

# Consultation Report

## Appendix 10 - Cabinet Report, Gypsy and Traveller Sites Scrutiny Report

December 2013

**NEWPORT**  
LOCAL DEVELOPMENT PLAN  
2011-26



# Report

## **Cabinet**

### **Part 1**

12 November 2012

### **Item No 6**

## **Subject Gypsy and Traveller Sites: Scrutiny Review**

**Purpose** To receive and consider the recommendations of the scrutiny committee, following its review of sites required to meet the needs of gypsy and traveller families for consideration as potential focussed changes to the Local Development Plan

**Author** Chief Democratic Officer

**Ward** All Wards

**Summary** The Cabinet is asked to receive and consider the attached report and supporting document which set out the significant amount of work undertaken by the Scrutiny Committee on this matter

The Local Development Plan (LDP) Deposit Plan Consultation closed on 14 May 2012. The Deposit Plan included five proposed Gypsy and Traveller Sites

Following the end of the consultation period for the Deposit Plan, in June 2012, the Scrutiny Committee was informed that the new administration had asked for a re-examination of the locations for Gypsy and Traveller Sites to be included in the Local Development Plan. The referral was discussed at the meeting of the Scrutiny Committee for Community Planning and Development on 27 June 2012, at which the Committee agreed to accept the referral, and to appoint a Policy Review Group to undertake the research work over the summer and report back to the full Committee.

The report provides details of the work undertaken in this respect.

The report was presented to the Scrutiny Committee on 29 October 2012 and following presentations and discussions, that will be set out in the minutes of the scrutiny committee's meeting, the committee endorsed the policy review group's recommendations.

Cabinet is provided with the background to the review and the processes followed. The public consultation process is explained fully in the attached papers. Cabinet will see the methods used to undertake consultation, not only with the public but also with Local Gypsy and Traveller families; Ward Councillors; Community Councils; Landowners of identified sites and previous respondents to previous consultations on the LDP / Gypsy and Traveller Site locations.

Cabinet is asked to recognise that the process of consultation was carried out in accordance with standard Scrutiny procedures for public engagement. It was not a detailed planning consultation process at this stage. If any site was later identified for inclusion in the LDP focussed changes, a full planning process, including further consultation would be needed.

The attached papers show the Cabinet that the response was significant with more than 7000 individual responses received. These raised over 40,000 issues in total covering 26 themes /categories. Four petitions were also received regarding certain sites together with responses from interested outside bodies and gypsy and traveller families.

It was important to point out to the Cabinet that every response was read and added to the analysis.

The Cabinet needs to be aware that it has no powers in this respect as the review will now feed into the Local Development Plan process. The only body that can consider and agree any changes to the LDP is the Council.

It is therefore the case that the original 5 remain in the latest deposit version of the LDP. They will only be replaced if, and when, the full Council decided there were more suitable sites.

Cabinet needs to be aware that that this review is not the end of the process. The Scrutiny Report identifies those sites that were considered to best meet the statutory criteria but further work now needs to be carried out to assess whether the sites are deliverable. This will require sustainability appraisals and technical planning assessments prior to any focussed changes being considered by full Council.

In summary the process from this point is:

- Scrutiny Committee met on 29 October 2012 and agreed recommendations
- As the review was instigated by the Cabinet, the Scrutiny report is presented to the Cabinet meeting on 12 November 2012
- Cabinet cannot take decisions on this matter
- Technical officers need to do a detailed assessment of the proposals before they are included in the proposed LDP focussed changes in early 2013.
- LDP focussed changes will be presented to Council in March 2013

- The LDP will be presented to an Inspector appointed by the Welsh Government and there will be opportunity for submissions and or objections from the public or organisations at that time.
- Any sites selected for development will need to go through a full planning process.

**Proposals:** 1. To acknowledge the excellent work undertaken by the Scrutiny Committee, the Review Group of Members and supporting officers in carrying out a comprehensive task that has resulted in over 7,100 responses from the public and to thank the councillors and officers concerned for this substantial piece of work

2. To receive and consider the attached report which was endorsed by the Scrutiny Committee

**Action by** Head of Regeneration and Regulatory Services  
**Timetable** In line with the programme for the Local Development Plan

**This report was prepared following consultation with:**

- Public Consultation
- Gypsy and Traveller Families
- All Members of the Council
- Monitoring Officer
- Head of Finance
- Head of People and Transformation

## **Background**

This report contains two main documents:

- The report by the policy review group which has been previously circulated to all councillors as part of the agenda for the scrutiny committee held on 29 October and endorsed by the Scrutiny Committee at its meeting on 29 October 2013
- The report prepared by the Scrutiny Team that includes the analysis of the responses received as well as other background information

### **Financial Summary:**

The financial summary is included in the attached report by the policy review group

### **Risks:**

The risk summary is included in the attached report by the policy review group

### **Comments of Chief Financial Officer**

The comments by the Chief Financial Officer are included in the attached report by the policy review group

### **Comments of Monitoring Officer**

The comments by the Monitoring Officer are included in the attached report by the policy review group

