



Planning Aid **Wales**  
Cymorth Cynllunio **Cymru**

## **Community Engagement**

### **Newport Replacement LDP Draft Vision, Issues and Objectives**

### **Engagement Events Report**

June 2022

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## **APPENDICES**

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## **1.0 Context**

- 1.1 Planning Aid Wales has been instructed by Newport City Council (NCC) to support the engagement activity for the Newport Replacement Local Development Plan (LDP) – Draft Vision, Issues and Objectives.
- 1.2 Our instructed brief was to prepare and deliver a series of community and stakeholder engagement events between 29 January – 25 March 2022, in accordance with NCC’s Delivery Agreement. The events were targeted at identified stakeholders living or operating within the Newport City Council area. Due to Covid-19 regulations and uncertainties surrounding this issue a mixture of online and face to face events were carried out. The online events were carried out remotely using Microsoft Teams platform.
- 1.3 A further constraint on the engagement process was the need to complete the engagement work before the start of the Council’s pre-election period on 28 March 2022 ahead of Local Government Elections held on 5 May 2022.
- 1.4 To deliver the brief our work involved:
  - Analysis and understanding of the Draft Vision, Issues and Objectives (VIO) consultation paper.
  - Review of other key documents and activities including the Delivery Agreement, previous LDP engagement activity, previous barriers identified, key stakeholder contacts etc. and discussions with NCC Planning Policy Team as required.
  - Selecting, defining objectives and programming methods of engagement for the events.
  - Attending and leading all events as facilitators for discussions and to encourage understanding of the LDP process and the VIO consultation. The broad purpose of the events was to raise awareness and encourage responses to the VIO consultation which had a deadline of 5pm on Friday 25 March 2022.

- 1.5 In relation to the events our role was:
- (i) To agree clusters of stakeholders for the events and arrange suitable dates for the event. Send invitations to interested parties to attend events.
  - (ii) Introduce the purpose, aims and key stages involved in the LDP preparation process.
  - (iii) Explanation of the key themes and proposals put forward in the VIO.
  - (iv) Facilitate a discussion to capture initial feedback on the VIO.
  - (v) Advise on next steps and how communities / stakeholders can input into the process.
  - (vi) Prepare a report of feedback and issues raised for NCC Planning Policy Team.
- 1.6 As part of the process the following work was carried out by the Council:
- (i) Provision of all relevant planning documents and stakeholder list.
  - (ii) Provision of details of the VIO.
- 1.7 The role of Planning Aid Wales in the drafting the issues report is to report back the issues and comments raised by attendees at each event. Therefore, the issues and comments listed within this report are solely those of the attendees who attended each event and do not represent the views of Planning Aid Wales.

## **2.0 About Planning Aid Wales (PAW)**

- 2.1 Planning Aid Wales is a registered charity that advocates and supports community involvement in planning in Wales. Founded in 1978, we have over 40 years' experience of helping individuals and community groups to understand and engage with the planning system. Our core services include delivering planning training to a range of audiences, developing easy read planning guidance and a free planning advice helpline. We are an organisation that has been commissioned for many community engagement in planning projects in Wales; we have built a significant repository of engagement methods, tools and techniques and regularly publish news on good engagement practice.
- 2.2 We recognise LDP preparation is an important avenue for securing more effective public involvement in planning; our current business plan identifies LDP review as one of the three elements in the planning process on which we focus our engagement efforts.
- 2.3 Planning Aid Wales is an advocate of meaningful community engagement in planning. Through our work, we seek to raise the knowledge and capacity of communities to engage, but not just in the activity at hand - we seek to enable people to effectively participate in planning activities on an ongoing basis.
- 2.4 As an independent third party organisation, we have found time and again that communities are willing to engage with us, even where Local Planning Authorities have encountered barriers to engagement in the past. As part of our process, we encourage active collaboration between Local Planning Authority (LPA) staff and community groups, thereby building better relationships for future engagement. We take no view on any local policy or specific development; we only support individuals and communities to express their own views effectively.

- 2.5 We recognise that the planning system can be complex and the needs / wants of communities do not always align with other interests. We manage expectations by helping our beneficiaries understand that planning is a holistic system that seeks to address a wide variety of priorities, and clearly explain the scope and limitations of what the planning system (or particular activity) can achieve.

### **3.0 Stakeholder Vision, Issues and Objectives Engagement Events**

3.1 Given the number of individuals and organisations listed on the Council’s Stakeholder list, at the time of the VIO engagement work, and the additional organisations identified, it was decided to identify particular sectors and arrange events based on these sectoral divisions. The groups are identified below:

- Community Councils
- Gypsy and Traveller Organisations
- Heritage and Cultural Organisations
- Transport and Utilities
- Environment and Rural Organisations
- Developers and Development Consultants
- Community Groups and Organisations
- Individuals/ Residents

3.2 However, it was also made clear that any representative from outside each group could attend another event if required and such requests were accommodated. In addition, the engagement activities were advertised on the Council’s website, social media posts and also promoted by other organisations.

3.3 Ten events were held, and the groups invited to each. Given the fluidity of Covid-19 regulations at the time a mixture of online and face to face events were held, 7 events being online and 3 face to face events. The timing of the events was varied to allow wide participation i.e. morning, afternoon and evening sessions. The date and format of the events is listed below:

|    |                              |        |                  |
|----|------------------------------|--------|------------------|
| 1. | Community Councils           | Online | 10 February 2022 |
| 2. | Gypsy and Traveller Groups   | Online | 1 March 2022     |
| 3. | Heritage and Cultural Groups | Online | 2 March 2022     |
| 4. | Transport and Utilities      | Online | 3 March 2022     |
| 5. | Environment and Rural Groups | Online | 14 March 2022    |
| 6. | Developers and Consultants   | Online | 15 March 2022    |

|     |                                 |              |               |
|-----|---------------------------------|--------------|---------------|
| 7.  | Community Groups and Residents  | Face to Face | 16 March 2022 |
| 8.  | Community Groups and Residents  | Face to Face | 17 March 2022 |
| 9.  | Community Groups and Residents  | Face to Face | 17 March 2022 |
| 10. | Environment Group and Residents | Online       | 24 March 2022 |

3.4 It was agreed with NCC at the outset of the project that the Planning Policy Team would not attend the events to allow for an independent discussion of issues.

#### **Format of events**

3.5 All events followed a similar format. Mark Jones, Planning Engagement Officer, Planning Aid Wales, introduced the event and provided an explanation of Planning Aid Wales and their role as independent facilitators for the event. The main presentation covered:

- PART 1 General LDP Policy and Procedures
- PART 2 Current position of LDP in Newport
- PART 3 The Council's Draft Vision
- PART 4 The Council's Draft Objectives
- PART 5 Issues in Newport
- PART 6 How to respond and next stages
- PART 7 Conclusion

3.6 At the end of the Part 1, a brief question and answer session took place to address any issues on the process. Mark Jones then delivered a more detailed presentation on the content of Newport Replacement LDP VIO consultation document. Each event also focused on the draft vision, issues and objectives. In addition, there was also a discussion on wider issues raised by the attendees. Questions were invited and where possible responded to, the issues raised were also noted for inclusion within this

report. Planning Aid Wales participated in all the discussions to listen to the issues raised and also to pose queries to facilitate discussion.

- 3.7 The event concluded with Planning Aid Wales repeating the deadline for comments on the VIO consultation of 5pm 25 March 2022. It was emphasised that this was an appropriate time to make meaningful comments to influence the LDP as once the document moves forward the opportunity to influence the plan will become less. Attendees were also advised that an independent inspector would examine the plan on behalf of the Welsh Government and prepare a report on the soundness of the plan.

### **Event attendance**

- 3.8 All stakeholders and residents listed on the Council's Stakeholder list, at the time of the VIO engagement work, and any additional organisations identified were invited to attend at least one event, invitations were sent by email and letter. A copy of the invite is included in Appendix 2. A total of 690 invites were sent, in addition, the advertisements of the engagement work on other sources also attracted interest and attendance. Follow up contact was also made with stakeholders to highlight the events. The table below summarises the attendance at each event:

| <b>Event</b>              | <b>No. Attending</b> |
|---------------------------|----------------------|
| 10 February 2022          | 12                   |
| 1 March 2022              | 2                    |
| 2 March 2022              | 3                    |
| 3 March 2022              | 4                    |
| 14 March 2022             | 14                   |
| 15 March 2022             | 18                   |
| 16 March 2022             | 21                   |
| 17 March 2022 (afternoon) | 4                    |
| 17 March 2022 (evening)   | 6                    |
| 24 March 2022             | 5                    |

## **4.0 Summary of Issues Raised**

4.1 The events generated a number of views and identified a number of issues from all participants, and these are listed in Appendix 1 of this report. In summary, there were a number of common issues which are summarised below under the following broad headings of the objectives included within the consultation document:

- Draft Vision
- Economy and Employment
- Population and Communities
- Health and Well-being
- Equality, Diversity, and Inclusion
- Transport and Movement
- Natural Resources
- Biodiversity and Geodiversity
- Historic Environment
- Landscape
- Climate Change

### **Draft Vision**

4.2 A discussion was held at all events in relation to the draft vision. On the whole most attendees raised similar comments at each event. The majority opinion being that the draft strategy did not contain anything that was objectionable, and the aims were laudable.

