce a plan that reflects the aspirations of the community and will do the best for the city and its surroundings.

Cllr Ed Townsend
Deputy Leader and Cabinet Member for Economic Development and Regeneration

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Summary

This **Preferred Strategy** document sets out the overall direction proposed for the Newport Local Development Plan 2011 – 2026. As such it provides the framework within which detailed policies and proposals will be developed as the next stage. Those details have not yet been worked up. The strategy has been published now for consultation in order to allow representations to be made before the detail is worked up.

Following earlier consultation, the **Vision** for the plan is as follows:

“As a gateway to Wales, Newport will be a centre of regeneration that celebrates its culture and heritage, while being a focus for diverse 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.”

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 as new development takes place, such as the housing and university campus being built on the riverfront, which could give rise to a new cultural quarter. These and other developments are bringing derelict and rundown areas and buildings back into beneficial use.

Newport still has a rich **historic environment**, much of which dates from its prosperous nineteenth century era. This provides the city with a character that many others have lost, and gives a basis for further regeneration-led development to continue the recent progress. This heritage also provides a basis for further development of cultural tourism.

Regeneration is seen as a key means of achieving sustainable development in terms of environmental, social and economic aspects. As well as reusing resources of many sorts, for example land, buildings, physical and social infrastructure, regeneration will also help to minimise the amount of car-based transport in that it will generally provide a more compact form of development, with more journeys possible on foot, by public transport or cycling. As well as reducing CO₂ emissions, this will also contribute to the healthy living agenda. The city centre will also benefit the more people have ready access to it, with more consumer spending sustaining a better range of shops.

The availability of a good supply of brownfield land, including the former Llanwern Steelworks where 4,000 new homes can be built, means that Newport is well placed to provide for likely **housing needs** over the next 15 years. Welsh Assembly projections show that if recent trends continued, then 9,600 new dwellings would be required in Newport by 2026, an average of 640 per year. Further work by the South East Wales Strategic Planning Group suggests that the Welsh Assembly projections are likely to prove to be a maximum requirement. There is already sufficient land available in Newport for it to meet this level of need from sites included in the current adopted plan, many of which have planning permission and many are currently under construction, but are unlikely to be complete by 2011.

There have been many submissions of candidate **greenfield sites** that owners or developers would like to see included in the plan for development, and these have resulted in a number of counter objections. Allocation of additional greenfield sites

would, however, serve to undermine the brownfield strategy, as developers would be likely to choose the greenfield sites first as possibly cheaper to develop and delivering higher sales values than the brownfield sites. Peripheral greenfield sites, however, do not generally perform as well as brownfield sites in sustainability terms. They tend, for example, to be car-based, and with longer journeys to shops, work and schools than sites within the urban area. Therefore, in order for the strategy to be sustainable, it does not allocate large greenfield sites as there are substantial areas of brownfield land available for development, capable of meeting a variety of housing needs.

Many individuals, families and older people, however, have real issues in finding housing that is affordable. Welsh Assembly guidance recognises that the need for **affordable housing** is a material planning consideration, and so the Preferred Strategy seeks to ensure that most new housing developments will include at least some dwellings that are classed as affordable.

The focus on reusing previously developed land will help in the protection of the **countryside**, including the **Green Belt** on the Cardiff boundary (currently the only formally designated Green Belt in Wales). Areas which are assessed as being of particular value using the Landmap methodology will have their character protected as **Special Landscape Areas**.

Newport is a relatively compact city, and in fact about 70% of the county borough is countryside. The quality of the surrounding countryside has played an important part in the economic success of the city, and the Strategy seeks to build upon this success, maintaining a good supply of **employment land** within and around the city. Much of the city's employment is in the public sector, for example in central and local government offices, health and education. The Strategy seeks to retain and strengthen these important sectors. The city's cultural heritage and facilities are also important assets in developing the tourism economy.

Two key lengths of **highway** are proposed: the improving and opening up of Queensway through the Llanwern steelworks to public traffic (it is currently a private road), and construction of the Duffryn Link around the south of that area. Without the likelihood of a new M4 being built to the south of the city, these schemes take on added significance as taking traffic off the congested junctions 24 (The Coldra) and 28 (Tredegar Park). They both link to potential new **railway stations** and will serve areas of new development. They will assist in the provision of effective bus services to the new developments. New railway stations are also proposed for Caerleon and West Central Newport (to the rear of the retail park on Cardiff Road on the Ebbw Vale line).

Overall, the strategy seeks to build on Newport's strengths, and to meet the challenges of providing land for homes, jobs and facilities for its present and future residents in an environmentally sustainable way that faces the challenges of global warming.

1 A Picture of Evolving Newport

The Vision

“As a gateway to Wales, Newport will be a centre of regeneration that celebrates its culture and heritage, while being a focus for diverse 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.”

- 1.1 In order to plan for the future of Newport, it is valuable to understand its past. Caerleon was a principal military base in Roman Britain, and Newport has been a notable settlement since medieval times. Then in the industrial revolution of the late 18th and 19th centuries Newport grew substantially, being the port through which vast quantities of coal were 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 others have lost. The Transporter Bridge remains as a highly distinctive landmark.
- 1.2 Steelmaking was a mainstay of the economy through the 20th century, along with its port and service functions for the wider county, and beyond, with the relocation of many government offices.
- 1.3 Newport has therefore not been an isolated and self-contained settlement, but one which has existed in a wider world beyond its own immediate boundaries, and indeed has been a gateway to that world for the surrounding communities.
- 1.4 Although Newport has a population of about 140,000, its urban form is relatively compact, with 70% of the county borough being not only rural, but also with a range of distinctiveness landscapes, rich in biodiversity. Furthermore, the existence of many empty former industrial sites presents opportunities for sustainable locations for new housing, employment and community facilities. This is already happening with, for example, new housing being built on the Old Town Dock, office blocks and student accommodation being provided near George Street Bridge, and a new university building under construction on the riverfront. As well as being sustainable in terms of reusing previously developed land, these developments also provide opportunities for walking and cycling, and are accessible by public transport being located within the inner urban area.
- 1.5 As a port, Newport already had an ethnic mix in the 19th century, and today many cultures are represented in the city. There is also a steady growth in the number of people seeking a Welsh medium education for their children. As a gateway settlement, Newport has long thrived on the diversity that this has brought, and this connectedness with the wider world remains a key asset for its future.
- 1.6 The Newport Local Development Plan 2011 – 2026 (the LDP) will be taking over from the adopted Newport Unitary Development Plan (the UDP) which runs from 1996 to 2011. The regeneration of the city that is currently

underway is a significant element of the UDP's strategy, and many sites are now either under construction or in the course of being brought forward for development. These provide a platform on which the LDP can build, to take the city forward into the 21st century.

Objectives

- 1.7 The overall vision for the city and its surrounds for the next 15 years translates into 8 more detailed objectives, which have been refined through consultation in late 2008.

Sustainable use of land

Objective 1

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

- 1.8 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.

Climate change

Objective 2

To ensure that development and land uses in Newport make a positive contribution to helping to minimise the causes of climate change and to mitigating the impacts, by incorporating the principles of sustainable design, reducing the need to travel, providing safe and active travel routes, and managing the risks and consequences of flooding.

- 1.9 Transport is a major source of greenhouse gases, so the plan seeks to minimise the need to travel and to enable journeys that do need to be made to be done so in as sustainable a way as possible. Because Newport has a relatively compact urban form, and has radial routes running into the city centre, this has enabled bus services to be provided that allow many journeys within the city to be made by public transport.
- 1.10 The concentration of major growth in the Eastern Expansion Area should provide a sufficient nucleus of development that will enable public transport services to be provided, including the proposed railway station. A scatter of relatively small scale peripheral extensions would tend to need to rely on the private car.
- 1.11 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.

Economic Growth

Objective 3

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

- 1.12 The Strategy seeks to maintain Newport's role as a major economic hub in the region, providing employment and adding value. Significant development has been occurring on peripheral sites, and construction is ongoing. There will, however, also be a focus on inner urban sites, which can be more accessible by a choice of means of transport. The employment value of other uses also needs to be recognised, for example from health, other public services, tourism and construction, including housing.

Housing

Objective 4

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.

- 1.13 A level of house building is proposed that will meet current trends in household formation and so enable everyone to have potential access to decent housing. The reuse of brownfield sites will help to ensure sustainability, both in avoiding excessive use of greenfield sites and also in helping to maintain existing communities by providing new housing opportunities nearby. Detailed policies on design will also help to maximise the eco-standards of new development.
- 1.14 A number of housing estates in the city are likely to come to a point of needing significant regeneration works during the plan period, such as at Malpas and Ringland. It is proposed that a comprehensive approach should be taken to this, as is being done at Alway.

Conservation and the Environment

Objective 5

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

- 1.15 The quality of the built environment is a contributor to the quality of life. Newport has a variety of interesting buildings and structures, including in the city centre where many fine Victorian buildings remain, having escaped the redevelopment that many towns and cities saw in the 1960s and 70s. The Strategy therefore seeks to preserve historical quality and to ensure that new development of all sorts is of carefully thought through design.