### **Staffing Implications-: Comments of Head of People and Transformation**

The comments by the Head of Service are included in the attached report by the policy review group

### **Consultation**

The Cabinet will note that the reports have been prepared after consultation as follows:

- Public Consultation
- Gypsy and Traveller Families
- All Members of the Council
- Monitoring Officer
- Head of Finance

Dated: 1 November 2012

## Appendix:

Report presented by the Policy Review Group to the Scrutiny Committee at its meeting held on 29 October

# Scrutiny Committee: Community Planning and Development

## Part 1

29 October 2012

**Subject**     **Gypsy and Travellers Sites: Scrutiny Consultation**

**Purpose**       For the Policy Review Group to provide the Committee with the results of the public consultation exercise and to inform the committee of their conclusions and recommendations

**Author:**     Policy Review Group and Chief Democratic Services Officer.

**Ward**         All wards affected as part of the LDP

**Summary**    We recognise that we have no decision-making power in this respect, we further recognise that the only body with decision making power is the Council.

We held our final meeting on 19 October 2012 to decide on our proposed recommendations to the Scrutiny Committee. Councillor Delahaye was out of Newport and sent her written comments for our consideration

We were concerned that Councillor Tom Suller did not attend the meeting and had not sent apologies. We tried to contact Councillor Suller by telephone but to no avail so took the view we had no option but to proceed.

We carefully considered all of the documents presented to us. Our conclusions and proposals are set out in full and attached to this report. It is important for us to point out that every response received has been read, categorised and analysed and that the analysis was presented to us.

We were very pleased with the large number of people who had responded to the consultation process

We can confirm that all responses were fully considered as part our deliberations. This included the public; the traveller community, key businesses and other organisations.

The Cabinet Member for Human Resources and Assets wrote to us about sites in the ownership of the Council and we referred to these at the appropriate times. These are referred to in the report.

We discussed the merits and the drawbacks of every site carefully and in detail. We deliberated long and hard before reaching our recommendations. What became clear is that no one site provided an instant solution without further issues needing to be addressed. However, we felt that by giving detailed consideration to each site, we could provide our views to assist the Scrutiny Committee reach a conclusion that would be acceptable and a basis on which recommendations could be forwarded on to the Cabinet and Council

**Proposal:** To endorse the recommendations of the Policy Review Group as follows for consideration by the Cabinet and Council as part of the LDP Process:-

- 1. To include the following sites in the Local Development Plan as potential sites for residential sites for Gypsy and Traveller families for the reasons set out in this report:**
  - I. The former Road Safety Centre and adjacent land at Hartridge Farm Road is recommended to be allocated in the LDP as the preferred site for residential accommodation. We consider this location offers potential and would be the preferred site to accommodate all 3 families, achieved by creating three independent sites within the curtilage of the whole site, provided that this can be accommodated, given the guidance about single sites and size.
  - II. The former Ringland Allotments site is recommended to be allocated in the LDP as a back-up site that could potentially accommodate a family requiring no more than two pitches to the north of the site if required and as a contingency if it becomes necessary.
  - III. The site at Brickyard Lane is recommended for allocation in the LDP as a further contingency site in the longer term if considered necessary arising from the expiring of temporary consents.
  
- 2. To include the following sites in the Local Development Plan as potential sites for transit sites for Gypsy and Traveller families for the reasons set out in this report:-**

The yard adjacent to the A449, is recommended for allocation in the LDP as the preferred transit site; assuming access issues can be resolved

Land at Celtic Way, Marshfield is recommended to be allocated in the LDP as a contingency transit site in the longer term if any issues prevented the development of the preferred site.

**Action by** Chief Democratic Services Officer to refer recommendations to the Cabinet

**Timetable** In line with the necessary timescales

This report was prepared after consultation with:

- Public Consultation
- Gypsy and Traveller Families
- All Members of the Council
- Monitoring Officer
- Head of Finance

## Background

1. As a Policy Review Group we thanked the staff for their substantial work in analysing over 7,000 responses with over 40,000 issues raised in them.
2. We reminded ourselves of the context and guidelines within which we were working, they being the requirements of the Local Development Plan; the statutory requirements relating to accommodation for Gypsy and Traveller families; and the current and future Gypsy and Traveller needs in Newport.
3. The eleven shortlisted sites included in the consultation were those which we had previously identified as those best meeting the criteria set out in the relevant Welsh Government Circular and the Good Practice Guide. Officers had also consulted with the traveller community to assess their requirements in any location. This had followed a process which included a request to the public to identify sites, and the viewing of some 40 sites by members of this policy review group.
4. We carefully considered the outcome of the consultation process, set out in the document attached to this report.
5. We were told that more than 7000 individual responses had been received and that more than 40,000 individual points were raised. Four petitions had also been received. We were assured that each response had been read and analysed by staff. We were shown a full analysis of the comments for each of the eleven sites.
6. We were also assured that, in an effort to ensure that every response was properly analysed if 2 or more sites had been mentioned in any response, the comments had been included in the analysis for each site. Where similar responses were received but with individual signatures, they had been treated as individual responses.
7. We were given detailed information on responses received for each of the eleven sites. We were also given detailed information on the types of issues raised at each site. This information is contained in the document attached to this report. We were provided with a summary of the petitions sent in as part of the consultation process.
8. We were also given details, where appropriate, of the level of support any sites had attracted or any alternatives offered. Such information is also included in the attached document at appendix 4
9. Local Gypsy and Traveller families were also asked for their comments on each site and these are contained in Appendix 5 of the attached document.
10. We had also received comments from local organisations and businesses; from some statutory bodies and from technical officers within the Council. All of these comments were considered and are contained in a table at Appendix 6 to the attached report.
11. The final appendix rehearses arguments for and against a single site provision and multi-site provision.
12. We carefully considered the responses received in relation to each site. We gave detailed consideration to the views of the public; the Gypsy and Traveller families; organisations and businesses; and technical officers.