4.3 Notwithstanding the above point there was also a regular comment that the draft vision was very generic and could apply to any LPA across Wales and not distinct to Newport. These issues were subject to debate and others felt that the draft vision should not be unduly prescriptive and should set the scene for the objectives to expand upon and ultimately the detailed policies. Whilst there was a general feeling that it could be more Newport-centric without being unduly prescriptive and identify any specific Newport issues. One point put forward is that Newport is the gateway to Wales and that this

should be recognised and the vision allow the Council to provide an appropriate and high quality gateway.

- 4.4 It was considered that transport was missing from the vision and in particular the role of active travel and this matter should have more prominence in the vision.
- 4.5 Another comment related to whether the vision and the LDP would be influenced should Monmouthshire County Council pursue a non-growth strategy and what implications this would have for Newport City Council and its LDP.
- 4.6 Finally, there was a view that the draft vision should be worded to allow a clear review and audit towards the end of the plan period.

**Draft Objective - Economy and Employment**

- 4.7 Overall, there did not seem to be any major issues with regard to this matter. However, some attendees questioned whether there was a manufacturing base for the area particularly since the loss of the more traditional industries such as the steelworks and its ancillary business links. It was felt that the area had a low skilled economy and there was a need to upskill workers and enhance opportunities. A range of industries were needed for a range of people with different skills. Although at the same time it was commented that it is not solely in the power of the Council to use the LDP to provide jobs, but the LDP needs to be flexible to allow employers/investment to do this.
- 4.8 It was pointed out that 70% of the Council area was rural. Agricultural policy is changing for example with matters such as, rewilding, food security, etc. It was also suggested that there was scope for small scale employment uses within these areas and also linked development opportunities in the rural communities as contributing to making such communities more sustainable.

- 4.9 There were queries in relation to what some terms meant and that they were open to interpretation (e.g. What is meant by growth? Is it Gross Domestic Product [GDP]? GDP per head? or other definition, what is Green Growth? etc). It was felt the plan should be more explicit on such matters.
- 4.10 There was an opinion that there are a number of vacant office spaces and that better use could be made of such space. One suggestion was to provide more serviced offices for small businesses and also allow a more flexible use. It was considered that there is a need for training/education, as it was felt that young people were leaving and not returning to the area.
- 4.11 Concerns were raised on the current situation of the city and town centres, there was a general feeling that they were under pressure. It was considered that too many shops were closing and remaining vacant. There was recognition that this was a wider issue than just the NCC area and factors such as internet shopping and more recently implications of the Covid-19 pandemic had impacted also. It was also pointed out that the viability and attractiveness of a town centre also affected smaller settlements (e.g. villages) outside the towns, which use the larger town centres and Newport city centre as their main destinations for retail, social and employments uses. It was considered that there was a need for more investment and other uses to boost town centres.
- 4.12 There was a view that there is a need for a new vision and purpose for the town and city centres. Such locations need to become a destination to visit and not just for shopping, there is a need to attract people into these areas for other reasons such as leisure or cultural activities with retail activity being an ancillary activity whilst there. In light of the closure of flagship stores, which historically acted as a magnet for other retail providers, small independent shops should be promoted and provide a wider retail offer. Vacant retail uses could also be put to other uses such as flexible working locations e.g. hub type uses where people can use workspace for short periods of the day. Whilst there is a move to work from home post pandemic

such uses may bring people into the centres for some days during the week, with a knock on benefit to other uses in the centre. More residential uses in the town and city centres particularly the upper floors of current properties would bring life to the centres. This would also provide more security due to overlooking of the public realm.

- 4.13 Parking issues were again raised as an obstacle to using town centres, although many comments related to prices. Also, the lack of adequate public transport was cited which meant the car was still the main mode of transport to such centres.
- 4.14 As mentioned non planning issues were raised as part of the problem and as a constraint to providing a vibrant town centre. It was explained that the planning system and the LDP cannot really address the fiscal issues and also the issue of town centres is national issue across Wales and the wider UK and is subject to a current national debate.
- 4.15 On the whole there was a view that the town and city centres were declining and a need for innovative solutions to provide mixed use developments into these areas.

#### **Draft Objective - Population and Communities**

- 4.16 Queries were raised in relation to the housing need. Whilst it was briefly explained how the housing requirement was calculated there were a number of concerns. There was a query whether population in the Council area had actually grown. Another common comment related to the potential for towns and villages within the Council area to become dormitory settlements, i.e. settlements where there are little or no services, commercial or employment opportunities and where people would then travel elsewhere to meet these needs, in particular Cardiff and Bristol. The suggestion being that the housing requirement in Newport is being driven by the needs of other areas. Where new housing led to more commuting this would also have a knock on effect on traffic issues and congestion.

- 4.17 There was discussion at all events in relation to greenfield and brownfield sites. It was noted that the Council had historically been successful in promoting development in brownfield sites, although it would be difficult to achieve this in the new plan period. Overall many considered that brownfield sites should still be the focus, including using vacant buildings in town centres. Alternative views also pointed out that the cost of developing brownfield sites is greater, e.g. land remediation etc, and as such can have a knock on effect on the provision of affordable housing due to scheme viability. In addition, it was emphasised that brownfield sites can provide important biodiversity habitats and appropriate greenfield development may be a better option in some cases.
- 4.18 There was a view that smaller settlements could accommodate an appropriate level of residential development which would help meet local needs and sustain these communities. There was an opinion that village and settlement boundaries need to be reviewed and adjusted to allow for such development.
- 4.19 In response to the Council's question on where residential development should be located it was acknowledged that there were significant constraints. Large strategic greenfield site locations would be constrained to the north by transport, west by Cardiff and south by the sea. One suggestion was the possibility to develop within the following area Basseleg – Pentrepoeth – Rhiwderin wedge.
- 4.20 Affordable housing was identified by a number of respondents as being a key issue. It should be noted at the outset that there was some misunderstanding as to what affordable housing was e.g. cheaper market housing or the equivalent of council house provision. A regular request at all events was for a clear definition of what is affordable housing in the NCC area. There was an overall recognition that affordable housing was required and should be addressed in the LDP. It was also raised that affordable housing should meet the local needs and requirement of specific areas to

allow people who wanted to remain in their home communities to do so. Housing to rent was seen as an important requirement.

- 4.21 With regard to gypsy and traveller sites the main comments related to the need for more sites, in particular but not exclusively the need for transit sites was highlighted. It was suggested that this may be more of a regional issue particularly along the M4 corridor and there needed to be close work with other authorities or addressed in the future Strategic Development Plan. A further comment was that any decisions on gypsy and traveller site allocations should be based on up to date and robust data, this would require ways to ensure the community engaged in matters such as Gypsy and Traveller Accommodation Assessment (GTAA).
- 4.22 Other comments related to the importance of the design of new housing, both in relation to how it looks and fits in with the character of the area but also in relation to layout and construction. It is important to ensure that new housing is highly sustainable and reduces CO2 emissions and has a long lifespan to avoid the need to rebuild. Layouts should meet current needs, particularly as highlighted by the pandemic (i.e. adequate private space and communal open space, ability for flexible accommodation e.g. to allow people to work from home).
- 4.23 Two other issues touched upon were, firstly, Green Belt and although it was accepted this is Strategic Development Plan issue it was felt that the LDP should be setting out its opinion on Green Belt and any changes in the LDP. Finally, in relation to housing the implications of the new Technical Advice Note (TAN) 15: Development and Flood Risk, when issued, would need to be considered.

#### **Draft Objective - Health and Well-being**

- 4.24 There were no objections to the draft objectives and many felt this would be achieved through other objectives.

- 4.25 Other aspects of infrastructure concerns related to health facilities such as General Practitioner (GP) Surgeries. It was acknowledged that such matters were controlled by Health Authorities, but respondents suggested that where it was felt such services were full this should be a consideration to any proposed residential development.
- 4.26 A number of delegates felt that planning obligations obtained for new developments did not materialise as expected or were subsequently removed at the request of the developer. There was a feeling that policies for community and infrastructure requirements need to be robust and defended to ensure the impacts of new development are properly addressed.

**Draft Objective - Equality, Diversity, and Inclusion**

- 4.27 There were no objections to the draft objectives and many felt this would be achieved through other objectives in particular through housing for all people. With regard to the Welsh language there were a few dissenting voices who did not see this as an important issue.