Objective 6

To protect and enhance the quality of the natural environment, including protected and non-protected species and habitats,

regardless of greenfield or brownfield status, and also including the protection of controlled waters.

- 1.16 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 its biodiversity.

Community Facilities and Infrastructure

Objective 7

To ensure the provision of appropriate new, and/or enhanced existing, community facilities.

- 1.17 New development will be required to make contributions to the provision of infrastructure necessary for the development. This will be through obligations negotiated under section 106 of the Planning Act 1990 (as amended) and also potentially through the Community Infrastructure Levy brought in by the 2008 Planning Act.

Culture and Accessibility

Objective 8

To ensure that development proposals and uses are socially and physically accessible to all, taking account of the needs of all individuals.

- 1.18 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.

2 Trends, Issues, Options and Preferred Options

Sustainability

- 2.1 The achievement of sustainable development remains a principal aim of the development plan. Various definitions have been given to this concept, including “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Planning Guidance (Wales) Planning Policy First Revision April 1999, which quotes the Report of the World Commission on Environment and Development (the Brundtland Report) 1987), and “Living on the earth’s income rather than eroding its capital” (Environment White Paper).
- 2.2 The statutory process of Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) provides a sustainability framework against which policies and proposals of the LDP will be assessed. The purpose of SA/SEA is to promote sustainable development. Sustainable development refers to the impact of development on the environment, society and the economy. In order for it to be considered as truly sustainable it must ensure that each of these areas is not adversely affected. The iterative nature of the SA/SEA and LDP processes will enable sustainability considerations to be developed and influence the preparation and adoption of the plan.
- 2.3 The plan will aim to protect the natural and built environment by basing the plan on integrated land use transportation principles, tackling energy consumption and waste production, reducing pollution, enhancing and protecting biodiversity and addressing flood risk management and the challenge of climate change. The plan also aims to address social issues such as equality of opportunities for all social groups. This will be achieved through improved opportunities to access services, providing safe neighbourhoods, and considering health and wellbeing in all development. The plan will promote sustainable modes of transport and assist economic growth, whilst assisting increased educational attainment and skill levels; for example the plan will ensure that there is an adequate supply of land to meet the employment needs of the population.
- 2.4 The Preferred Strategy places a strong emphasis on regeneration as being the most sustainable way to meet the development needs of the city. As well as reusing land, this will also allow use to be made of existing physical infrastructure, such as sewers and electricity supplies, and help to keep existing communities together, sustaining community facilities and social infrastructure. Fostering development within the existing urban area will also have other environmental benefits, including a greater potential for walking, cycling or the use of public transport to be realistic alternatives to the use of the private car. As well as keeping CO₂ emissions down, this will also contribute to the healthy living agenda. Enhanced population levels near to the city centre should also help to sustain a better range of shops there and, particularly with the presence of the new university campus, could lead to the development of a cultural quarter. This in turn could lead to a more vibrant city centre, which would also help to reduce the amount of trade lost to other centres. This would have sustainability benefits in reducing travel emissions, as well as being of direct economic benefit to the city.

- 2.5 This section has given an overview on how the plan aims to achieve sustainable proposals and policies. The following sections set out the trends, issues and options of the LDP. Due to its overarching importance sustainability is also dealt with in each of the following sections.

Flood Risk and Water Resources

- 2.6 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 River Usk, which bisects the city, is affected by one of the largest tidal ranges in the world. The tidal limit of the Usk extends beyond Newport's boundary making tidal and fluvial flood risk a key concern.
- 2.7 A Strategic Flood Consequence Assessment (SFCA) will be undertaken to collate and refine the extensive amount of existing information on flood risk within Newport to inform policy production and site selection. There is 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) and catchment focused strategies (Catchment Flood Management Plans for River Usk and Eastern Valleys) deal with a range of flooding issues and a consistent approach towards such a complex issue is required and will be brought together in the SFCA.
- 2.8 There is a clear requirement to address the issue of flood risk and flood resilience in developments. Recent developments on the riverfront, having been built in a co-ordinated way to a higher ground level than previous developments, have significantly improved the flood defence to existing developments as well as for the development sites themselves. Development will be directed away from flood risk areas, and layouts and buildings will be expected to incorporate Sustainable Drainage Systems (SUDs) and water management techniques. Another key issue for the LDP is that of climate change and sea level rise, whilst the need for continued and improved flood risk management schemes remains.
- 2.9 There is a clear requirement for reduced consumption and sustainable management of water resources. There is a need to deal with surface water drainage issues which can be addressed through the delivery of high quality, sustainably designed systems.

Green Belt

- 2.10 Green Belts provide an added layer of protection to the countryside. They have particular use in preventing coalescence of settlements, protecting their setting, and are an important means of managing urban form. In this context, they can help encourage urban regeneration. The Green Belt designated in the adopted Newport Unitary Development Plan 1996 - 2011 to the west of Marshfield and Castleton on the boundary with Cardiff is the first and as yet only statutory Green Belt in Wales. The Cardiff Deposit LDP does, however, propose some limited additions on its side of the boundary.
- 2.11 Green Belts should normally have a permanence beyond the life of one plan, so it would need to be demonstrated that there were over-riding reasons for the designation to be deleted. There are still coalescence pressures between Newport and Cardiff. No change is proposed to the current boundary of the Green Belt, other than to extend it northwards from Druidstone Road to the

M4, a small area that was previously excluded. Planning Policy Wales states that “Clearly identifiable physical features should be used to establish defensible boundaries” (paragraph 2.6.12) and the motorway would provide a very strong boundary. Green Belts also have a role in protecting the setting of an urban area (paragraph 2.6.3). The motorway is a key corridor through which the city is approached, so protecting land between it and development pressures spreading out from Cardiff is considered to be important.

Special Landscape Areas

- 2.12 Identification of Special Landscape Areas (SLA) for the LDP has been undertaken in accordance with the LANDMAP Information System Methodology. The methodology was developed for the South East Wales Local Authority Consortium and referred to in Planning Policy Wales. The study to identify potential SLAs was undertaken by consultants TACP in June 2009.
- 2.13 Special Landscape Area designation is a means of protecting sensitive landscapes as well as developing an understanding and awareness of those features and characteristics that give a locality its sense of place. Although this designation does not restrict acceptable development it does add an appreciation of the special features of an area and can assist design and management of that area.
- 2.14 This study identified seven areas with the potential for designation as a SLA within Newport. These have been identified from broad areas of search where the LANDMAP data identified clusters of areas evaluated as Outstanding and High Quality. These were refined to establish clear, definable boundaries to create coherent and concise boundaries, through fieldwork and desk survey. Each area has a Statement of Value which sets out its key qualities and justifies its identification as a potential SLA.
- 2.15 The seven potential Special Landscape Areas are:
 - 1 North of Bettws
 - 2 West of Rhiwderin
 - 3 Wentlooge Levels
 - 4 River Usk
 - 5 Caldicot Levels
 - 6 Wentwood
 - 7 Tredegar Park historic parkland
- 2.16 The final designation of SLAs is to be taken forward as part of the LDP process. Once adopted, Management Plans will be developed for each area to enable clear and effective implementation of the designation at the detailed level.

Conservation of the Natural and Built Environment

Biodiversity

- 2.17 Newport County Borough has a rich diversity of habitats and species of nature conservation importance and this is reflected in the presence of a wide range of local, national and international designations. The designated sites represent important environmental resources, and the Council has a duty to

ensure that they are protected from inappropriate or damaging development, under the Natural Environment and Rural Communities Act (2006).

- 2.18 Nature conservation sites designated, or proposed to be designated, under European or international legislation are subject to highest level of protection and therefore require rigorous examination. Newport has a number of European protected sites including, the River Usk Special Area of Conservation (SAC), the Severn Estuary SAC, Special Protection Area and RAMSAR site.
- 2.19 Likewise the network of national sites within Newport e.g. Sites of Special Scientific Interest, requires the fullest regard to be given to the relevant policies, the intrinsic value of the site, and their nature conservation value.
- 2.20 Locally designated sites such as the Local Nature Reserve at Allt-Yr-Yn and the wide variety of Candidate Sites of Importance for Nature Conservation located across the Borough are important to the overall biodiversity of the County Borough. Fragmentation of such sites or reduction in size may compromise their continued viability and should be avoided.
- 2.21 The Gwent Levels, in addition to their ecological and landscape importance, are also one of the richest areas in Wales in archaeological terms, and probably the richest. This is an important resource.