13. It became clear that no one site provides an ideal solution without issues to be addressed but we felt that by giving a detailed consideration to each site, we could provide our views to assist the Scrutiny Committee ; Cabinet and Council in their consideration of this matter.

14. Our views on each site are summarised as follows:

**I. Land at Brickyard Lane (residential only)**

We recognised the access issues at this site that were raised during the public consultation. This was the issue brought to our attention most by the public response. There were specific comments from Highways Officers and the Police on this issue in relation to a previous planning application. We also took account of the comments made by the existing Gypsy and Traveller families in the area.

The highway safety concerns were noted, however a small scale site (4 pitches) was considered acceptable as a contingency for housing need arising from the expiry of temporary planning permissions.

**II. Former Allt-yr-yn Brickworks (residential only)**

We took account of the access issues at this site that were raised by the public during the consultation process. This was the issue brought to our attention most by the public response. There were some issues about identification of the site as the land was not part of the brickworks and is privately owned. We considered, however, that the plans made it clear to the public which area of land the public was being asked to comment upon.

This is not a preferred site due to its size, access (for a large site), topography and ownership. For those reasons other sites are preferable.

**III. Yard Adjacent to the A449 (transit only)**

We considered the outcome of the public consultation on this site and noted a range of issues had been raised. The issue raised most regularly related to the perceived image of Newport whilst there were also issues around facilities and the potential for economic impact.

We noted that ecological surveys were recommended. An agent had responded on behalf of the Celtic Manor Resort and this was reported to us.

We noted that the Gypsy and Traveller families had identified this as an excellent transit site, close to main travelling routes . They described it as fine for a short stop but not a location that would encourage people to stay beyond their allocated time.

We considered the site was not highly visually prominent. We were also of the view that it was well placed close to the travelling routes. We were informed by officers that there would be issues to resolve around access which would involve discussions with the Welsh Government

The Cabinet Member for Human Resources and Assets had provided comments about ownership and operations on this site and these were taken into account.

After carefully considering this site, we concluded this would be the preferred transit site subject to successful negotiations with the Welsh Government to secure controlled access via the A449 slip roads. If this is not possible, the preferred transit site is Celtic Way.

**IV. Land to the West of Llanmartin Primary School (residential only)**

The public response to this site were considered and discussed in detail. Again a range of issues were raised by local residents, fitting into the range of themes identified. These are set out in the attached document. We also noted comments provided by the Cabinet Member for Human Resources and Assets; the Gypsy and Traveller families; organisations and businesses; and technical officers.

An important issue on this site was raised during the public consultation and subsequently carefully considered by technical officers.

The site is located within a registered historic park. We were told that the listing relates to a red brick house known as Llanwern House dating from 1760. Whilst the house was no longer identifiable as such, this site needed serious consideration.

Taking into account the information emerging from the consultation process together with site constraints (primarily the Registered Historic Park and site access), we concluded this site is not considered suitable.

**V. Former Langstone Nursery, Magor Road (residential only)**

We considered in detail the public response to this site. One of the major issues raised was remoteness from facilities. The Gypsy and Traveller families also pointed out that the site was far from local amenities such as shops as well as schools currently being used by the gypsy families. We also carefully noted other comments by the Gypsy and Traveller families.

We considered that, on balance, the needs of Gypsy and Travellers' families could be better accommodated elsewhere and, did not recommend the site for inclusion in the LDP.

**VI. Land to the South of Langstone Cottage, Old Chepstow Road (residential only)**

Among all of the valuable pieces of information received during the public consultation was the existence of a scheduled ancient monument at the site. The site boundary could be amended to exclude the monument. However, there was also evidence provided that the site was subject to flooding even though it was not in a flood risk area. We were concerned about the photographic evidence of flooding at the site.

Careful attention was also paid to the comments of the Gypsy and Traveller families about this site. The public consultation was considered. It was noted that whilst there was a range of views, the issues of flooding and facilities were among the points raised most regularly.

Information emerging from the consultation process means this site is considered to be less suitable. The Scheduled Ancient Monument would mean part of the site could not be used; however a viable area remains available. However, photographic evidence has been provided of localised flooding issues from surface water drainage. It is therefore recommended that this site is not allocated in the LDP.