**Draft Objective - Transport and Movement**

- 4.28 One issue that was raised consistently at all events was with regard to infrastructure. There was a feeling that new development was coming forward without the necessary infrastructure to support it. In particular concerns were raised regarding road and transport infrastructure. A number of attendees felt the road system and capacity across the Council area was not sufficient to accommodate new developments. A common view was that development was coming forward which increased congestion and highway issues and these matters were not being adequately addressed through the planning process.
- 4.29 At the same time, it was acknowledged by some attendees that planning policy did look to reduce the use of cars in new development, however, at the same time concerns were raised that public transport was insufficient to

replace the use of cars. Therefore, new development would always generate car movements. Respondents' comments suggested that the availability and accessibility of public transport did vary across the area and between towns and smaller communities. One issue that was highlighted by many was the locational relationship between the railway station and the bus station and that there was no public transport interchange between the two. There was a view that there needs to be a better link between the two so you can arrive from a train and catch a bus without the need to walk somewhere else.

4.30 A particular issue that was raised in relation to transport was Junction 24 of the M4 motorway which a number of respondents said often suffered from serious congestion, including tailbacks along the slip road and back onto the side roads leading into Newport. Any new development which would lead to use of this junction would worsen the situation. It was alluded to that this may also apply at Junction 25 to 27 as well.

4.31 Whilst it was accepted that the decision in relation to the M4 relief road has been made and this is also a decision for the Welsh Government and not the Council, it was suggested that the LDP should set out the Council's views on how the traffic issues can be addressed within their area in the absence of the relief road.

#### **Draft Objective - Natural Resources**

4.32 Overall there was a general view that the LDP should look to safeguard natural resources within the Council area. A number of points was raised in relation to minerals and building materials. It was suggested that the supply of materials is assumed and this is an issue that needs to be considered in LDP policies in relation to new development. Also, the supply of minerals is more than a local issue and needs to be safeguarded. It was also emphasised that the minerals industry is highly sustainable and as an industry has addressed environmental impacts.

**Draft Objective - Biodiversity and Geodiversity**

- 4.33 There was a general consensus across the events to safeguard the environment and biodiversity including landscape areas. A number of attendees referred to the need to protect and manage green spaces and ecological sites. One point raised was that there is a significant variation in flora and fauna and as such these varying needs should be considered. In relation to the Gwent Levels there was general response highlighting their importance and protection, although there was some comment in relation to management and sea level rises which could impact upon this area.
- 4.34 A number of attendees emphasised that they considered that it was important to protect the green spaces in built up areas and not just the designated sites. These spaces provided environmental benefits and also provided useable spaces for residents. It was mentioned that the issues arising during lockdown had highlighted the importance of such areas.
- 4.35 As mentioned previously the contribution of brownfield sites as a valuable biodiversity resource was mentioned.
- 4.36 The issue of farming policy changes was discussed, and implications would need to be considered in relation to environmental issues e.g. rewilding. It was suggested there needed to be a balanced approach in rural areas to meet the changing agricultural requirements.

**Draft Objective - Historic Environment**

- 4.37 Overall, it was felt that the objectives for tourism and heritage was good. However, it was considered that at present not enough was being done to promote tourism or Newport's heritage. It was considered that Newport had a long and interesting history, however, it is something that is not prominent or known to many particularly outside Newport. One comment described it as a bit of a "Cinderella" issue, that it was simply forgotten compared to other matters. It was felt that previously heritage issues were not important and this led to some buildings, structures and sites being lost. Many pointed

out that Newport has world famous sites e.g. Transporter Bridge, Newport Ship and Roman sites at Caerleon. It was suggested that heritage and by its association tourism could be used as a catalyst to promote economic development. However, infrastructure issues were cited as a concern that could hamper the maximisation of such uses. Some attendees felt the protection of heritage sites needed to be enhanced.

- 4.38 With specific reference to tourism it was suggested that there was no major hotel except the Celtic Manor within the area. There should be more major hotels within the city which would attract visitors and businesses and therefore the existing assets such as heritage, leisure and the International Convention Centre (ICC) Wales.

**Draft Objective - Landscape**

- 4.39 There were no specific objections raised on this objective and many of the comments in relation to other objectives reflected views on landscape. Generally, the main view that it was important to safeguard the quality of the landscape and new development should reflect this character.

**Draft Objective - Climate Change**

- 4.40 There was a general consensus across the events of the importance of the effects of climate change. Reference was made to the declared Climate Emergency and the requirements of The Well-being of Future Generations Act.

## **Appendix 1            Issues Raised at Each Event**

As part of each event discussions took place at regular points and attendees were asked to identify and list issues which they felt currently existed and could be addressed within the Replacement LDP. A list of the issues raised by the attendees are detailed below, under the heading of each event.

### **1.            Community Councils                            Online                            10 February 2022**

- Marshfield is on the Gwent and Wentlooge Levels and there's a lot of pressure on these areas. At the same time Marshfield is impacted by pressures from Cardiff and Newport with development. Therefore, there is a need for greater emphasis on natural environment, biodiversity and protection.
- A lot of solar applications in at the moment e.g. a current application for Wentlooge Solar and it was going to take about 420 to 450 acres at the Wentlooge levels. If allowed there would not be any Wentlooge Levels left.
- During COVID it becomes so evident that this area was needed for mental health and wellbeing, and I think the area needs enhanced protection such as a different designation because there is also another solar application and there is a feeling of free flow of these type of developments. There is a need to protect what is left.
- Protecting the existing green space especially to the to the west of Newport. I think that development plan needs to bring in some stronger controls on this side.
- Address the situation of waste disposal/sites. This is spreading across the Gwent Levels at the moment, but particularly on the west side of Newport. You've got people that are opening up and unauthorised and unlicensed tips on the west of Newport and taking acres of land. Waste is building waste but has a lot of it is contaminants which is damaging the environment on this side. But also taking away the green space for example, in the last 10 months we've seen 2 acres disappear.
- Need stronger designation to deal with waste issue.
- No enthusiasm to enforce these matters.

- Solar parks and we've got a huge one going now on the Gwent levels again by between Nash and Redwick, which is taking up a massive amount of the levels.
- Also is a large hydrogen plant planned for Magor. These type of developments are increasing and we're just losing the countryside. They say they are temporary and only be there for 25 years, but there will be new technology and new panels and these will remain beyond 25 years. So I think there should be some ruling about solar parks on the Gwent Levels to retain the Levels.
- Like to see this LDP focus on some of the historical significance of the whole area around Newport as a city. It's got this wonderful ship and my research shows that everywhere else in the world where they find these ancient ships they have a purpose built building to display it and encourages hundreds of thousands of visitors per year. If we had those types of attractions, it would filter out to all the historical significance that surrounds Newport. In my opinion the history around of this city is some of the best kept secrets in the world.
- I'd like to see a stronger emphasis on issues that would encourage people into the city. It could then bring life into the city centre, encourage people to take up space and could kickstart the regeneration of the city centre.
- I would like to see more focus on the city centre rather than pushing all your shopping to the perimeters of the city. Most of it is going to the east side of the city.
- There is a strong element that the centre is struggling, to understand why there's no real focus on development and access to shopping in the city centre or any of the facilities within Newport from the west side of Newport, it seems to be out on a limb.
- There are ways to regenerate the city. With the right kind of focus on the right kind of development. The type of development that is being focused on this side of Newport on the levels itself is not bringing any local employment. The large solar farm up application developers were quite open with the fact that this solar farm would be built by imported

contractors, materials would be imported, maintenance Staff would be imported and all the recycling would be exported out of the area, so there would be no benefit to employment to the Newport area.

- Is development being adequately serviced ahead of the time? So for example? We have routine flooding issues. We have overcapacity, sewer issues, poor infrastructure ultimately ends up in the Gwent Levels. There is a need for Welsh Water input.
- Provision for reservoir overflows and general development.
- Water runoff and sewage issues don't seem to have been properly addressed. New houses being built. Between Magor and Rogiet have already resulted in flooding that didn't exist before.
- There is catchment over the hillside and all of the water runs towards the Gwent Levels, and we've got a sewage complications and that associated with that flooding water.
- Bishton and Underwood Community Council would like to see the village boundaries considered, the way they're drawn at the moment is haphazard with half the houses in and half out and we'd like as a Community Council to be involved with the redrawing under village boundaries to allow some small development. To walk around and show them perhaps the "errors of the way it's drawn" and include most of the houses within the village is the to be within the boundary.
- This would allow people who have siblings to build houses and live in the village we don't want to see large housing estates. In Bishton, there is only one sibling that that that lives in the village and that's a farmer whose parents died and they had their house. One of the excuses last time was we don't have a bus service. We do have a bus service now.
- Housing should be carbon neutral. The research that we we've done locally suggests the most efficient way to use solar power is to put it on the roof, whether it be industrial or domestic. So should this be Plan B saying that new builds should be carrying solar panels on their roofs?
- In addition, I know Welsh Government are looking to promote heat source air pump. There are a lot of options out there which could be brought into new builds.