Heritage

- 2.22 Newport is well blessed with historic buildings and sites. There are over 400 Listed Buildings, 15 Conservation Areas, 10 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.
- 2.23 In recognition of this great variety of heritage assets within Newport requires new development to be of the very highest quality, and ensure that it does not prejudice the protection of such sites. A presumption in favour of the retention, safeguarding, conservation and enhancement of ancient monuments, and other sites recognised by the Council as being of archaeological or historic interest shall remain as a priority.
- 2.24 The Planning (Listed Buildings & Conservation Areas) Act 1990 sets out the duties of the Local Planning Authority with regard to the historic built environment at the national scale. Conservation Areas will be appraised on an ongoing basis with a view to furthering their preservation and enhancement, and to review their boundaries. 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.
- 2.25 Buildings which are not statutorily listed by Cadw – Welsh Historic Monuments, but which are considered as having special local architectural or historic Interest, as well as being significant to the local community because of their contribution to the environmental and cultural heritage of the borough, will be recognised by the plan. It is therefore proposed to develop a Local List of such assets to ensure that those sites that are recognised as locally important have an added dimension in the overall consideration of planning applications, with emphasis given to the need for justification for the loss or

unsatisfactory alteration of such buildings, and to intervention in development proposals to secure their conservation and enhancement.

Housing

Housing Need

- 2.26 A key requirement of the Local Development Plan will be to ensure that there is an adequate and continuing supply of land for housing to meet the needs of the population. The Welsh Assembly Government has produced trend-based projections of population and households for the period from 2006 to 2031. Past trends are not always a good guide to what will happen in the future, nor may they be trends the Council would wish to encourage. A trend-based projection can also look different according to the period from which the trend is taken.
- 2.27 This is a particular issue with the latest (2006-based) Welsh Assembly population projections. They are based on a period (2001-6) when population growth was rapid, partly because of in-migration from new member states in the European Union in Eastern Europe. In Newport, however, international migration was in balance during this period, but there was a net inflow from the rest of the United Kingdom. With the economic recession, in-migration from the new member states does seem to have slowed since 2006, so the trend projections for Welsh local authorities do now look to be high, even if previous rates were to be re-established. The eleven Local Planning Authorities with responsibilities in South East Wales have taken the collective view that these population projections should therefore be seen as a maximum. It is considered prudent, therefore, to plan for this level of house building as likely to be sufficient.

Table 1 Welsh Assembly Population and Household Projections

	2011	2026	Change 2011 - 26	
			No.	%
Population	143,500	156,000	12,500	9%
Households	62,200	71,400	9,200	15%
Average Household Size	2.28	2.15		-6%

- 2.28 The requirement for new properties will be slightly higher than the growth in households as there will always be a small proportion of dwellings vacant at any one time. A realistic target for this is 4%, though sometimes the actual rate may be higher, but this should not be planned for as it represents a wasted resource, particularly when there are people in housing need. Allowing a 4% vacancy rate would result in a 15 year house building requirement of 9,600 homes, an average rate of 640 per year.
- 2.29 A Housing Market Assessment was carried out in 2007 jointly for Newport, Torfaen and Monmouthshire as there is considerable overlap in housing markets. This found that there was not a high level of households with needs that could not be met by adaptations, improvements or other in situ changes to their existing accommodation. The remaining need ought to be met by the level of house building required to meet the Welsh Assembly trend projection, though clearly there will be issues of types of accommodation needed.

- 2.30 The build rate needed to meet the trend projection would not be realistic in the current economic climate, but the plan period does not start until 2011. By then it is hoped that there will be recovery in the economy in general and in the housing market in particular. The rate of 640 per year is considered to be achievable, both in terms of providing the necessary land and in terms of what the sector can produce. This rate has been achieved on occasions in the past in Newport, though not frequently.

Household Types

- 2.31 One of the reasons for the greater growth in households (15%) than in population (9%) is the growth in the number of elderly persons as life expectancy increases. The plan period will also see the post-war baby boom generation becoming pensioners, swelling their numbers. As older people mostly live in either a one or a two person household, this growth in their numbers will tend to reduce the average size of household, which means that more dwellings will be needed just to house the same number of people. Hence part of the need for new dwellings is not because there are more people, but because the existing population is living in smaller households (though not necessarily in smaller dwellings). A similar effect is being felt at the other end of the market, with many young people seeking their own flat or apartment before they become part of a family household.
- 2.32 The Local Housing Market Assessment carried out in 2007 provides useful information on the composition of households and likely future requirements. The assessment found that 60% of Newport households were either one or two person. The Assessment also found that half of the current stock of housing is 3 bedroom, and demand for this size of property, whether owner-occupied or for rent (social or private) is relatively well provided for. There is, however, a need for 1-2 and 4-5 bedroom units, and of mixed tenures and densities.

Elderly Persons' Housing

- 2.33 In view of the increasing numbers of elderly people, new developments should make provision within their mix of house types for homes that will be suitable for elderly persons.
- 2.34 The growing numbers of elderly persons is also resulting in new forms of development aimed specifically at this sector, such as Continuing Care Retirement Communities. These are a mixture of residential use (C3 under the Use Classes Order 1987 (Wales)) and residential institutions (Class C2), allowing a continuum of care from independent living to care home. Consultation responses at the Strategic Options stage to this form of development were mixed. A strong theme was the need to maintain existing communities as far as possible, and remote locations were not generally seen as good, whether for residents, staff or visitors. No relaxation of normal policies to protect the countryside from new built development is therefore proposed for these uses, whether these are classed as residential or institutional.

Young People's Housing

- 2.35 The Council is keen to acknowledge the need for housing of students and young people in Newport. Although, the total number of people in the 18-30

age group is not forecast to increase in Newport, the demand for smaller dwelling types for young people is likely to continue to grow, as indicated above (see the section on household types). The University is also increasing its presence in the city, with a new city centre campus currently under construction on the riverfront to replace the one at Allt yr yn, and with the recently completed Opal development, also on the riverfront, providing living accommodation for 442 students.

- 2.36 At present, the majority of the university's students are part-time, and the university hopes that these numbers will increase by 25% over the next 15 years. Full-time numbers are hoped to double, as are the number of foreign students. Altogether, if achieved, this would raise total student numbers from the current 6,500 to between 8,000 and 11,000, depending how successful the expansion plans were. Students with NP postcodes tend to live at home, while most of those from elsewhere require local accommodation. Of the current students, approximately 1,500 require accommodation; the growth plans could increase the number of students needing accommodation by between 600 and 1,600. The university has responded to increasing demand for residential places in the past with the development of new accommodation on the Caerleon campus in the mid 1990s, and recently with the nomination agreement for the Opal accommodation.
- 2.37 Although development of the university could result in concentrations of students in certain housing areas ("studentification"), there are distinct advantages to the economy of the retention within the city of recent graduates. The university also has a number of initiatives linked to business and research, and making an adequate supply of suitable accommodation available is seen as critical to the overall success of the city.
- 2.38 The Council could choose to continue with the current supply of housing and to absorb the extra demand in the existing housing stock. However, given the extra demand from smaller household types, and the feedback received on consultation of this particular subject, it is intended that a more robust approach is taken to encourage accommodation that is attractive to young people and to allow for the specific provision of student accommodation. There is only limited such provision at present, and greater availability could help in the retention of people likely to be in professional and better paid jobs whose presence could boost the Newport economy.
- 2.39 A modular study was carried out by town planning masters students at Cardiff University on the potential implications of houses in multiple occupation and student housing in the Stow Hill Ward. Although current impacts were found to be localised rather than widespread, the study did suggest that there was likely to be increased demand for such forms of housing in future. Various forms of policy will therefore be considered in the light of this study, and it may be considered necessary to produce updated Supplementary Planning Guidance on the subject.
- 2.40 In view of the extra demand that is likely, the Local Development Plan will encourage development proposals that seek to provide student specific accommodation and those that would be attractive to graduates and other young people in sustainable locations.

Affordable Housing

- 2.41 The provision of suitable housing is a key function of the Local Development Plan. The Welsh Assembly's Ministerial Interim Planning Policy Statement (MIPPS) 01/2006, Housing, states in paragraph 9.1.1:
- The Assembly Government's vision for housing is for everyone in Wales to have the opportunity to live in good quality, affordable housing, to be able to choose where they live and decide whether buying or renting is best for them and their families.*
- 2.42 The MIPPS goes on to state that local authorities should seek to promote mixed tenure communities, and that a community's need for affordable housing is a material planning consideration (para 9.2.14).
- 2.43 The need for housing in Newport was assessed jointly with adjoining authorities, recognising the cross-boundary nature of housing markets. The 2007 Housing Market Assessment revealed a need for 37% of housing to be affordable. This was based on data on house prices, incomes and rental levels. Over recent years, the average house price in Newport has varied between about 6½ and 7½ times average income. At this general level, many families will be priced out of the housing market. It is considered important that Newport residents should have an effective choice of housing accommodation to suit their needs, whether to buy, to rent privately, to rent from a social landlord, or to purchase on a shared equity basis. One of the frequently used methods of assessing affordability is to calculate whether the mortgage a person on average income could secure (typically 3 – 3½ times income) would be sufficient to buy an entry level property (usually assessed on the lower quartile price).
- 2.44 The Council uses a Development Appraisal Toolkit to test the viability of schemes and their consequent ability to provide affordable housing as part of the development. This is consistent with the high level Guidance on Preparing Affordable Housing Viability Studies prepared for the South East Wales Strategic Planning Group in conjunction with developer and other interests. The guidance and toolkit are designed to facilitate meaningful discussions with developers to secure appropriate and realistic contributions of affordable housing.
- 2.45 A target of up to 30% of the units on any qualifying housing development to be affordable is proposed as being a realistic maximum that could be achieved. The Council will therefore seek to negotiate up to 30% affordable dwellings on all developments of at least 10 dwellings or 0.33 ha (0.82 acres) in the urban area, and on developments of 3 or more dwellings or 0.2 ha (0.5 acre) in the rural area where there is a demonstrable local need.
- 2.46 Where development is in the rural area and is of 3 or more dwellings, then a commuted sum may be required in lieu of on-site provision. Consideration will also be given to the approval of sites in or adjoining villages as an exception to normal policy where these are to be solely for affordable housing and to meet a proven local need.
- 2.47 It is interesting to note that currently there is about 69% owner-occupation in Newport. In general terms, this is about as high as owner occupation goes in the country as a whole, so it is reasonable to seek that new development mirrors this proportion.