## **VII. Former Ringland Allotments (residential or transit)**

The public response on this site was discussed in detail. The main issues raised by the public were site access; pylons on the site; topography and privacy. We have given careful consideration to this site, particularly as a back – up site for a third family should our preferred site be unable to accommodate the required number of families.

We saw the site had a natural boundary that effectively splits it into two sites. There was a minor amendment to the extreme north of the site owing to highway requirements. The site could provide two pitches without being affected by the pylon. The access issues were resolvable. Developers at the nearby housing development considered this was not a sustainable site and raised concerns about the clustering of sites. Technical officers were of the view that the site was acceptable as a rural exception site.

The Cabinet Member for Human Resources and Assets had commented that the site was held for allotment purposes and he referred to the need for discussions with the Welsh Government about alternative use.

This was not our preferred site but is the second preferred choice for a residential site. There was discussion around how this site could accommodate one of the smaller families currently resident in the city towards the northern part of the site. The remainder provides a contingency if it becomes necessary.

## **VIII. Former Road Safety Centre and Adjacent Land, Hartridge Farm Road (residential only)**

We discussed this site in the light of the responses received, together with its advantages and disadvantages as a residential site. The public response was considered and the main issues raised were around access to the site and road safety issues.

It was noted that an archeological evaluation would need to be carried out. It would not prevent development, however. The requirement would be for any interest to be recorded.

Agents acting for St Modwen were concerned about the size of the site. The site is big enough for 38 pitches. Welsh Government site design guidance recommends a maximum of 12 pitches on any site.

The Cabinet Member for Human Resources and Assets had written saying that the site was being marketed for residential development purposes and there was an impact on the capital programme.

We considered the site had potential for development as a residential site for Gypsy and Traveller families. We also concluded that this site had the potential to contain several small sites within its curtilage.

This is the preferred site for residential accommodation and could accommodate separate family sites with separate access points off Hartridge Farm Road and intervening separation space between the sites.

Consideration was given to accommodating three families on this site. Officers expressed reservations regarding creating one large site for three families and the way this could potentially affect funding and increase site management requirements. Welsh Government guidance advises against large sites and requires on-site management and facilities. We asked for this to be investigated.

Overall this was considered to be the best site for providing residential sites and we felt it should be allocated for this purpose in the LDP. We consider this would be the preferred site to accommodate all 3 families, within smaller sites, provided that this could be accommodated at the site, given the guidance about single sites and size.

**IX. Former Speedway Site, Plover Close, Llanwern (transit only)**

We carefully considered this site as a potential transit site. The main issue raised during the public consultation related to the economic impact.

We received an objection letter from the agents for St Modwen. The agents raised a number of issues that are contained in the attached document. There were concerns that the sites would be clustered and the site

Advice was that the site was in a flood zone – Although it was being considered for transit, rather than residential use.

Members were mindful of objections regarding the suitability of this site given its industrial surroundings and location on the Zone C1 flood plain.

Consideration was given to positive feedback from Gypsy and Traveller families and other members of the public who favoured this site for permanent residential purposes. However, it was noted that the consultation was based on this site being suggested for transit purposes only, due to limited access to amenities due to the intervening dual carriageway.

Consideration was also given to concerns regarding the potential impact of the proposal on the delivery of Glan Llyn residential development, and the importance of that project to Newport's regeneration and growth. Overall, it was concluded that this site is less suitable than other preferred sites and wasn't as accessible from the predominant transit routes used by Gypsy and Traveller families passing through Newport.

After carefully considering this site, its advantages and disadvantages the responses to the consultation process, and its siting when compared to other potential transit sites, we considered that the site should not be included in the LDP.

**X. Former Chicken Processing Plant, Castleton (residential only)**

We carefully considered the responses to the consultation process. Local people considered the schools were full and were concerned about access. They also raised the issue of the lack of facilities. Gypsy families also said that the site was too far from local amenities such as shops and the schools currently used by gypsy and traveller families on the waiting list.

This site was considered to be too large for the identified need. We also took account the lack of local amenities. We concluded that other sites are considered to be preferable and for that reason we recommend this site is not allocated in the LDP for this purpose.

## **XI. Land at Celtic Way, Marshfield (transit only)**

The responses to the consultation about this site were considered in some detail. The main issues raised were relating to the economic impact; facilities and a potential poor image of Newport.

Ecological surveys would be required but it was considered any issues could be addressed by mitigation.

A letter had been received from Quinn Radiators about this site and saying that the proposed site could deter investment interest. The technical officers considered that with enhanced screening and landscaping, the site could have an appropriate level of privacy and did not consider that a properly managed site would deter customers visiting local businesses.

We paid full attention to the responses we received and to the advice.

This was not our preferred site but we considered there was potential for this site to be considered for inclusion in the LDP as a contingency transit site in the longer term if any issues prevented the development of the preferred site at the A449.