- It is difficult to comment on housing because we are situated in a no expansion area because there are no facilities over this side (east) of Newport or in any other villages.
- Affordable housing is very important in Marshfield. It's mostly a private executive type homes but needs to be more inclusive.
- Housing needs to provide nature areas and thinking about mental health and wellbeing instead of just concrete everywhere and packing as many homes in as possible. I think it's really important to rethink the layout of developments. Also there needs to be facilities for walkers and cyclists, I know that's coming down to the transport then.
- Using a Brownfield site near the city centre.
- We find in Marshfield that the best service is a dial a bus and we haven't had a regular service for many years and I think villagers are finding it very difficult to get out of the village. So unless there's some alternative to the car young people is just relying on parents. So I think more thought should be given to perhaps developing nearer the towns and city so that people can walk or cycle into the city centre and then that would help regenerate the area.
- Literally, Aberdare borders Cardiff, and I think it's really important that the Green Belt is kept so that we don't join up with Cardiff. But Cardiff is filled right to the boundary and so we are affected greatly by what Cardiff decides to do in their LDP.
- There is a train station that he's being considered now for Saint Mellons and that will have a great impact though it's not within our village it will have a great impact on the village.
- There is a need for housing so that people can stay if they've been born and brought up in the village. There is little scope for this at the moment.
- I think we have got a Green Belt or it's a green wedge which needs to be retained.
- I think planning should encourage developers to put in applications where there are going to be solar panels on the roofs of houses and they have increased insulation and to allow for air heat pumps "as you probably all know, radiators don't get us hot!"

- With air heat pumps you do need an increased level of insulation. However, they don't work in older houses where the insulation is very low and particularly in the affordable houses.
- Development should be more or less self-contained for their heating, I think these types of developments should be encouraged, although the LDP can't change the building regulations. I guess it will come in time that you won't be able to build houses without solar panels on them, but that's not enforceable at this moment, but I think applications that give higher levels of insulation which will allow air source heating.
- Heat pumps and solar panels, battery cells should be given priority by the Council.
- The expansion within the rural areas, there needs to be facilities to support that. You could go right across the Gwent levels and the outlying villages and there are no shops, no pubs, no doctors, no chemists. From Jeffrey into the Cardiff border There is one shop serving three villages. Pubs are closing at the rate of knots. We're down to two now and could be one within the next 15 months. We're losing all these facilities and if we put more houses here, it's only going to put a strain on these and the bus service or the dial a bus service doesn't help. It doesn't encourage younger people to travel to Newport because they have to book it the day before. The timings are not that great over this side. It's not flexible enough and if you're going to bring more people into these outlying villages, they need to be to have a proper transport system.
- Health and wellbeing, we live in such a beautiful area where we should be able to walk and enjoy on the grounds of health and being active. But we've got very few safe places to walk. You certainly wouldn't walk along our roads because they are so busy and we have so many heavy goods vehicles. And to be honest, even though we've got access to the Wales coastal path and we have that beautiful walk that we should be able to do as well as the actual access to those to that facility is so poor. Things could be done in the area to improve to improve the area for the purpose of health and wellbeing.

- With everything being on the east of the of the city and on this side of the city we have no leisure facilities. I know we're going to have a new swimming pool and but that's going to be on the east of the city, so we really do need some accessible health and active facilities on the on the West of the city as well.
- Gypsy traveller accommodation. We have a real big problem on this side of the city with unlawful developments. And that's because we haven't got sufficient provision for Gypsy traveller families.
- I think it's more than actually we need to address it in the LDP and is definitely something that the Welsh Government need to assess as well because I personally don't think the Gypsy traveller strategy is fit for purpose.
- We're not being asked to provide a gypsy traveller sites which would seem to fit with the whole culture of the Gypsy traveller community. We are not asked to provide transient sites we are asked to provide residential sites, and that doesn't exactly fit with the ethos of a traveller and I know that Gypsy and travellers like to live in caravans.
- I think that's one of the issues is that we were asked being asked to provide big residential sites and not transient sites which we would maybe expect to associate with Gypsy travellers. But certainly the lack of provision does cause problems, certainly on the levels with all the unlawful developments in the unlawful sites that we have.
- Housing is going to depend on the type of housing you build , because I know if you look at the land over John side of the city, there's a lot of commuter housing and it's become a big commuter belt now. Now that the toll has gone off the seven bridge houses are an awful lot cheaper over this side and there's a lot of people that have moved from Bristol to the east of Newport. And it's creeping closer and closer towards the city because it's becoming an easy commuter route.
- You know when they when they do drop South as the M4 on., John, side of the city. The motorway no longer becomes an issue because they're using the rural roads and joining the motorway so they're not struggling

with any congestion around the city. that's not helping the local need for housing.

- LDP needs to be very specific of what type of housing goes where. If you do keep building executive homes tagged onto the end of villages, especially to the eastern Newport, you're just going increase the number of commuters that are coming to that area.
- Brownfield sites should take priority for development rather than encroaching on the Greenfield sites for large development. So I'm not referring to infill planning, but I think there's still several large brownfield sites that could be developed, and as long as the facilities are put into them for access to the roads and the M4 and things like that.
- Could the LDP look at any scope for housing around the city centre? Because it is noticeable now when you're traveling around the country that cities that have city centres that are still quite vibrant and have housing that wraps up either close to or within the city centres. When you have housing near the city centre people can walk to the city centre or cycle if the commute is much easier. Coming from the west of the city, there seems to be large blocks of land that may be appropriate.
- Marshfield at the moment is undergoing a consultation with Transport for Wales, trying to address the number of cars on the road and trying to make it safe for pedestrians and cyclists.
- There wouldn't be this pressure on the road if people were working or living near where they work so that the pressure on the car was taken off and people would access their places of work much easier. More thought should be put into this if we are going to provide new development?
- Regarding housing in the centre of Newport. If you walk through the town centre besides the empty shops you look up and there's two or three storeys that have been empty for years above the shops and never been used, pressure should be put on the people who own or lease see shops to exchange it for housing and particularly affordable housing. Within central Newport people probably don't have cars and would be able to walk or cycle.

- A lot of planning within the centre of Newport, where people want to change it into flats is resisted because of inadequate parking, but you're never going to get parking in those areas. They're going to have to use the car parks within the city. There's probably room for cycle racks etc.
- You talk to people that don't live in the area and they talk about our city centre, they say, "oh that's the one that's full of pound shops and charity shops" and I think that's really sad that that's the only the impression that they've got but actually it is probably the truth. Losing Debenhams, we've certainly lost a key attraction.
- The city centre is tired and there is a need a kind of a catalyst for attracting people to Newport and at the moment it's not there -it's a very hard thing to do. Out of town shopping has killed the city centre. Certainly at "Spytty," some of the big names that moved out from the city centre was the start of the demise of the city centre, so that's something that definitely needs to be addressed, again it's not an easy job.
- There should be an onus on placemaking giving the city a more united identity helping communities create a sense of self. This might be a more positive thing if there was an overall city image. Then onus on how it makes people feel.
- Newport on the east side, where the shops are, all of a sudden there's a development for a Domino's, drive through Greggs and a Starbucks all in one spot. Now they must know that the area is going to grow. Otherwise they won't come. They are smart business people, so they they're not concentrating on the city centre. They're concentrating out of town because that's where they see the footfall growing.
- Newport has got a wonderful opportunity by looking at the model that Cwmbran has taken on. It is one of the busiest shopping centres you can go into at the moment. It has new shops opening, it's got the full range of shops. Yes, it's got pound shops, but it's also got custom shops e.g. bespoke cupcake shop and movie theme shop, and they're busy. Why have they gone to Cwmbran and not Newport City Centre? This LDP needs to look at this success and draw on it.
- To develop what we need to develop within the city itself.



- LA sites can sometimes be too big where people cannot live together and sites are then empty or problems arise. Smaller sites would help to address this. Smaller sites are easier to manage, less problems and more attractive to community.
- Easier to find smaller sites rather than larger areas of land for large sites.
- Transit sites challenging for Newport as on M4, this needs a joint approach with other LAs. If policies are in isolation, then the policy will fail for transit sites.
- Impact of “Police Bill” which will criminalise gypsy and travellers parking roadside. Need to look more realistically to meet these goals and will need joint working and an appropriate joint working structure depending on circumstances.
- Border areas of Cardiff and Newport are attractive areas to the community due to family links.
- Can the SDP meet this matter? Need a Wales wide or strategic approach and needs to include community representatives in this process. Groups need to be involved early before details are starting to form. Early engagement important.
- To engage the community, frequently the answer is what is the point? Lack of appreciation on how much the group do engage there are numerous organisations doing this but never get any feedback on what they have said, no changes seem to appear in response to comments or support e.g. type of things that would help them. This makes it difficult for groups to encourage people to engage. They need feedback on LDP and how it will help address their needs.
- Engagement with schools would be an important way of putting message across and identify the issues that affect each group including gypsy and travellers.
- Need updates during the process or at the end to explain how their thoughts were considered. Needs something tangible to encourage future engagement.