- 2.48 Affordable housing, whether for purchase, rent or shared ownership, should generally be provided as an integral part of new developments. Large single tenure estates should be avoided. In some circumstances off-site provision may be appropriate. Where it is on-site, the affordable housing should be of the same design as the rest of the development so as not to be readily distinguishable. The affordable units should be provided on a 'neutral tenure' basis; this gives the occupants choice as to the type of tenure they hold, and also means that they can change tenure as their circumstances change without having to move. Many families, for example, may start out renting but may wish as their circumstances improve to change to a shared ownership basis.

Housing Standards

- 2.49 Recent national research¹ has revealed dissatisfaction with the space standards in new housing, sometimes even down to there being inadequate space for basic appliances such as a toaster and microwave. While there will always be a trade-off between what people aspire to and what they can afford, there are longer term sustainability issues if the property is so inadequate that it has to be demolished as unfit for purpose before the end of its lifespan. The Council will therefore seek to impose minimum standards on private housing development. Public sector housing already has to meet the Welsh Housing Quality Standard.
- 2.50 The environmental performance of new housing is subject to increasing standards being laid down nationally. If there need to be specific local variations, it is proposed to deal with them by way of supplementary planning guidance, which will be subject to separate consultation.

Housing Regeneration

- 2.51 The Council will be reviewing its Housing Strategy following the Housing Stock Transfer of 9,000 housing units and associated land to Newport City Homes. The transfer of major housing assets to the new Registered Social Landlord presents the opportunity to work with Newport City Homes to produce a strategy to meet the Welsh Assembly Government Quality Homes Targets. Important decisions will need to be made on upgrading the housing stock on an individual basis and in relation to area renewal of the established housing estates and the older private housing areas throughout the City, particularly in Communities First Areas.

Housing Estate Regeneration

- 2.52 The Council's Housing Strategy developed in conjunction with Newport City Homes has identified the need to tackle the housing stock and housing estates through comprehensive regeneration. Problems of housing and layout obsolescence can only be tackled through a comprehensive appraisal and regeneration strategy. Issues such as physical housing unit decay, lack of usable open space, lack of on-site facilities, poor highway layout, and car parking provision will be addressed in a development strategy and detailed planning briefs. Master Plans and an implementation strategy will need to be put in place for the larger estates.

¹ Space in New Homes: What Residents Think, CABE, 2009

- 2.53 The strategy and briefs will be developed with Newport City Homes and the local residents, and will identify the physical regeneration options and the method of implementing the regeneration of the estates. The primary objective will be to create a desirable community through the provision of on-site facilities and through addressing existing layout shortfalls in terms of highway access, parking provision, usable open space and functional community/retail uses. Improved access to open space and increased opportunities for physical activity will be sought.
- 2.54 The Regeneration of the Alway Estate sets an example of how regeneration can be planned and delivered through partnership working and focused community involvement.

Private Housing Stock Regeneration

- 2.55 The Housing Strategy review will appraise the options for action to tackle housing obsolescence and physical environment renewal, and prioritise action areas based on “sustainable area renewal” principles. Action Areas will be dealt with as part of wider Master Plans where the housing numbers are significant, or as planning briefs where the issues can be tackled through localised action.

Brownfield Development Capacity

- 2.56 The house building requirement for the 15 year plan period is forecast at 9,600, an annual average of 640 dwellings. Land for these dwellings needs to be provided in locations that are both sustainable and deliverable. Government guidance is clear that previously developed (or brownfield) land should, wherever possible, be used in preference to greenfield sites². As well as safeguarding the countryside, such development tends to be more sustainable, being located nearer to existing facilities and services and using existing infrastructure. Walking, cycling and public transport are more likely to be realistic choices for travel than for peripheral sites. As well as benefiting from community facilities and services currently available, new development could also help to sustain and regenerate them.
- 2.57 Currently, there are brownfield sites available in Newport with a capacity of about 10,200 dwellings on sites of 10 or more units (see Appendix 1). A predominantly brownfield strategy can therefore be considered for the Newport LDP. One factor that needs to be taken into account is the geographical spread of brownfield sites. In the East there is the redevelopment of the former Llanwern Steelworks, the largest brownfield site, with a capacity of about 4,000 dwellings. To the south-west of the city centre, there are the former Whiteheads Steelworks site and the adjacent Monmouthshire Bank Sidings site. On the riverfront, there are various sites, including the Old Town Dock in the south, and Crindau to the north. Due to their scale and location the sites have the ability to supply a mix and range of housing types and tenures across the city in sustainable locations.
- 2.58 Another consideration is whether the assumed density on any of these brownfield sites might be reduced if less apartments and more houses were built. This is unlikely to be the case on the largest of the brownfield sites, the Llanwern Regeneration Sites (Glan Llyn), because this has always been considered as a complete community with a full range of housing types and

² See, for example, paragraph 2.7.1 of Planning Policy Wales

densities. Many of the riverfront sites are more suited to apartments than houses. This is because in design terms, higher rise development is more appropriate near the city centre than lower density dwellings. In sustainability terms, higher densities are beneficial for sites near to public transport nodes and/or within walking distance of the city centre. In amenity terms, higher rise development will give more properties a view of the river than would be the case with housing. There is also potential for further conversions to residential use of vacant upper floors above shops.

- 2.59 The current recession has seen many builders move away from building apartments, though it is yet to be seen what the situation will be as the economy recovers. In some cities, it would seem to be the case that the apartment market is saturated, but in Newport there is still a relatively small supply of modern apartments. Given the needs of students and young people generally, there may well be a continuing demand for apartments. Any reduction in overall density on brownfield sites is therefore likely to be limited, and so a reduction of 10% in the overall capacity of brownfield sites may be realistic.
- 2.60 During the course of the plan, it is likely that many infill sites will become available for housing. The potential contribution of such sites is hard to estimate in that they are not currently known. There are, however, a number of sites currently available that have emerged this way when a former use ceased, such as a factory or repair garage. Over the years there have been a number of infill sites that have each accommodated more than 100 dwellings. An assumption that 50 dwellings per year could be provided on infill sites would therefore seem modest and achievable.
- 2.61 Small sites (of less than 10 dwellings) are not normally specifically allocated in development plans, but have on average provided about 50 dwellings per year in Newport. A more modest assumption as to the future contribution of small sites would be prudent as the supply cannot be guaranteed, so an annual contribution of 35 dwellings is proposed. The calculation is set out in Appendix 1.

Greenfield Development Requirement

- 2.62 A number of greenfield sites have been submitted as Candidate Sites for consideration for allocation in the plan. The main pressure for this is that greenfield sites can be seen as desirable locations in which to live, and developers may therefore be keen to develop them because of the higher sales values that can be achieved. They can be controversial, and counter objections to development have also been received.
- 2.63 Greenfield sites are often seen as being more deliverable than brownfield sites, which can be more complex to develop, because of the previous uses on the site. Greenfield sites may, however, require significant investment in infrastructure both on-site and off-site, as none may exist. This could include water supply, sewers and schools, for example, and so may not always be cheaper to develop than brownfield sites.
- 2.64 Welsh Assembly policy guidance affirms the principle of housing choice³, but does, however, express a clear preference for the use of previously

³ See Ministerial Interim Policy Statement 01/2006 Housing, paragraph 9.1.1

developed land. Guidance also stresses that development should be sustainable, should promote community regeneration, and should include elements of affordable housing. Greenfield sites, because of their development value, may be able to provide a higher proportion of affordable housing, but may perform less well than brownfield sites when measured against the other aspects of policy guidance. For example, they often tend to be more car dependent in view of distances to other uses such as schools, shops and workplaces.

- 2.65 There are currently greenfield sites available with a capacity of approximately 1,500 dwellings. Most of this land has a current planning permission, such as the sites at Llanwern Village (1,100 dwellings) and the northern end of the former Tredegar Park Golf Course (150 dwellings).
- 2.66 Appendix 1 sets out the housing land calculation. This shows that there is likely to be an excess of supply over forecast demand. There is not, therefore, likely to be any need in numerical terms for the release of any significant amount of greenfield land for housing.