### **Financial Summary:**

15. There is no cost to adopting these as potential sites for gypsy and traveller accommodation in the LDP. There will however, be acquisition costs and / or development costs or loss of value on Council owned sites that will need to be considered in future stages of the LDP process or the planning process.
16. Housing Officers advise that if a selected site is in Council ownership, funding would not be available to compensate for the loss of the land. It would be available to develop the site. If the Council was to purchase a piece of land from someone else, grant would cover the purchase price and the development costs. The grant is not unlimited though - last year it was set at £1.25 million so purchasing land may impact on the money available for site development

### **Risks:**

17. The Welsh Assembly Government Planning Circular 30/2007, produced in December 2007, states that all local authorities in Wales are expected to consider their Gypsy and Traveller accommodation needs at an early stage of the Local Development Plan process. Criteria based policies are expected to be included in forthcoming LDPs as well as commitments that contribute to meeting any identified unmet accommodation need.
18. Welsh Government has stated that they will object to the soundness of our Local Development Plan if we do not provide sites to accommodate our Gypsy and Traveller families' needs. This means we would be very unlikely to get the Plan approved at the forthcoming LDP examination if we do not provide sites to address the need.
19. Sections 225 and 226 of the Housing Act 2004 places a duty on Local Housing Authorities to carry out an assessment of the accommodation needs of Gypsies and Travellers residing in or resorting to their district, and to take steps to address these identified needs.

## **Comments of Chief Financial Officer**

20. Any decision to include potential sites in the LDP does not necessarily have a financial consequence for the Council. Subsequent specific decisions around the use of such sites for the intended purpose could have significant financial consequences depending on the site in question.
21. Limited grant aid is available for the acquisition and development of sites where they are not in Council ownership. Grant aid would not be available to compensate the Council for the value of its own land should it be used.
22. The use of existing Council land earmarked for sale would therefore impact on the level of capital receipt available from such sites whether by virtue of the reduced development area or non-disposal depending on the eventual decision arrived at.

## **Comments of Monitoring Officer**

23. The Council has a statutory duty under the Planning and Compulsory Purchase Act 2004 and Planning Policy Wales to prepare a Local Development Plan for its area, to provide the key policy framework for the determination of future planning applications and the provision of sustainable development. The Council also has a statutory duty under the Housing Acts 1996 and 2004 to provide suitable housing accommodation for the assessed needs of gypsy and traveller families within its area. Therefore, adequate provision must be made within the draft LDP for gypsy and traveller sites to meet the assessed needs of these families, otherwise the LDP will not be approved as being "sound". The Review Group have reviewed the list of potential sites and have undertaken extensive public engagement and consultation with key stakeholders, to ensure that the process is open and transparent. Having regard to the statutory criteria set out in Circular 30/2007 and relevant representations received during the consultation process, the Review Group have concluded that the preferred sites identified in this Report best meet the planning and housing requirements and are the most suitable locations for gypsy and traveller sites. If these recommendations are accepted by Scrutiny Committee and Cabinet, then further detailed sustainability appraisals and planning assessments will need to be carried out to determine how deliverable these particular sites are before they can be recommended to Council as focussed changes to the deposit version of the LDP.

## **Staffing Implications-: Comments of Head of HR Policy and Performance**

24. There are no staffing issues.

## **Consultation**

25. The attached document gives details of consultation and responses.

**Dated: 23 October 2012.**



**Report of the Scrutiny Committee for Community  
Planning and Development**

**Gypsy and  
Traveller Sites**



**scrutiny**

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## **Background and Terms of Reference**

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The Local Development Plan (LDP) Deposit Plan Consultation closed on 14 May 2012. The Deposit Plan included five proposed Gypsy and Traveller Sites, as follows:

1. Yew Tree Cottage, Bettws (residential site)
2. Pye Corner, Nash – Former Army Barracks (residential site)
3. Pye Corner, Nash – Former Army Camp (residential site)
4. Queensway Meadows (transit site)
5. Pound Hill, Coedkernew (transit site)

Following the end of the consultation period for the Deposit Plan, in June 2012, the Scrutiny Committee was informed that the new administration had asked for a re-examination of the locations for Gypsy and Traveller Sites to be included in the Local Development Plan. The referral was discussed at the meeting of the Scrutiny Committee for Community Planning and Development on 27 June 2012, at which the Committee agreed to accept the referral, and to appoint a Policy Review Group to undertake the research work over the summer and report back to the full Committee.

The Committee agreed that Members should be fully involved in the shortlisting of prospective sites to ensure that the process was open and evidence based. It was also agreed that the Policy Review Group should undertake a transparent public consultation exercise on the identified shortlist of sites, which should include consultation with members of the Gypsy and Traveller communities.

The Committee appointed the following Members to the Policy Review Group: Councillors Val Delahaye, Paul Hannon, Allan Morris, Tom Suller and Trevor Watkins.

The Scrutiny Committee had no powers to make executive decisions itself. Once the final report of the Policy Review Group had been considered by the Committee, it would then forward the report to the Cabinet for consideration along with any recommendations for action. The Cabinet would then in turn make its own recommendations in the light of the report to the Council. The Council shall decide whether to amend the sites contained within the LDP identified for potential use by Gypsy and Traveller families.