- GTAA process needs changing as people do not engage, as above, and if people do not engage, we will not get the up to date information that is needed on needs of the community.
- Concerns on how complete is the data on which judgements are being made.
- The data on which decisions and policies are made needs to be robust.
- Qualitative information can accompany the data to look at whether sites being missed.
- Caravan counts survey does it match up to the date of the current population and other data that is being provided.
- There are no transit sites anywhere which is a failing. All GTAA have acknowledged the need for such sites but none have been developed. This applies across Wales.
- Newport is unique as it needs to be done in conjunction with other LPAs on the M4 corridor as there is a clear travelling route.
- Transit needs to come after mainstream provision is met as if you don't have adequate accommodation for residents who live permanently how can you address the needs of those moving through.
- New police powers mean there is a more urgent need for transit sites.
- Newport has a site which is not being used but it is not felt that this meets all the need.
- Allocation policies on how obtain a place on plot needs to be addressed e.g. if you have lived in bricks and mortar, you may be classed as not having cultural need for a plot even if living in house was essential to provide shelter for children.

**3. Heritage and Cultural Groups Online**

**2 March 2022**

Vision

- Vision generally fine i.e. it says what it is. This compares to others.
- Difficult to challenge any of the statements this may come when the detail comes later.
- Some may consider growth as undirected or un-planned growth, this may be an issue, may think growth has negative comments.

- There may be a case for a no growth option to be explored.
- Would like to see other widescale options explored whilst acknowledging that Newport is identified as a growth area.
- Concern that inequality is growing in Newport, this is not healthy and has been flagged up in many monitoring reports, these reports are useful and informative.
- Some areas of Newport are getting worse on multiple deprivation index. There needs to be a recognition of this.
- Need an understanding how land use planning impacts or contributes to inequality. The reports to date don't seem to provide an answer on this issue. Recognise the limitations of the land use planning system.
- "Motherhood and apple pie."

#### Objectives

- How much flexibility in defining planning policy given national policy, SDP and the Cardiff City Region requirements? Where do these leave the Newport LDP.
- Air quality has been an issue in Caerleon in relation to vehicles for construction and those living there. 90% would need to use a one way system where air quality was already poor and below required standards.
- Physically Newport is not a big authority albeit it is important with road and rail connections, not much open space left except probably the levels. Development here would be immensely destructive on a range of issues including archaeology and heritage.
- How do you grow when your boundaries are restricted?
- From an archaeological point of view the new SPG is good.
- Visitor destination - Newport has many attractions, but many do not know about them. Needs marketing and promotion, a number of information sources have closed recently.
- Newport museum is undervalued and footfall is going downhill.
- For the vision for jobs and homes to be successful then we are talking about people and how they perceive the area, connection between successful strategy. Historic assets have been underplayed and this needs to change to provide a more successful future.

- Historical assets can be a catalyst for other development.
- Newport Ship needs a fixed home which is accessible and attract visitors with knock on benefits.
- The Castle is first thing seen as you arrive on the train, but it does not provide a good image at present. But the key point is that these assets can promote other activities e.g. walking trails, accommodation in the city.
- It is accepted that there is a need for investment to achieve many of these aims.
- Investment such as the new Market Arcade provides optimism. But there are other buildings in the city that others may not be aware of.
- There is a need to bring the main players all together such as landowners, local trusts, Cadw etc.
- Potential conflicts – housing allocations. Llanwern has addressed a lot but there are archaeological issues with this site not just industrial but also next to the Levels and its archaeological importance.
- Developers will look at statutory assets, but this is less than 5% of overall areas recorded in the historical record. More needs to be taken into account
- Should LDP give greater emphasis on the other 95% - the new SPG does address this.
- Housing targets where do these come from?
- What housing growth is needed? I would think Llanwern development would satisfy all housing need.
- Few places for housing to go within the boundary of Newport.
- There are a number of large estates still to be built.
- Design is an issue, in my opinion they all look the same. This is a sad conclusion.
- Need more variation in design and look at local design needs and not just off the shelf designs.
- Needs to be a greater emphasis on Placemaking.
- Move from brownfield to greenfield brings up a range of conflicts in particular sustainability issues. These issues need greater explorations

e.g. in somewhere like Caerleon this is not the way to go. Possible low growth option for housing.

- Expect large greenfield site west of Lodge Hill to come forward as a candidate site but this has significant implications.
- Greenfields - pressures to develop these but there is a risk particularly where you have land like the one mentioned at Caerleon e.g. one that has significant evidence of Roman history. Also need to consider the setting of monuments e.g. the amphitheatre and barracks at Caerleon can only be appreciated in their setting.
- LDP must emphasise placemaking and move away from standard design. More recognition for localised design not necessarily those that are instantly acceptable to the community. There is a need for innovation not uniformity.
- Some sites are big enough for variation in design within the estates. It was felt the opposite was achieved at the Redrow site in Caerleon – heritage design was needed.
- Site at East Harnham, Bristol is a good example of what to do. Public owned land was put up for auction, whoever came in to build had to adopt a different design approach, result is different to the other side of dual carriageway, it stands out but in a good way and feedback is residents have adopted it positively.
- I want to see in VIO much greater development of sustainability. A number of points that have been discussed but sensitivity to environment and recycling begs the question that more “meat” is needed on the bone of sustainability. A number of things can create sustainability but also raises the question as to what sustainability is. The RLDP is a prime opportunity to enshrine our current notions of sustainability for 15 years. Not seeing as much as I would have liked at this stage and would like more to covered on this as the plan progresses at each stage particularly as we try to trade off issues such as transport and housing.



- Feels more like a regeneration introduction than a vision.
- There is a need to contextualise the vision.
- This feels like any plan for anywhere and needs to be more Newport specific. With a clear audit trail over the life of the plan.
- Feel that currently this lacks bite and needs to reflect on what has happened since the last plan .e.g. climate emergency and loss of the relief road.
- Should the vision set out a timescale or period as to when objectives will be met. The plan should consider questions such as
  - Should we do this?
  - Certain things we need to do.
  - What we have to do?
  - This is what we specified.
  - Specific actions needed.

### Objectives

- The employment and economy objectives feel like an agenda for growth.
- Feel like the document is “over egging” the effect that population has grown. Rest of Wales is at a plateau. This feeds into the economic and housing allocations.
- Populations calculations need to be relooked at.
- Seems to be pre-empting development needs with this position, Needs a more neutral stance on issues.
- High quality homes will this meet affordable housing needs, seems to imply more about market housing. The use of good quality homes would be better.
- Need for high quality jobs and to raise the standard.
- What is meant by growth is it GDP? GDP per head? it is currently not clear what this means.
- What trades offs will be required to achieve the objectives.
- There is a need for clear understandable definitions.
- The plan must be evidence based.
- What is the role of growth?
- Quality is required across all objectives.

- Objectives can be grouped together and no need for one for each category. This would give clarity.
- The plan needs to address the tensions between the objectives.
- Biodiversity is an issue that needs to be addressed fully. Positive that Gwent Levels are mentioned, the levels are unsuitable for development.
- Lot of what is currently being suggested for the plan is not deliverable, the plan can only act as an enabler e.g. housing.
- It is not in the power for Newport City Council to provide jobs.
- If there was an end date it would be easier to understand. If terms are vague, it is difficult to understand objectives.
- There is a need for a sub-regional context.
- The area of Newport City Council is 30% Urban and 70% Rural. There is a need to protect BMV land 3a and above.
- The implications of national changes to farming need to be considered e.g. rewilding, move to public goods, biodiversity, farmland strategies, food production and food security and family farms.
- There is no reference to SPGs.- In my view it is not too soon for this to be covered on a topic basis. Spatial statements like the one in relation to Newport Docks.
- Another view is that more detail in the vision means this may go into policy too soon would better suggest hint at these matters, provide an appropriate level of detail at this stage.
- 15 year vision and the future of the Gwent Levels, provide an objective for the Gwent levels – what will it be like over and at the end of the plan period?
- What are the housing needs of the Council area?
- Candidates sites should not be confidential as people need to time to assess these to comment properly. Some sites will be contrary to the FGA and the 5 ways of working.
- Sites need to be assessed against issues. Land promotion needs to consider tenants. Landowners to have a say on the issues.
- Need more detail on the integrated sustainability appraisal.