Village Development

- 2.67 Development issues in or around villages are likely to centre on aspects of affordability, countryside protection and sustainability. The villages in Newport are regarded as locally distinctive, and need to be treated as such according to their own characteristics. The widespread consultation on this issue proved that sustainable expansion of some villages may be appropriate, but environmental and infrastructure constraints will be important considerations. For example, many villages are located in areas of potential flood risk where new housing will not be allowed.
- 2.68 There will be some villages where it may be appropriate to keep the boundaries drawn tightly with little scope for further development, while others may be suitable for some limited expansion on the basis of sustaining local facilities, services and businesses, and providing affordable housing for local families and maintaining viable communities. A high level under the Code for Sustainable Homes would be required, or the Lifetime Homes standard if development were not to the highest Code level where it is mandatory. This could be required in advance of the imposition of the same standard for urban development, given the propensity of rural development to be more car-dependent. Continuing care retirement communities may also be seen as appropriate in some villages, provided that environmental and infrastructure implications can be met.

Community, Leisure and Recreation

- 2.69 The local planning authority is required to promote and improve the economic and social wellbeing 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 Plan⁴. 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

⁴ See, for example, paragraph 19.41

of the community, including rural areas, have effective access to services and community facilities.

- 2.70 Physical activity is increasingly being seen as one of the key means of improving health and wellbeing. 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 open 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 are providing elements in turn of the walkway which will extend along both sides of the river.
- 2.71 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 general nature that celebrate both historic and contemporary culture and heritage. Recognising the value of Newport's diversity of landscapes, built environments 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.

Education

- 2.72 The Schools Improvement Programme will involve some rationalisation of site usage, releasing surplus parts of the sites for development to help fund the rebuilding. Other surplus educational land may also be released to assist school building or remodelling.
- 2.73 Planning permission has been given for the redevelopment of the former Llanwern Steelworks as a new community, to be known as Glan Llyn. The masterplan includes two new primary schools to serve the approximate 4,000 households to be accommodated there.
- 2.74 In a similar way, the planning consent for the development of 1,100 dwellings in the Llanwern Village area includes a new primary school.
- 2.75 Other major developments will also need to address the issue of school provision. Usually this will mean on-site provision, either because of insufficient spare capacity in existing local schools, and/or because those schools are too far distant. The Whiteheads/Monmouthshire Bank regeneration site is one such example, where a new school will be required for any significant housing development.
- 2.76 The school site allocated in the Percoed Reen area on the south side of Duffryn will continue to be allocated for education purposes in view of the educational needs of the area.

Welsh Medium Education

- 2.77 The number of Welsh medium primary schools in Newport has recently increased from one to two, reflecting a growing preference for Welsh medium

education. As this trend is likely to continue, there may be a need within the period of the LDP to identify a further Welsh medium primary school, and possibly a comprehensive school in Newport as well. Currently, Welsh medium secondary education is provided jointly for Blaenau Gwent, Monmouthshire, Newport and Torfaen at Ysgol Gyfun Gwynllyw in Pontypool, but if demand increases significantly, local provision within Newport may become appropriate.

Burial Grounds

- 2.78 Newport City Council owns and manages three cemeteries – St Woolos, Christchurch and Caerleon. Future burial requirements are likely to be satisfied by a recently approved extension to the Christchurch cemetery. However, a condition attached to the permission restricts burial numbers to 50 per annum, until it has been demonstrated that there will be no adverse effect on groundwater and any other controlled waters. The necessary surveys are currently being undertaken, and it is hoped that within a short time frame the condition will be satisfied and the restriction on numbers removed. This situation will be monitored and possible implications reviewed once the outcome of the surveys is known.
- 2.79 Green burial is an environmentally friendly alternative to traditional styles of burial and is catered for in St Woolos, with plans to provide the service also at Christchurch cemetery. Green burials are becoming more popular and it is anticipated that demand for this type of burial will increase during the plan period.
- 2.80 The Local Development Plan should include a criteria based policy to assess burial sites that may come forward during the plan period, including private burial companies providing for increased demand in green burials.

Gypsy and Traveller Sites

- 2.81 Welsh Assembly Government Circular 30/2007, published in December 2007, states that all Local Authorities in Wales are expected to consider the need for Gypsy and Traveller accommodation at an early stage of the Local Development Plan process. The Community Involvement Scheme, which is part of the LDP's Delivery Agreement, sets out how members of the community, including Gypsies and Travellers, will be involved in the preparation of the LDP. Where there is a proven unmet need, the Council as Local Planning Authority is required by the Circular to allocate sufficient sites in the LDP to ensure that the identified pitch requirements for residential and transit use can be met.
- 2.82 Gypsies and Travellers are defined as:
“persons of nomadic habit of life, whatever their race or origin, including such persons who on grounds of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such”.⁵

⁵ Circular 30/2007

- 2.83 In order to assess the level of need, a Gypsy and Traveller Working Group was set up by the planning policy section in October 2008. Cross service area accommodation issues are the main topic of debate. A joint Gypsy and Traveller accommodation needs study was commissioned and completed in October 2009. The conclusions on pitch numbers and recommended locations for sites will form the content of criteria based policies and/or allocations for this plan. Any site selection process will be carried out in consultation with both settled and gypsy and traveller citizens.
- 2.84 The Council is therefore required to assess the level of need for Gypsy and Traveller sites, and then to provide suitable site(s) accordingly. Such sites also have to be allocated in the Local Development Plan. The plan will also include a criteria based policy against which to assess any future proposals for Gypsy or Traveller sites, including for rural exception sites.

Developer Contributions

Section 106

- 2.85 Under section 106 of the Town and Country Planning Act 1990, as amended by section 12 of the Planning and Compensation Act 1991, agreements can be entered into with regard to a proposed development. These agreements usually run with the title of the land rather than with the person entering into the agreement. They usually require the developer either to carry out certain works (known as a contribution in kind), or to contribute financially towards the provision of measures that will mitigate the detrimental impacts of their development. Provision of play areas, funds to extend the local school, community facilities, community art, and provision of a number of affordable housing units are typical of the community benefits obtained this way.

Community Infrastructure Levy

- 2.86 The Community Infrastructure Levy (CIL) is being proposed as an alternative to Section 106 Contributions secured through planning permissions. The proposed levy would be a standard charge that Local Planning Authorities would be empowered, but not required, to levy on most types of new development to fund the provision of new local or sub-regional infrastructure. It is intended to provide a simpler method of securing funding to deal with the cumulative impact of development on infrastructure needs. CIL, however, is discretionary and the Council will, therefore, have the option of continuing with S106 arrangements.
- 2.87 The Planning Act 2008 contains powers for the introduction of a CIL, the detail of which will be set out in regulation, due for adoption in April 2010. The two significant differences of principle between CIL and S106 are that:
- 1 The CIL will extend the liability to a much wider spread of development. The CIL payment will go to an accumulated fund to finance projects identified through an Infrastructure Plan at local authority or sub-regional/regional level;
 - 2 There is no direct link between the development, the CIL payment and provision of infrastructure, whereas with S106 contributions there is a legal requirement that any payment, whether in cash or in kind, should be directly related to the development.

- 2.88 In order to introduce the CIL the Council will have to have in place an up to date Local Development Plan (currently estimated to be adopted August 2012). Following adoption of the Local Development Plan (LDP), the Council will need to take a decision on whether to introduce CIL, based on its own particular circumstances and in full awareness of the benefits and dis-benefits compared to retaining a S106 based approach.
- 2.89 Whether or not the Council intend to introduce CIL, or to consider it later in the light of experience elsewhere, there will still be a clear need for an Infrastructure Plan to support the Local Development Plan and to provide a robust base for developing planning obligations. Infrastructure Plans will not be a part of the statutory planning process but will underlie the LDP and the Community Strategy and provide evidence to support CIL Charging Schedules.
- 2.90 The infrastructure planning process is the opportunity to identify what is needed to implement the LDP and the Community Strategy. This will be set out as a list of projects, identifying responsibilities for implementation together with timescales. This will provide a coherent and coordinated programme that will be the product of a collaborative view across partners and service providers, with an agreed evidence base. This will provide the tools for managing and monitoring infrastructure provision against timescales and targets. There will need to be a strategic policy framework in the LDP, but with an implementation framework flexible enough to accommodate changes of circumstances and priorities. A well prepared and robust framework will support bids for funding and assist decision making.
- 2.91 Infrastructure can cover a broad range of services and facilities with many different providers from the public, private and community sectors. Infrastructure planning can provide the 'route map' for the delivery of a community's vision and the catalyst for bringing together partners to deliver it. Demonstrating that proper discussion and deliberation have been given to the implementation of the LDP and Community Strategy will help credibility and ownership of the plan with partners and the community.

Transport and Communications

National

- 2.92 The Welsh Assembly has produced a draft National Transport Plan (2010-2015) 'A Modern, Sustainable System for Wales' which aims to ensure a system of transport fit for the 21st Century and is based on three key principles:
- To meet the demand for enhanced mobility which will enable economic growth and improve the quality of life we seek;
 - To put transport onto a more sustainable and less carbon-intensive path;
 - To use transport funding more effectively in light of increased pressures on public finances.
- 2.93 The National Transport Plan is intended to sit alongside the Regional Transport Plans, to ensure consistency of service provision, to strengthen local service delivery, and adopt a balanced approach to the development of the network by continuing to support economic growth and promote social inclusion, whilst tackling climate change through a carbon reduction pathway.