The following terms of reference were set for the Group's research:

### **Terms of Reference**

- To re-examine the locations for Gypsy and Traveller Sites to be included in the Local Development Plan (LDP).
- To undertake a transparent public consultation exercise on the identified shortlist of sites following the shortlisting process.
- To put forward recommendations to Cabinet in time to meet the requirements of the LDP timetable.

It was understood that should any alternative sites be identified through the scrutiny process, and supported by the Cabinet, this would result in a proposal for a "Focussed Change" to the LDP being considered by the full Council. Only the full Council could determine focussed changes to the LDP.

# Methodology

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## Project Plan

At its first meeting, the Policy Review Group agreed its project plan for the review, and agreed that the review would be conducted in two stages:

### Stage One: Shortlisting Process

- Re-examination of the original list of sites drawn up, and any additional sites that have come to light since then.
- Consultation with the public to identify any additional sites to be considered in the shortlisting process.
- Analysis of this list against a clear list of criteria and using a scoring / weighting system, to establish an agreed shortlist of sites.
- Site visits to the agreed shortlist of sites.

### Stage Two: Consultation Process

- Consultation with the public (including local Gypsy and Traveller families) on the agreed shortlist of sites.

## Meetings and Site Visits

### Introducing the Topic / Scoping the Review

Before the formal shortlisting process took place, the Group held a number of initial meetings to discuss appropriate criteria for sifting sites, and agree the best methodology for undertaking this piece of work.

The Group received information about earlier work to identify Gypsy and Traveller Sites, feedback from previous consultations on this issue, as well as evidence to indicate the level of need for Gypsy and Traveller Sites in Newport. Site visits were also conducted to facilities operated by Cardiff and Rhondda Cynon Taff Councils, to gain insight into how sites were operated in neighbouring authorities.

In order to update the list of sites originally considered for this purpose, Officers were tasked with reviewing the list to identify any new potential sites that should be considered by the Group.

The Group also launched a consultation exercise through the Council's website and the local press, asking local people to "Suggest-a-Site" that could be used for Gypsy and Traveller accommodation. In all, 33 responses were received and all suggestions from that exercise were included in the shortlisting process.

The Group also looked at background information on the cultural heritage of the Gypsy and Traveller Communities in the UK, and an external training provider was also invited to deliver training Gypsy and Traveller Cultural Awareness. This session was held on 6 August 2012, open to all Members, and was very well attended, with very positive feedback from those who took part.

## **The Shortlisting Process**

Taking into account all the evidence presented during its initial meetings, the Group agreed the criteria to be used in the shortlisting process. All the potential sites were mapped using the Council's GIS data system, to determine their rankings against the criteria identified by the Group.

The criteria used were:

- [Welsh Government Circular 30/2007: Planning for Gypsy and Traveller Caravan Sites](#) and
- [Good Practice Guide in Designing Gypsy and Traveller Sites in Wales, July 2009](#)

The Group met on 13 August 2012 to consider the results of this mapping exercise, in order to identify those sites that best met these criteria and were, therefore, most suitable for development as Gypsy and Traveller accommodation.

Site visits were then conducted on 16 and 20 August 2012 to look at the sites that appeared to best meet the criteria. The purpose of the site visits was to identify any potential problems not evident from the paper-based shortlisting exercise, and also allow Councillors to see for themselves how accommodation could work in that setting. No site was entered without permission.

Finally, a meeting was held on 28 August 2012 to review the information gathered during the site visits, and agree on the preferred shortlist of sites according to the Group's research. After thorough consideration of all sites, the Group identified 11 sites which, in their view, best met the criteria. Before agreeing on the final list of sites, the Group decided to commence public consultation on all 11 sites thus identified, so that the views of Gypsy & Traveller families and the wider public could be taken into consideration in drawing up a list of sites for consideration by the Cabinet.

## **The Consultation Process**

On 6 September 2012, the Policy Review Group launched a 28-day consultation period to ask Newport residents, including Gypsy and Traveller families, for their views on the 11 possible sites. The purpose of the consultation was to invite comments on the sites identified, and flag up any issues not identified by the paper-based analysis and the site visits.

The process of consultation was carried out in accordance with standard scrutiny procedures for public engagement. It was not a detailed planning consultation process at this stage. It was clear at all times that should any site be identified for inclusion in the LDP focussed changes, a full planning process, including further consultation will be needed.

The 28 day consultation period compared favourably with the period for similar consultation on planning matters.

It was agreed that the consultation results would feed into the Policy Review Group's final discussions to decide which sites to recommend to the Scrutiny Committee for consideration as focussed changes to the LDP.