- Housing is not just about location. There needs to be a look at design and layout the need for gardens.
- One person raised possibility of a site near Langstone, but more houses where there are no services – doctors or post office.
- The plan needs to consider the UN sustainable development goals.
- In and out commuting is an issue, Newport should not be a dormitory town for Bristol. Impact on sustainable travel.
- Housing growth should equal employment growth.
- Make the area a nice place to be.
- A brownfield only strategy is unsound.
- There is a need for choice not everyone wants to live in brownfield town centres.
- Brownfield sites and remediation costs can cause issues in bringing forward such sites.
- Green Belt, the deposit plan will predate the SDP, therefore the plan should advocate Green Belt changes and not wait for the SDP.

**6. Developers and Consultants    Online    15 March 2022**

Vision

- It is much of a muchness.
- There needs to be an ability to deliver the vision. It should be focussed and not too lengthy.
- The vision should not be more specific or too detailed.
- Whilst there needs to be care that it is not too detailed it does seem very generic and possibly could be more Newport centric. – strategically.
- I think it is a good starting point.
- It provides a nice balance
- Welsh Government are looking at Monmouthshire as a non-growth strategy, Newport is therefore a logical area as a growth area.

Objectives

- Have to look at greenfield sites as brownfield ones are becoming exhausted.

- In relation to future development Newport is constrained due to the sea to the south, Cardiff to the west and north by transport routes.
- Large greenfield sites can “wash their face” in relation to sustainability.
- There are difficult political decisions to make in this regard.
- Affordable housing – the success of brownfield sites has an impact upon viability of schemes and ultimately affects the amount of affordable housing that can be provided and leads to a reduction.
- A greenfield focus means the level of affordable housing is likely to increase.
- There are constraints to development such as flood risk. Focus east of Newport.
- Delivery is dependent on viability which is impacted by not just infrastructure costs but also community facilities and level of affordable housing.
- Pressures for development may come from Monmouthshire but also Bristol and Cardiff.
- Supply of raw materials is assumed in relation to development. Minerals are more than a local issue. Needs to be safeguarded to meet needs and be available.
- Minerals industry is working hard to improve environmental credentials.
- Minerals must not be sterilised unnecessarily. Also there has to be hard rock opportunities.
- Industry needs LPA collaboration with regard to minerals.
- Town centre flats above shops were a tradition which can be explored.
- What is the purpose of town centres this has a wider debate?
- Housing possible but may not appeal to all, attractive living for some but not others e.g. families.
- Greenfield urban expansion possible in sustainable locations but needs to be next to transport nodes.
- Transport for minerals – decarbonisation needs new technologies- need to be running these not during the working day.
- One other consideration is the Regional Transport Strategy.
- There is a need to consider where the raw materials come from.

- Sand needs to come from sites with close transport links.
- Excluding the impact of the Celtic Manor Newport's, the new plan needs to fully realise the potential for tourism especially that in the eastern part of the county.
- The rural areas have huge potential to attract tourism through improved stay vacations and holiday accommodation. There is a wealth of tourism attractions surrounding us including the Gwent levels, the sea wall and national walks, Wentwood, Caerleon Roman History, and the proximity to the Wye Valley and Cardiff.
- Good accommodation is quite sparse and not in countryside areas where people generally want to stay. Councils such as Monmouthshire recognise this by allowing the conversion of buildings that are over 30 years to holiday accommodation and it would be useful if the new Plan included this in its policies. This development is sustainable and would in effect protect a number of vulnerable agricultural buildings such as Dutch Barns and water towers that have been in our landscape for more than seventy years but are being lost very rapidly. Thereby enhancing the quality of and protecting and maximizing the potential of development that is sustainable.

**7. Community Groups and Residents Ringland 16 March 2022**

Vision

- Newport is going downhill. Town is looking derelict, lots of empty shops.
- Vision could be cut and paste from anywhere.

Objectives

- New development occurring but no infrastructure to support it.
- Llanwern only has one way in and one way out.
- Unsustainable travel in the area as commuters travel back and fro.
- Many employment sites have gone.
- The workers are not here to live or require additional housing. Mainly low paid jobs.
- Caerleon is the most polluted place in the country but more houses being built.

- Redwick, has never flooded for years but development is resisted.
- Settlement boundaries need to be reviewed in the RLDP to allow more housing particularly for local needs.
- More homes within the smaller settlements.
- There is a need for local people to afford houses and not just provide large houses for commuters.
- More social housing is needed not just low cost to buy, need houses to rent.
- Social housing is a priority need.
- Public transport routes an issue e.g. there is a disconnect between the bus station and train station can't get to the rail station by bus.
- Newport is overcrowded and infrastructure is old.
- Smaller developments in communities and settlements i.e. organic growth will also encourage community identity.
- High paid high tec jobs are required upskill the workforce. There is a need for a clear employment strategy.
- There is brownfield land available brownfield development should be considered first.
- Internet speed is slow e.g. in Bishton has speeds of 8.9, 6.7, 7.7 mbs/sec. Too slow needs faster communications for residents and business needed. Slow speeds will not encourage employment.
- Internet needs to be high speed, if not it will undermine the aims of the vision.
- Work from home is increasing due to lockdown and should be encouraged.
- Encourage employment hub buildings within the city for people to work and flexible working space.
- Commuters are important to other businesses and parts of the city economy e.g. worker buying lunches hence need for employment in the centres.
- Hubs and flexible space would be good for those who do not want to work from home but want to be local.
- Newport has a strong skilled and reliable workforce.

- To reduce the use of cars there is a need for a strong and affordable public transport system.
- No out of town developments due to travel issues and impacts on centres.
- Need more local service centres and hubs in communities to allow more walking, particularly for those with no cars.
- Protect and enhance the retail and commercial uses in the town centres – not more flexibility for change of use to residential etc.
- Small independent shops should be encouraged.
- A more diverse town centre is needed with independent shops and provide more cultural and recreational uses. Make the town and city centre an experience to want to visit.
- We are running out of brownfield sites and need more greenfield sites.
- Investment going into Pill but there are no services like a dentist. There is a high anti-social behaviour. Planning is not making a contribution.
- Change of use to flats and HMOs in Pill is not attracting people or professionals to the area. There is overcrowding with too many flats and HMOs.
- It is not accessible to come into town to help traders. Accepted this is more of a fiscal issue.
- There are parking issues though main issue with parking is it is expensive.
- Too much construction in Newport.
- Cwmbran does well, parking is free and is much more attractive for people to go to.
- More houses in town centres.
- Out of town retail has hampered the town centre.
- Vision should be more Newport specific.
- Newport should be the gateway to Wales.
- Newport is the honeypot to homeless and anti-social behaviour.
- Need to use ICC and events like the Ryder Cup to attract investment into Newport.
- Use culture and history as a catalyst to Newport.

- Historic environment is neglected, need to encourage more use and improve the facilities.
- Examples of neglect Corn Exchange, Chartist mural.
- Train station near Imperial Pass built to help commuters transfer to Imperial Road.
- Rural area is 70% of Council area. There is a need for clear farm and rural diversification policies.
- What does high quality mean, this is vague and needs to be defined.
- Need more technology e.g. for electric cars.
- Space standards are needed for new housing particularly post lockdown including outdoor space.
- Services need to be increased e.g. dentists, GPs, playgrounds etc.
- We are losing green spaces and need to protect the remaining ones within the town centres.
- Protect statutory environmental sites but also need to protect locally important sites, for the local people and also species protection.

8. **Community Groups and Residents Maesglas 17 March 2022**

Vision

- Vision is generic and could be for anywhere.
- Bring employment but need to attract the right companies. What sort of employment? Is it services or engineering?
- Potential jobs equal housing.
- Public transport issues there needs to be more sustainable transport. Make sure the Metro works within the bigger picture of S E Wales.
- Needs to be a little more detailed for Newport but being too specific could be a constraint.
- Newport is the third city of Wales so needs to have a little more on this than the others.

Objectives

- Employment – what do the Council want the area to be? needs to provide more information.

- How much employment in a given area this may be addressed when land allocations are put forward?
- Out of town retail at least you know what is there.
- Where will the growth be – business parks- a concentration can attract national names.
- National firms need a well designed and top of the range employment facilities.
- It may make sense to have such uses all together e.g. the Passport Office etc.
- Flexibility is the key to adjust to changes in the economy. Capable of subdivision for smaller units if needed.
- Opportunities in the town centres – retail at ground floor level with upper floors better used e.g. residential. Newport is a good example to do this.
- May need another mechanism there were previous Welsh Government grants.
- Small businesses could be promoted within the town e.g. Cowbridge has a number of successful independent shops.
- Make the town centre a destination, small businesses, restaurants. Provide a town centre experience. Find a reason to attract people or they will go elsewhere.
- No large hotel except the Celtic Manor, there needs to be others to act as a magnet.
- There are lessons to be learnt from how Cardiff developed, although it is accepted that they had Cardiff Bay.
- One simple thing – simplify the barrage scheme e.g. flood gates keep the high water in Newport. Possible hydroelectric benefit at a small scale albeit a small %. Exploit the tidal reach in Newport.
- Creation of links/hubs for home working where people would like the odd day working away from home but not following the serviced offices model like Regis.
- Develop flats with a communal room as part of the overall scheme to allow for residents to work.