- 2.94 The new M4 Project is not included in the National Plan's consultation draft. A package of measures is to be developed which will be designed to improve the efficiency of the M4 by making better use of the existing infrastructure and improving the resilience of the local network. Other proposals in the document are consistent with the South East Wales Regional Transport Plan.

Regional - South East Wales Transport Alliance (SEWTA)

- 2.95 The ten local authorities covering South East Wales have worked together to produce the SEWTA Regional Transport Plan. The aim of the plan is to develop a transport system across South East Wales which is fit for the 21st Century and contains the following objective:

“To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling, sustainable freight provide travel alternatives.”

- 2.96 This objective will be achieved by implementing a range of competing objectives, providing a transport system which enables greater environmental protection, enhanced accessibility and which supports greater productivity and economic growth, within an overall priority of making better use of the area's existing transport infrastructure to deliver sustainable transport.
- 2.97 The Regional Transport Plan supports the development of an increasingly integrated and more efficient public transport, and is presented as a more favourable solution to road congestion than building additional road capacity. By supporting the growth in public transport capacity, through the provision of bus and rail services with greater frequency, a modal shift from car to public transport could be achieved. The SEWTA Rail Strategy identifies a number of new rail/park and ride/share stations on both the South Wales Main Line, Marches Line and Ebbw Valley Line.

Employment

Employment Strategy 2008 - 2011

- 2.98 A new strategy has been prepared to replace the 2003 – 2008 Strategy. The Strategy aims to achieve the same balance between a focus on maximising investment and employment growth in the City, whilst at the same time ensuring that the benefits of this are maximised for the Newport citizens. The context of the new strategy is very different from 2003, particularly given the current economic downturn, but the strategy highlights key priorities and actions which will be needed to maintain the momentum of the City's growth and regeneration programme.
- 2.99 Much of the 2003 – 2008 strategy remains valid and the main thrust of the strategy will be to help deliver the employment growth targets set out in the Growth Strategy of the Newport Unitary Development Plan 1996 - 2011.
- 2.100 The Economic Development Strategy for Wales “*Wales a Vibrant Economy*” stresses the need for a high skilled, high value added economy that helps boost general prosperity and global competitiveness. This is translated in the Wales Spatial Plan to emphasise the particular role that Newport and Cardiff

will have in delivering the new economic strength in the knowledge-based growth sector.

- 2.101 Tourism is already of value to the local economy, but has the potential to add further value through product development to create a greater sense of place, building upon Newport's strong cultural heritage. This will improve local pride in Newport as well as increasing employment.

Employment Land and Property

- 2.102 The supply of land and property has been identified as crucial to the future economic and employment growth in Newport. A review of industrial land and property supply has been undertaken as a basis for assessing the likely adequacy of the supply over the next five years.
- 2.103 The current economic slowdown will impact on the demand for both sites and premises. Nevertheless, the development cycle takes a long time and the City needs to be ready to capitalise on its growth potential once the upturn begins. Even in the current conditions, there are perceived to be market gaps that need to be addressed through a number of key actions:
- 1 A shortage of small industrial plots for owner occupier development, particularly business being encouraged to relocate from inner City regeneration areas such as Crindau, Riverside and Pillgwenlly.
 - 2 A shortage of office sites and premises in the City Centre.
 - 3 A diminishing supply of readily available motorway junction business sites.
 - 4 Large areas of public (Welsh Assembly Government) ownership that are constrained by the uncertainty about the timing/alignment of the new M4 motorway and the future Quinn Therm project.
 - 5 Some ageing of the industrial stock/estates and need to address environmental problems.
 - 6 Cultural tourism as an area of further potential.

Key Actions

- 1 Work with landowners/developers to help bring forward sites allocated in the UDP.
- 2 Review site opportunities for providing small development plots for owner occupiers.
- 3 Undertake review of employment land requirements in view of the proposed National Transport Plan cancellation of the New M4 which removes uncertainty of the project's alignment and timing from sites owned by WAG in South East Newport and West Newport.
- 4 Work with the university to develop employment opportunities matched to course specialisms.
- 5 Protection of employment land from changes to other uses.
- 6 Promotion of tourism based on Newport's many cultural assets including Caerleon, the Transporter Bridge and the Canal.

Waste

- 2.104 Newport currently deals with its waste through a number of methods including landfill, recycling initiatives in partnership with Wastesavers, and private firms dealing with commercial and industrial waste. Newport City Council has made significant progress in recent years with increasing recycling rates and is

currently meeting the required targets. However, in order to continue to meet the targets set out in European and National guidance, the way Newport City Council and its residents, employers and industries deal with waste requires an increased shift from landfill to more sustainable methods.

- 2.105 Newport City Council has been pursuing opportunities to reduce waste going to landfill through a partnership of five local Councils in the South East Wales Region – Newport, Cardiff, Monmouthshire, Caerphilly and The Vale of Glamorgan, known as Prosiect Gwyrdd (Project Green). As part of this procurement process, land at Tatton Road, Queensway Meadows has been put forward as the 'Optional Site' for procurement bidders to base their waste technology solutions upon for the five authorities. It is proposed that land at Tatton Road, Queensway Meadows is safeguarded for waste disposal purposes until such time that the procurement process is complete and the location of the regional facility is known.
- 2.106 The Regional Waste Plan 1st Review sets out the indicative new capacity required and indicative number of new non-landfill facilities required by each authority in South East Wales. In addition to the Prosiect Gwyrdd, Tatton Road proposal, it is proposed that new sustainable waste management methods will be accommodated on the existing landbank of sites for general industry, subject to detailed assessment.
- 2.107 Docksway Waste Disposal site accommodates a number of waste management facilities in addition to its landfill element. Facilities include civic amenity, transfer station, compost facility and hopefully an anaerobic digestion facility will be located there in the near future. It is proposed that Docksway is retained as a waste disposal site to help achieve waste related management methods and targets.
- 2.108 The waste site allocated under Policy WD2 of the Adopted Unitary Development Plan on land south of Llanwern Steelworks is no longer needed for steelworks waste disposal purposes. The site designation will therefore be removed.

Minerals

- 2.109 The Regional Technical Statement (RTS) undertaken by the South Wales Regional Aggregates Working Party has calculated Newport's need for aggregate minerals on an apportionment basis, using a per-capita method of average consumption per head applied to the population. As an authority Newport has no active working quarries and rock reserves are extremely modest therefore projection is not based on existing shares. In terms of the current per-capita approach, Newport would be expected to account for 8-8.5Mt over the 15 year period.
- 2.110 The recommendations from the RTS have various implications for the LDP, and further investigation into these recommendations are set out in the recent 'Former Gwent' Aggregates Safeguarding Study, undertaken by Cuesta Consulting.
- 2.111 There are no clear prospects for Preferred Areas of Search of Specific Sites within Newport County Borough, and the tonnage apportioned to Newport is not likely to be found at the limited area of search in the east of the borough. Therefore the possibility of relying on the resources available within

neighbouring authorities to meet the overall demand for South East Wales must be considered in line with guidance from the RTS.

2.112 The key actions for the LDP include:

- Safeguarding the localised potential sand & gravel resource blocks in the far west, as identified within Minerals Technical Advice Note 1: Aggregates (MTAN1);
- Penhow Quarry will not be designated as a mineral allocation within the LDP, due to the deterioration in quality of the aggregate; the site will remain as Countryside designation;
- The existing and prospective wharves must also be safeguarded to enable the continued import of marine dredged sand and gravel and the future possibility of other mineral flow into the area;
- The rail sidings at Newport Docks also require safeguarding to maintain existing and potential use for the transportation of aggregates by rail.

Retailing and the City Centre

2.113 The Ministerial Interim Planning Policy Statement 02/2005 'Planning for Retailing and Town Centres' states the Assembly Government's objectives to promote and enhance town, district, local and village centres. Accessible, efficient, competitive and innovative retail provision is sought, together with promotion of access by public transport, walking and cycling. The continuing regeneration of the riverfront and other inner urban areas should benefit the city centre by increasing the population in close proximity, which should increase footfall and potential expenditure.

2.114 The city centre is also the most generally accessible location in public transport terms, so there would need to be strong justification for significant new retail development elsewhere, unless of limited size and that it is justified for local needs. The significant level of out-of-town retailing that is already available is thought sufficient for that segment of the market. Future investment should be concentrated in the city centre if further trade is not to be lost to competing centres, notable Cardiff and Bristol, which have both seen recent significant investments in their city centres.

2.115 The city centre has many fine Victorian buildings which contribute to its sense of place. This is an important asset to be conserved, and particular attention will be given to the shopfronts.