As well as the general public, the following groups were specifically included in the consultation:

- Local Gypsy and Traveller families
- Ward Councillors
- Community Councils
- Landowners of identified sites
- Respondents to previous consultations on the LDP / Gypsy and Traveller Site locations

The following consultation methods were used:

- Face-to-face consultation with local Gypsy and Traveller families
- A Web form to record comments from the general public / other stakeholders
- Additional option to submit comments by email or letter

The following methods were used to advertise the consultation:

- Press release
- Notifications on Facebook / Twitter
- Letters to Ward Councillors, Community Councils, Landowners and approximately 2000 previous respondents to consultations regarding the LDP
- Notices in NCC staff bulletin

# Key Findings

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## Shortlisting Criteria

The Policy Review Group used criteria from a number of different sources in drawing up the shortlist of sites, namely:

- Welsh Government Circular 30/2007: Planning for Gypsy and Traveller Caravan Sites
- Good Practice Guide in Designing Gypsy and Traveller Sites in Wales, July 2009

Taking those sources into consideration, sites were assessed against the following criteria:

- C1/C2 flood risk areas
- Sites of Special Scientific Interest / conservation areas
- Green wedge / green belt
- Hazards on site
- Existing use (e.g. local amenity, environmental space)
- Proximity to local facilities (health services, schools, shops)
- Vehicular access to site
- Privacy
- Public transport links
- For transit sites: proximity to main travel routes (A48 / A449)

The Group were committed to taking a "common sense approach" to this process, so also took into account their local knowledge of the area and any additional factors that needed to be taken into consideration for each individual site.

It was clear from the outset that finding a site to fit all criteria was very unlikely, so Members agreed that the sites best fitting the criteria would be shortlisted, taking into consideration the degree to which certain factors could be mitigated against.

## Results of the Shortlisting Process

In all, the Group considered 237 sites during the shortlisting process. In the first stage, all of these sites were assessed against the above criteria, and the Group were able to discount those sites that would be completely undeliverable according to the GIS data results. For each site ruled out, clear reasons were given for that site being discounted. This information was available on the Council website and had been available throughout the consultation period.

At the second stage, the Group visited all the sites that appeared to best meet the criteria, or where there was a query over the topography or other aspect of the land which needed to be assessed near the site before being discounted.

The Group visited 40 sites in total. (*Download [details of visited sites](#) (pdf) including the reasons why the majority were felt to be unsuitable*)

Following this process, the Group were able to identify 11 sites that best met the criteria and would, therefore, be most suitable for development as Gypsy and Traveller accommodation according to the criteria (for permanent sites unless otherwise stated):

The sites identified were:

- [Land at Brickyard Lane](#) (pdf) (residential only)
- [Former Allt-yr-yn Brickworks](#) (pdf) (residential only)
- [Yard Adjacent to the A449](#) (pdf) (transit only)
- [Land to the West of Llanmartin Primary School](#) (pdf) (residential only)

- [Former Langstone Nursery, Magor Road](#) (pdf) (residential only)
- [Land to the South of Langstone Cottage, Old Chepstow Road](#) (pdf) (residential only)
- [Former Ringland Allotments](#) (pdf) (residential or transit)
- [Former Road Safety Centre and Adjacent Land, Hartridge Farm Road](#) (pdf) (residential only)
- [Former Speedway Site, Plover Close, Llanwern](#) (pdf) (transit only)
- [Former Chicken Processing Plant, Castleton](#) (pdf) (residential only)
- [Land at Celtic Way, Marshfield](#) (pdf) (transit only)

The Group agreed to undertake public consultation on these 11 options before deciding which sites to recommend for inclusion in the LDP.

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# Public Consultation

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## Why Public Consultation was undertaken

As mentioned earlier in the report, the deposit version of the Local Development Plan (LDP) was originally approved for public consultation by full Council in March 2012.

Following the initial public consultation and objections to the 5 gypsy and traveller sites originally identified in the deposit LDP, the new administration considered that this particular issue required further consideration. Therefore, the matter was referred to the Scrutiny Committee for Community Planning and Development

The Council has a statutory duty to provide suitable sites to provide accommodation for gypsy and traveller families and there is a legal requirement to ensure that provision is made in the LDP for both temporary and permanent sites.

## The Public Consultation Process

The process of consultation was carried out in accordance with standard Scrutiny procedures for public engagement. It was not a detailed planning consultation process at this stage. If any site was later identified for inclusion in the LDP focussed changes, a full planning process, including further consultation would be needed.

This Scrutiny review was an additional, non-statutory consultation process to ensure that the views of the public were properly taken into account before the statutory process for approving the LDP was finalised.

Members of the public would still have the opportunity to raise objections during the “examination in public” conducted by the independent Inspector. In addition, there would, of course be further public consultation in connection with any detailed planning applications for the development of any specific sites.

The Policy Review Group, the Scrutiny Committee nor the Cabinet had powers to amend the LDP or to add or remove sites from the deposit version. Only the full Council could do this.

The public consultation exercise was undertaken between 6 September and 4 October 2012 seeking opinion on the 11 sites identified by the Group as those which best met the criteria, as prescribed by Welsh Government planning and housing policies and as identified earlier in the report.

Each site was considered worthy of further investigation through public consultation and none had been pre-determined for recommendation by the Group as suggestions for allocation as Gypsy and Traveller Sites in the LDP. Not all eleven sites would be needed to meet the statutory requirements and there might be a number of combinations of sites that would meet the needs of the LDP.