- Home builders will build what the market wants e.g. houses with studies etc and space. The market will drive this.
- Detail is now a significant issue even at candidate site stage.
- Town centre regeneration. Hubs within the town centres. Council led development could be a catalyst to other retail, restaurant, take aways etc. Near to the bus station.
- Important to allocate small blocks of land, Torfaen has a surplus of employment land.
- Town centres need a fresh and creative look.
- There is a housing shortfall across all wards.
- Target 40% affordable housing provision in high cost areas with 25/30% in other areas.
- High quality can apply to all types of housing and not just market housing. In fact RSLs are going beyond building regulations.
- Affordable housing should be as good if not better than the private sector housing.
- TAN 15 and climate change will have an implication for development sites. FRA are going to need to consider these aspects.
- Gwent Levels is a no go area for development.
- Housing for jobs target, where is this coming from?
- Developing to the west is difficult due to the need to keep a gap between Newport and Cardiff.
- Basseleg – Pentrepoeth – Rhiwderin wedge is possible option for a strategic site. Round this area off as a growth area. Deliver most of the housing.
- Relocate town centre businesses out of town to an SDR. Provision of appropriate units with easier access and space. This may also allow land to become available in town centres for housing and other forms of development. May need an incentive to achieve this.
- Scope for residential development in certain smaller settlements e.g. Marshfield, Castleton etc.
- Private sector development with S106 affordable housing to avoid use of social housing grants. This has been considered at Langstone.

- South and West of Ocean Park – possible Welsh Government Land.
- Newport is constrained by its geographical area and then you add the physical constraints. East side is mainly countryside until you get to the Coldra. North almost in Monmouthshire.
- Monmouthshire LDP - no growth strategy will increase pressure on Newport.
- Need to look at the green agenda and make best use of green resources. Don't think wind farms are the answer. More use of hydroelectric schemes, small scale schemes based on Archimedes screw principle. Nuclear power plants, small scale – Rolls Royce are looking small size plants. Solar may help but kept to an appropriate scale and be able to blend into the landscape.
- Heritage needs to be exploited and used as a catalyst of development. Part of the idea to make town centres a destination

**9. Community Groups and Residents Pill 17 March 2022**

Vision

- Aspirational
- Can't see it happening.
- How will the vision be measured and at what point?
- Generic and not unique to Newport.
- Needs a Newport focus.

Objectives

- Employment is not currently thriving. Covid has had a major impact.
- Infrastructure issues including the over capacity of M4.
- Traffic issues M4 can have tailbacks which lead to knock on issues on the sides road and into Newport.
- People will go to Bristol to work.
- There is a need for strategic infrastructure.
- Public transport issues. Flexi bus is not working efficiently. There is a disconnect between the bus station and the rail station i.e. no bus service at the station.

- A range of industries are needed with a range of people with range of skills.
- Llanwern “pulled the plug on employment” and now playing catch up.
- Business hubs are a reasonable idea for small scale work spaces.
- Number of office blocks are empty and these need to be used more efficiently. Serviced offices are needed.
- It would be best if these employment sites are connected to the town centre. More people working in the town centre adds a positive knock on effect to other businesses.
- Training and education are important as young people are leaving and not returning to Newport.
- Out of town retail has adversely impacted the town centre.
- Cost of parking in the town centre also an issue.
- The town and city centres are struggling and need to be reinvented to provide other uses. The market looks good and is an example to follow.
- Upper floors of properties should be used for residential uses. More independent shops needed.
- Town centre should provide high quality accommodation. Overall need for a mixed use town centre.
- There is a need to be drawn to come to Newport that cannot be met elsewhere including parking.
- Friars Walk is a positive, but it has killed the High Street.
- Llanwern development was an error – flooding issues. Loss of green space.
- Good design will be important in future development.
- Need to protect and balance easy access to green spaces.
- Relief road decision is an issue how can this issue be addressed in the LDP?
- Houses are cheaper in Cardiff.
- There is still a lot of Llanwern site to develop to meet housing need.
- Brownfield land should be developed first.
- Use Welsh Government land.
- Land banking is an issue.

- Llanwern and Rogerstone is an ongoing development is more really needed?
- Builders will build where they can sell.
- Villages need more thought regarding development to make them more sustainable and meet local needs.
- Housing has been too high density and not high quality. Newport looks cramped when compared to elsewhere.
- Parking for new housing development is an issue. Too much on sites.
- The need for green spaces.
- Better infrastructure needed before development. Balance houses and services. At present infrastructure services not adequate for housing.
- Role of Welsh language 50/50, some said important some said not important and bigger issues to deal with.
- There is a tension between biodiversity and development, how can the plan address this?
- Gwent Levels need to progress - sea wall needs to be higher.
- Lots of important history in Newport that has not been given appropriate importance in the past. This can be a catalyst for visitors and businesses.
- Create more landscape and green space areas not just protect and enhance the existing.
- There is a need for a coherent approach. It all feels a bit “bits and pieces” at the moment.

#### **10. Environment Group and Residents Online 24 March 2022**

##### Vision

- This is a laudable vision in line with the themes throughout the County.
- Vision is generally acceptable and ticks all the boxes.
- Devil will be in the detail. There are going to need to be trade offs between the aims of the vision.
- Recognise that we are in the middle of a climate crisis.
- Transport is omitted including implications of the M4 relief road decision.
- There is a need for an integrated public transport strategy including active travel.

- Need the link for the objectives to meet the visions.

### Objectives

- How are we going to measure the objectives? Currently they don't tend to lend themselves to being measured.
- Economy we are a low skilled economy and no opportunity to promote hi tech industries. To upskill and enhance will need more than just the objective. Not sure the LDP is the vehicle that could deliver this.
- LDP can influence subject to macro forces.
- Housing needs to be more sustainable currently only has a 60 year life. They need to be more sustainable including energy sources.
- The type of houses, a high proportion are semi detached or detached rather than high density houses.
- Issue is not just where but what houses, not just beholden to the housebuilders and provide what they want to build.
- 60 year lifespan is unacceptable. Specification needs insulation, energy use. Policies need to look at this issue.
- Greenfield/ Brownfield development. The latter can be more important for biodiversity than some greenfield sites e.g. old oil refineries. Therefore the choice is not clear cut.
- Need more smaller compact sustainable houses.
- Need to avoid the wrong houses in the wrong place.
- Less commuter houses.
- Removal of the bridge tolls has made Newport a suburb of Bristol. Housing needs to address people living and working here.
- Inevitable that buyers from Bristol will price people out of the market. How can the LDP address local needs?
- LDP should look to address communities considered to not be sustainable and make them more sustainable, thereby reducing travel.
- Impact on the rental market and this need particularly where people cannot afford to buy a house.
- Impact of changes to rental market from changes to the PRS legislation.
- New vision for town centres- mixed use including residential. Take advantage of the empty retail space.

- European cities have a more mixed use town centre and are successful.
- Residential development on upper floors of town centre brings a range of benefits including activity and security. Avoid town centres being a residential desert.
- Small shops needed to meet local needs.
- Changes to rejuvenate city to provide more communities. People moved out to satellite areas, town centre occupation will reduce use of cars.
- Redefine the town centres which needs a vision.
- There is a danger in phrases such as green working, it says a lot but can do little. Environment must be at the heart of everything. Particularly on the coast.
- Sea level rises over the next 50 years is going to have a major impact. Current defences will be broken and breached. Therefore, this has to be at the heart of all decisions as it will have an economic impact.
- Need to promote the green economy e.g. passive solar energy systems.
- Forward thinking local authorities must take the lead and cannot wait for national governments to deal with this matter.
- Transport issues, adjust the way people work, people can work at or near to home. There is a need for the LDP to embrace and encourage this approach.
- Local work hubs can also contribute to reduced car use.
- Massive potential for power from the estuary, spring low tide and spring high tide is a massive volume. But we cannot solve one crisis by creating another. There are ecological issues, range of bird species and fish species.
- Large pressure on the Gwent Levels from solar farms. There is an impact form covering large areas of land.
- Factory roof areas could be used to provide such areas.
- Large barrage has a major impact, but small schemes also need careful consideration and they can impact too.
- Gwent levels – maintaining the landscape on the levels.
- Circular economies – green growth.