Monitoring Framework

2.116 The plan will be monitored on an annual basis. A number of key indicators will be covered, including:

- house building
- affordable housing
- housing land supply
- employment land supply
- greenfield and brownfield land developed
- development in flood risk areas
- employment levels
- safe routes

health and deprivation
trees and woodland areas change
protected sites and species
air quality
waste reduction and recycling rates
accessible green space
historic buildings at risk
retail vitality
other matters

2.117 An annual monitoring report will be produced when the plan is adopted.

3 POLICIES

SP1 Sustainability

PROPOSALS WILL BE REQUIRED TO MAKE A POSITIVE CONTRIBUTION TO SUSTAINABLE DEVELOPMENT. THEY WILL BE ASSESSED AS TO THEIR POTENTIAL CONTRIBUTION TO;

- I) REUSING PREVIOUSLY DEVELOPED LAND;
- II) PROVIDING INTEGRATED TRANSPORTATION SYSTEMS, AS WELL AS ENCOURAGING THE CO-LOCATION OF HOUSING AND SERVICES, WHICH TOGETHER WILL MINIMISE THE OVERALL NEED TO TRAVEL, REDUCE CAR USAGE AND ENCOURAGE A MODAL SHIFT TO MORE SUSTAINABLE MODES OF TRANSPORT;
- III) REDUCING ENERGY CONSUMPTION, INCREASING ENERGY EFFICIENCY AND ENCOURAGING THE USE OF LOW AND ZERO CARBON ENERGY SOURCES;
- IV) THE MINIMISATION, RE-USE AND RECYCLING OF WASTE;
- V) MINIMISING THE RISK OF AND FROM FLOOD RISK, SEA LEVEL RISE AND THE IMPACT OF CLIMATE CHANGE;
- VI) IMPROVING FACILITIES, SERVICES AND OVERALL SOCIAL AND ENVIRONMENTAL EQUALITY OF EXISTING AND FUTURE COMMUNITIES;
- VII) ENCOURAGING ECONOMIC DIVERSIFICATION AND IN PARTICULAR IMPROVING THE VITALITY AND VIABILITY OF THE CITY CENTRE;
- VIII) PROTECTING AND ENHANCING THE BUILT AND NATURAL ENVIRONMENT;
- IX) CONSERVING AND ENSURING THE EFFICIENT USE OF RESOURCES SUCH AS WATER AND MINERALS.

Flood Risk and Water Resources

SP2 Flood Risk

THE PLAN WILL SEEK TO DIRECT DEVELOPMENT AWAY FROM AREAS OF FLOOD RISK. WHERE FLOOD RISK IS IDENTIFIED AS A CONSTRAINT, DEVELOPMENT WILL ONLY BE PERMITTED WHERE A DETAILED TECHNICAL ASSESSMENT IN ACCORDANCE WITH NATIONAL GUIDANCE IS PROVIDED TO ENSURE THAT THE DEVELOPMENT IS DESIGNED TO COPE WITH THE THREAT AND CONSEQUENCES OF FLOODING OVER ITS LIFETIME.

SP3 Water Resources

DEVELOPMENT PROPOSALS SHOULD REDUCE WATER CONSUMPTION 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; AND,
- III) CAREFUL CONSIDERATION OF THE IMPACT UPON FINITE WATER RESOURCES, PARTICULARLY IN TERMS OF INCREASED PRESSURES ON ABSTRACTION AND THE IMPACT OF CLIMATE CHANGE.

SP4 Countryside

DEVELOPMENT IN THE COUNTRYSIDE (THAT IS, THAT AREA OF LAND LYING BEYOND THE SETTLEMENT BOUNDARIES SHOWN ON THE PROPOSALS MAP) WILL ONLY BE PERMITTED WHERE THE USE IS APPROPRIATE IN THE COUNTRYSIDE, RESPECTS THE CHARACTER OF THE SURROUNDING AREA AND IS APPROPRIATE IN SCALE AND DESIGN.

SP5 Green Belt

THE EXISTING GREEN BELT IS MAINTAINED ALONG THE NEWPORT – CARDIFF BOUNDARY AND EXTENDED NORTHWARDS TO THE M4 MOTORWAY.

SP6 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 AND MANAGEMENT SCHEMES THAT DEMONSTRATE A CLEAR APPRECIATION OF THEIR SPECIAL FEATURES:

- I) NORTH OF BETTWS
- II) WEST OF RHIWDERIN
- III) WENTLOOG LEVELS
- IV) RIVER USK
- V) CALDICOT LEVELS
- VI) WENTWOOD
- VII) TREDEGAR PARK

SP7 Conservation of the Natural and Built Environment

IN ADDITION TO NATIONAL POLICY DESIGNATION THE PLAN WOULD SEEK TO PROTECT AND ENHANCE SITES OF LOCAL IMPORTANCE. PROPOSALS AFFECTING SITES WILL BE REQUIRED TO CONSIDER THE IMPACT ON SUCH A FINITE AND DISTINCTIVE LOCAL RESOURCE.

SP8 House Building Requirement

SUFFICIENT LAND WILL BE MADE AVAILABLE TO PROVIDE FOR ADDITIONAL DWELLINGS AS FOLLOWS:

2011 – 2016:	3,200
2016 – 2021	3,200
2021 – 2026	3,200

EACH PERIOD IS TO BE REGARDED AS SELF-CONTAINED, WITH EXCESSES OR DEFICITS OF HOUSE BUILDING NOT BEING CARRIED OVER INTO THE NEXT PERIOD. THE LAND WILL BE PROVIDED PRIMARILY ON PREVIOUSLY DEVELOPED LAND IN THE FOLLOWING WAYS:

- i) SITES WITH PLANNING PERMISSION, INCLUDING SITES UNDER CONSTRUCTION;
- ii) NEW ALLOCATIONS SET OUT IN POLICY H1; AND
- iii) INFILL AND WINDFALL SITES.

FURTHER MAJOR HOUSING DEVELOPMENT OUTSIDE EXISTING SETTLEMENT BOUNDARIES WILL NOT BE PERMITTED.

SP9 Community Facilities and Requirements

WITHIN SETTLEMENT BOUNDARIES AND IN LOCATIONS THAT ARE CLOSE TO PUBLIC TRANSPORT LINKS, THE DEVELOPMENT OF COMMUNITY FACILITIES WILL BE ENCOURAGED INCLUDING:

- I) PLACES OF WORSHIP AND CHURCH HALLS, 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, DANCE AND SPORT HALLS, SWIMMING BATHS, SKATING RINKS, GYMNASIUMS;
- IV) OUTDOOR AND INDOOR SPORT AND LEISURE USES INCLUDING ALLOTMENTS AND COMMUNITY/ CITY GARDENS.

SP10 Community Infrastructure Levy

THE COUNCIL WILL WORK IN PARTNERSHIP WITH STAKEHOLDERS TO ENSURE THAT DEVELOPERS CONTRIBUTE TOWARDS THE COST OF INFRASTRUCTURE AND ENVIRONMENTAL IMPROVEMENTS, AND WILL BRING FORWARD SUPPLEMENTARY PLANNING GUIDANCE TO SECURE THIS PROVISION.

Transportation

SP11 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;
- x) RESULT IN OTHER ENVIRONMENTAL IMPROVEMENTS, INCLUDING TO AIR QUALITY, NOISE REDUCTION, SUSTAINABLE DRAINAGE AND ENHANCED BIODIVERSITY.

SP12 Integrated Transport

INTEGRATED TRANSPORT WILL BE IMPLEMENTED THROUGH THE COUNCIL'S ADOPTION OF THE SEWTA REGIONAL TRANSPORT PLAN, INCLUDING:

- 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, AND ROAD TO RAIL FREIGHT CENTRES;
- v) A CENTRAL AREA PARKING STRATEGY CO-ORDINATED WITH AND IN CO-OPERATION WITH LOCAL AUTHORITIES IN THE SEWTA REGION;
- vi) APPROPRIATE PROVISION FOR PUBLIC TRANSPORT OPERATION AT THE PLANNING STAGE OF NEW DEVELOPMENTS;
- vii) URBAN VILLAGES AND NEIGHBOURHOODS IN THE BUILT-UP AREA SUPPORTED BY SUSTAINABLE TRANSPORT AND TRAFFIC MANAGEMENT MEASURES;
- viii) FACILITIES FOR PUBLIC TRANSPORT, WALKING AND CYCLING IN MAJOR NEW DEVELOPMENT;
- ix) INTERCHANGE BETWEEN BUS, BICYCLE AND CAR TO ENABLE SUSTAINABLE USE OF THE COUNTRYSIDE.

SP13 Major Road Schemes

LAND WILL BE SAFEGUARDED FOR THE FOLLOWING STRATEGIC HIGHWAY SCHEMES:

- i) M4 MOTORWAY JUNCTION 28 TREDEGAR PARK INTERCHANGE IMPROVEMENT;

- II) EASTERN EXTENSION OF THE SOUTHERN DISTRIBUTOR ROAD ALONG QUEENSWAY THROUGH THE GLAN LLYN REGENERATION AND CORUS STEELWORKS SITES;
- III) WESTERN EXTENSION OF THE SOUTHERN DISTRIBUTOR ROAD AS THE DUFFRYN LINK ROAD BETWEEN MAESGLAS AND COEDKERNEW.

Economic Development and Urban Regeneration

SP14 Employment Land

PROVISION WILL BE MADE FOR APPROXIMATELY 150 HECTARES OF EMPLOYMENT LAND FOR THE PERIOD 2011-2026

SP15 Employment Sites

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT WILL BE LOCATED MAINLY IN THE FOLLOWING AREAS WITHIN THE URBAN BOUNDARY:

- I) WEST NEWPORT AT COEDKERNEW;
- II) SOUTH EAST NEWPORT WITHIN THE EASTERN EXPANSION AREA;
- III) URBAN AREA, RIVER USK CORRIDOR, AND DOCKS.

SP16 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.

Waste

SP17 Waste Disposal

LAND WILL BE SAFEGUARDED FOR WASTE DISPOSAL PURPOSES AT:

- (I) DOCKSWAY WASTE DISPOSAL SITE;
- (II) TATTON ROAD, QUEENSWAY MEADOWS.

SP18 Waste Management

THE SUSTAINABLE MANAGEMENT OF WASTE ARISING IN NEWPORT WILL BE FACILITATED BY:

- (I) PROMOTING AND SUPPORTING ADDITIONAL TREATMENT FACILITIES, MEASURES AND STRATEGIES THAT REPRESENT THE BEST PRACTICABLE ENVIRONMENTAL OPTION, HAVING REGARD TO THE WASTE HIERARCHY AND THE PROXIMITY PRINCIPLE;

- (II) ENCOURAGING THE PROVISION OF IN-BUILDING TREATMENT FACILITIES ON EXISTING AND ALLOCATED AREAS OF GENERAL INDUSTRY;
- (III) THE PROVISION OF NEW FACILITIES FOR RE-USE, RECYCLING AND COMPOSTING; AND,
- (IV) SUPPORTING THE PROVISION AND MAINTENANCE OF SUSTAINABLE WASTE MANAGEMENT STORAGE AND COLLECTION ARRANGEMENTS IN ALL APPROPRIATE NEW DEVELOPMENTS.

SP19 Minerals

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

- I) SAFEGUARDING LOCALISED POTENTIAL SAND AND 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; AND,
- IV) CONSIDERING PROPOSALS FOR THE WINNING AND WORKING OF MINERALS IN THE REGIONAL CONTEXT, WHILST HAVING CLEAR REGARD TO LOCAL FACTORS.

APPENDICES**Appendix 1 Housing Land Calculation**

Note: This is a calculation based on the situation at April 2009. The plan is for the period for 2011 on, so this will need to be updated before then. Some of the currently available sites will have been completed by then, and others may have become available, either because they have gained a planning permission or because they have been allocated in the plan. Most of the sites will not have changed significantly by 2011, especially with the lower building rates being achieved in the current economic climate, so the present calculation usefully sets the scene.

Housing Land Calculation - April 2009		
	Plots currently available on large brownfield sites	10,200
plus	Plots currently available on large greenfield sites	1,500
equals	Total plots currently available	11,700
less	Reduction in density on some brownfield sites (say 10%)	-1,020
equals	Revised capacity of plots currently available	10,680
plus	Infill allowance at 50 dwellings per year	750
plus	Small sites allowance at 35 dwellings per year	525
equals	Total plots likely to be available in the plan period	11,955
less	Dwellings required 2011 - 2026	-9,600
equals	Surplus of land available over need	2,355
	Percentage over-provision	25%

Note: Large sites are defined as those capable of accommodating 10 or more units.

Appendix 2 The Vision and Objectives

“As a gateway to Wales, Newport will be a City centre of regeneration that celebrates its culture and heritage, while being a focus for diverse 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.”

[Amendments added to cover:

Local regeneration

Newport's place in the wider world]

Sustainable use of land

Objective 1

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

Climate change

Objective 2

To ensure that development and land uses in Newport make a positive contribution to helping to minimise the causes of climate change and to mitigating the impacts, by incorporating the principles of sustainable design, reducing the need to travel, providing safe and active travel routes, and managing the risks and consequences of flooding.

Economic Growth

Objective 3

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

Housing

Objective 4

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.

Conservation and the Environment

Objective 5

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

Objective 6

To protect and enhance the quality of the natural environment, including protected and non-protected species and habitats, regardless of greenfield or brownfield status, and also including the protection of controlled waters.

Community Facilities and Infrastructure

Objective 7

To ensure the provision of appropriate new, and/or enhanced existing, community facilities.

Culture and Accessibility

Objective 8

To ensure that development proposals and uses are socially and physically accessible to all, taking account of the needs of all individuals.

PREFERRED STRATEGY MAP

(On following page)



PREFERRED STRATEGY

Newport Local Development Plan 2011 - 2026



Monmouthshire
County Council

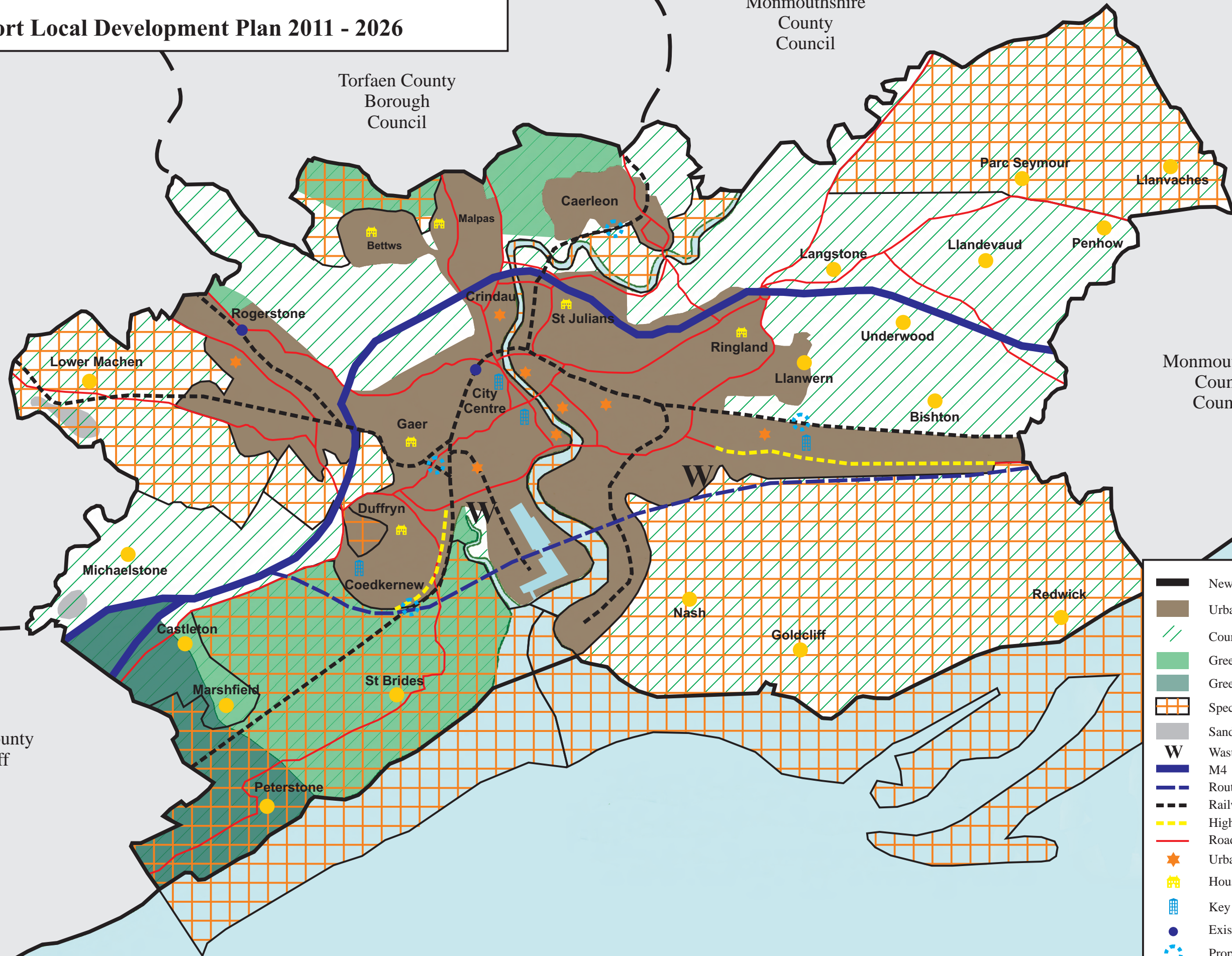
Torfaen County
Borough Council

Caerphilly
County Borough Council

Monmouthshire
County Council

City and County
of Cardiff

January 2010



- Newport City Boundary
- Urban Area
- Countryside
- Green Wedge
- Green Belt
- Special Landscape Areas
- Sand & Gravel Reserves
- Waste Disposal Facility
- M4
- Route of Proposed New M4
- Railway Lines
- Highway Schemes
- Roads
- Urban Regeneration Site
- Housing Estate Regeneration
- Key New Employment Areas
- Existing Railway Station
- Proposed Railway Station