- Farming is in crisis how with agriculture be subsidised? Local authority could do a lot to support farming, such as farmers markets, diversification, more sustainable industries e.g. yoghurt and cheese production. Reduce the use of pesticides and fertilisers.
- The LDP can support farming in many ways and farmers are keen to engage.
- Biodiversity and carbon capture.
- Historic assets could be used as a catalyst for investment.
- Examples include Transporter Bridge, water gate- medieval castle, there is a road through the castle. There is so much heritage that can be exploited.
- Other cities exploit their heritage and exploit their townscape and heritage and this creates jobs.
- Landscape £4m grant put the Gwent Levels on the map. This importance needs to be carried forward in the LDP.
- Tension for development at the Gwent Levels have to be resolved but will be difficult. There are limits on development which is not sustainable.
- No growth strategy? It is not sustainable to have growth without limits.
- Quality not quantity in relation to development. Not growth for the sake of it.
- Circular economies how much can we keep in Newport.

## **Appendix 2 Invitation to Events**

Dear RLDP Consultee,

Planning Aid Wales (PAW) has been commissioned by Newport City Council (the Council) to carry out the community engagement in relation to the Replacement Local Development Plan (RLDP). As such we are a partner of Newport City Council for this purpose.

The Council have recently issued a consultation paper on the Draft Vision, Issues and Objectives (VIO) for the RLDP. As part of this process we are carrying out a number of engagement events and meetings to obtain your views on the planning issues facing Newport City Council over the next 15 years. These events will provide more information on the LDP process, the implications of the RLDP to your community and how you can comment on the content of the Plan.

PAW is a registered charity that supports community engagement on planning matters in Wales. We have extensive experience helping communities understand the planning system and to have their say. PAW recognises LDP preparation is an important avenue for securing more effective public involvement in planning.

At the events, Planning Aid Wales will be independent and impartial and will seek to encourage you to put forward your opinions. We will capture this information and report it back to the Council to consider as part of the VIO consultation.

The purpose of this email is to invite you and/or a representative of your organisation to attend a meeting online on **2 March 2022 at 10 am** to discuss your views. Your feedback will help refine these Draft Vision, Issues and Objectives to best represent the communities that live in, work in, and visit Newport.

You can find out more information and submit your comments on the Draft Vision, Issues and Objectives for the RLDP online at [www.newport.gov.uk/rldp](http://www.newport.gov.uk/rldp). You can also request copies of the document and comment form by emailing [LDP.consultation@newport.gov.uk](mailto:LDP.consultation@newport.gov.uk), calling 01633 656 656, or by writing to us at Planning Policy, Newport Civic Centre, Newport, NP204UR.

Please note that if you supply comments, you will be added to our RLDP database and will be kept informed of future stages. Of course, you are welcome to opt-out at any point of the process in the future by informing a member of the Planning Policy Team. All data captured will only be used for the purpose of the RLDP and will not

be used for any other purpose and will be deleted when no longer required. The Council's privacy notice can be viewed at

<https://www.newport.gov.uk/en/Council-Democracy/Privacy-Policy.aspx>

and the Planning Policy Team privacy notice at

<https://www.newport.gov.uk/documents/Council-and-Democracy/Transparency/Privacy-notices/Planning-Policy-Privacy-Notice.pdf>.

Please can you confirm if you are able to attend by contacting Mark Jones at [mark@planningaidwales.org.uk](mailto:mark@planningaidwales.org.uk) or alternatively calling 02920 625 904. Once confirmed we will send you the appropriate meeting link.

In addition, in accordance with the requirements of the Welsh Language Standards, we would like to establish your language preference. When confirming your attendance at this event please indicate whether you would like to hear the presentation in Welsh or to respond to any discussions in Welsh.

If you require further assistance, please contact the Planning Policy Team on 01633 656656 or email [LDP.consultation@newport.gov.uk](mailto:LDP.consultation@newport.gov.uk).

Annwyl Ymgynghorai yr RLDP,

Comisiynwyd Cymorth Cynllunio Cymru (CCC) gan Gyngor Dinas Casnewydd (y Cyngor) i gynnal ymgysylltiad cymunedol ynghylch y Cynllun Datblygu Lleol Amnewid (RLDP). O'r herwydd rydym ni'n bartner gyda Chyngor Dinas Casnewydd at y diben hwn.

Yn ddiweddar mae'r Cyngor wedi cyhoeddi papur ymgynghoriad ar y Weledigaeth, Materion ac Amcanion Drafft (VIO) ar gyfer yr RLDP. Fel rhan o'r broses hon rydym yn bwriadu cynnal nifer o ddigwyddiadau a chyfarfodydd ymgysylltiad i gael eich safbwyntiau ar y materion cynllunio sy'n wynebu Cyngor Dinas Casnewydd dros y 15 mlynedd nesaf. Yn y digwyddiadau hyn ceir mwy o wybodaeth am y broses Cynllun Datblygu Lleol (CDLI), goblygiadau'r RLDP i'ch cymuned chi a sut y gallwch gyflwyno sylwadau ar gynnwys y Cynllun.

Mae CCC yn elusen gofrestredig sy'n cefnogi ymgysylltiad cymunedol â materion cynllunio yng Nghymru. Mae gennym brofiad helaeth o helpu cymunedau i ddeall y system gynllunio ac i ddweud eu dweud. Mae CCC yn cydnabod bod paratoi CDLI yn fodd pwysig i sicrhau ymrwymiad mwy effeithiol gan y cyhoedd mewn cynllunio.

Yn y digwyddiadau bydd Cymorth Cynllunio Cymru yn annibynnol a diduedd a bydd yn ceisio eich annog i fynegi eich barn. Byddwn yn casglu'r wybodaeth yma ac adrodd yn ôl i'r Cyngor er mwyn ystyried hyn fel rhan o'r ymgynghoriad VIO.

Diben yr e-bost hwn yw eich gwahodd chi a / neu gynrychiolydd eich sefydliad i fynychu cyfarfod ar-lein ar **2 Mawrth 2022 am 10 am** i drafod eich safbwyntiau. Bydd eich adborth yn helpu coethi'r Weledigaeth, Materion ac Amcanion Drafft er mwyn cynrychioli'r cymunedau sy'n byw a gweithio ac ymweld â Chasnewydd, er y gorau.

Gallwch ddod o hyd i fwy o wybodaeth a chyflwyno'ch sylwadau ar y Weledigaeth, Materion ac Amcanion Drafft ar gyfer yr RLDP ar-lein yn [www.newport.gov.uk/rldp](http://www.newport.gov.uk/rldp). Gallwch hefyd ofyn am gopïau o'r ddogfen a'r ffurflen sylwadau trwy e-bostio [LDP.consultation@newport.gov.uk](mailto:LDP.consultation@newport.gov.uk), ffonio 01633 656 656, neu drwy ysgrifennu atom ni yn Polisi Cynllunio, Canolfan Ddinesig Casnewydd, Casnewydd, NP204UR.

Dylech nodi pe byddwch yn cyflwyno sylwadau yna fe'ch ychwanegir at ein cronfa ddata RLDP a chewch wybod am y camau a gymerir yn y dyfodol. Wrth gwrs mae croeso i chi adael y broses ar unrhyw bryd trwy ddweud wrth aelod o'r Tîm Polisi Cynllunio. Defnyddir unrhyw ddata a gawn yn unig at ddiben yr RLDP ac ni cheir ei ddefnyddio at unrhyw ddiben arall ac fe'i dilëir pan na fydd ei angen arnom mwyach. Gellir gweld hysbysiad preifatrwydd y Cyngor yn

<https://www.newport.gov.uk/en/Council-Democracy/Privacy-Policy.aspx>

a hysbysiad preifatrwydd y Tîm Polisi Cynllunio yn

<https://www.newport.gov.uk/documents/Council-and-Democracy/Transparency/Privacy-notice/Planning-Policy-Privacy-Notice.pdf>.

Byddwchystal â chadarnhau a ydych yn gallu mynychu trwy gysylltu â Mark Jones yn [mark@planningaidwales.org.uk](mailto:mark@planningaidwales.org.uk) neu ffonio 02920 625 904. Unwaith eich bod wedi cadarnhau anfonir dolen i'r cyfarfod atoch.

Yn ogystal, yn unol â gofynion Safonau'r Iaith Gymraeg, hoffem wybod pa iaith yr hoffech i ni gyfathrebu â chi. Wrth gadarnhau eich presenoldeb yn y digwyddiad

hwn byddwch cystal â nodi a ydych am glywed y cyflwyniad yn Gymraeg neu i ymateb i unrhyw drafodaethau yn Gymraeg.

Pe baech angen mwy o gymorth cysylltwch â'r Tîm Polisi Cynllunio ar 01633 656656 neu e-bostiwch [LDP.consultation@newport.gov.uk](mailto:LDP.consultation@newport.gov.uk).