The sites emerged from the list of over 230 sites identified by the Council and members of the public. Care was taken to ensure that appropriate Welsh Government guidance was the criteria used to identify these sites.

Members of the public were invited to respond to the consultation in writing. This could be by letter, e-mail or by responding directly via the Council’s website. The consultation exercise was also promoted by the local press. As mentioned above The 28 day consultation period compared favourably with the period for similar consultation on planning matters.

## **Response to the Public Consultation**

The response was significant with more than seven thousand individual responses received before the deadline of midnight on 4 October 2012, through all three channels. These raised over forty thousand issues in total covering 26 themes /categories.

The individual responses were received daily throughout the consultation period by letter, e-mail and via the Council's website. Four petitions were also received regarding certain sites together with responses from interested outside bodies and gypsy and traveller families.

It was important to point out to the Committee that every response was read and added to the analysis. The analysis was undertaken using spreadsheets for each site.

Where respondents made comments about two or more sites, these were included in the analysis for each site referred to by the respondent.

A number of responses were identical but were individually signed. In these cases every response was counted as an individual submission.

In a number of responses, the Council was asked why the original 5 sites in the deposit version of the LDP had been rejected by the Cabinet. To clarify, the sites had not been rejected and remained in the latest deposit version of the LDP. They would only be replaced if, and when, the full Council decided there were more suitable sites. The original five sites were included in the 220 sites involved in the Groups' review.

Responses predominantly provided a view regarding why specific sites included in the consultation process would be suitable or unsuitable for the purpose of Gypsy and Traveller Sites.

Whilst comments were mainly about why sites would be unsuitable for inclusion in the LDP, there were comments in favour of sites and these were identified in the following analysis.

These represented personal views, based on personal experience and observation. However, each response contained valuable local information that was taken into account and some matters raised in this way needed further investigation.

There were some comments and views made by respondents about the possible effect travelling communities might have on certain areas. Whilst the consultation exercise was undertaken on the basis of the suitability of sites, comments on this other issue were recorded and included in the analysis.

In the analysis that follows, responses, where possible, were grouped into themes drawn from them to assist members in their deliberations and the formulation of appropriate conclusions and possible recommendations to the scrutiny committee.

The Committee might then consider what recommendations to put forward to the Cabinet, in time to meet the requirements of the LDP timetable. The Cabinet would wish to receive specific recommendations from the scrutiny committee.

In the event that an alternative shortlist of sites was identified and agreed through the scrutiny process, this would result in a "Focussed Change" being submitted for inclusion in the Local Development Plan.

## **Individual Responses General**

As mentioned above every response received was read and analysed.

The Summary of Individual Responses at **Appendix 1** grid chart provides compact data indicating the total overall number of individual responses received and issues raised, and those for each site consulted upon.

The bar charts found at **Appendix 2** set out the responses into themes or categories. These indicate the overall individual responses received and the number of issues raised per site. The subsequent individual site bar charts indicate the number of issues raised by category regarding each during the consultation period.

Whilst over 7,000 responses to the consultation were received, the total number of issues raised/ views recorded exceeded this figure. This was because many responses raised issues/ expressed views in relation to more than one site and had been counted for each site commented upon.

## **Petitions Received during the Consultation Period**

Four petitions were received from residents during the consultation period. These are referred to in **Appendix 3**.

Each petition was read and account taken of the basis for any observation/ objection made.

The petitions relating to Langstone, Underwood-Llanmartin and Hartridge Farm Road objected to or opposed Gypsy and Traveller sites being located on the sites consulted upon within these localities. The petitions did not offer any specific opinions as to why the sites were unsuitable for development.

The petition from the Marshfield area objected to the Proposed Gypsy and Traveller Sites at The Chicken Processing Plant Castleton and Cedar Way Coedkernew on the grounds the site is unsuitable due to "infrastructure, Environmental, Traffic, Educational, Economic, Site Access and Lack of Facilities within the Local Area."

## **Individual Responses Made Supporting or Advocating the Use of Sites**

A total of 31 Sites were supported or advocated, including 8 of the 11 sites upon which the public consultation exercise was undertaken.

A list of sites suggested or advocated through the public consultation exercise for Gypsy and Traveller use in Newport is attached as **Appendix 4** indicating the numbers supporting or advocating each.

## **Comments from Gypsy and Traveller Families**

Gypsy and traveller families were consulted and made their views known regarding the 11 sites consulted upon.

A summary of comments received from gypsy and traveller families can be found at **Appendix 5** of the report.

## **Comments from Key Businesses, Organisations and Technical Officers**

These can be seen at **Appendix 6** of the report.

## **List of Appendices Attached**

**1 – Summary of Individual Responses and Issues Raised Grid Chart**

**2 - Bar Charts:**

- **Total Number of Individual Responses Per Site**
- **Total Number of Issues Raised Per Site**
- **Number of Issues Raised by Category on Individual Sites**

**3 – Summary of Petitions Received**

**4 - Sites Suggested or Advocated for Gypsy and Traveller Site Use**

**5 - Comments Received From Gypsy and Traveller Families**

**6 – Responses from Key Businesses, Organisations and Technical Officers**

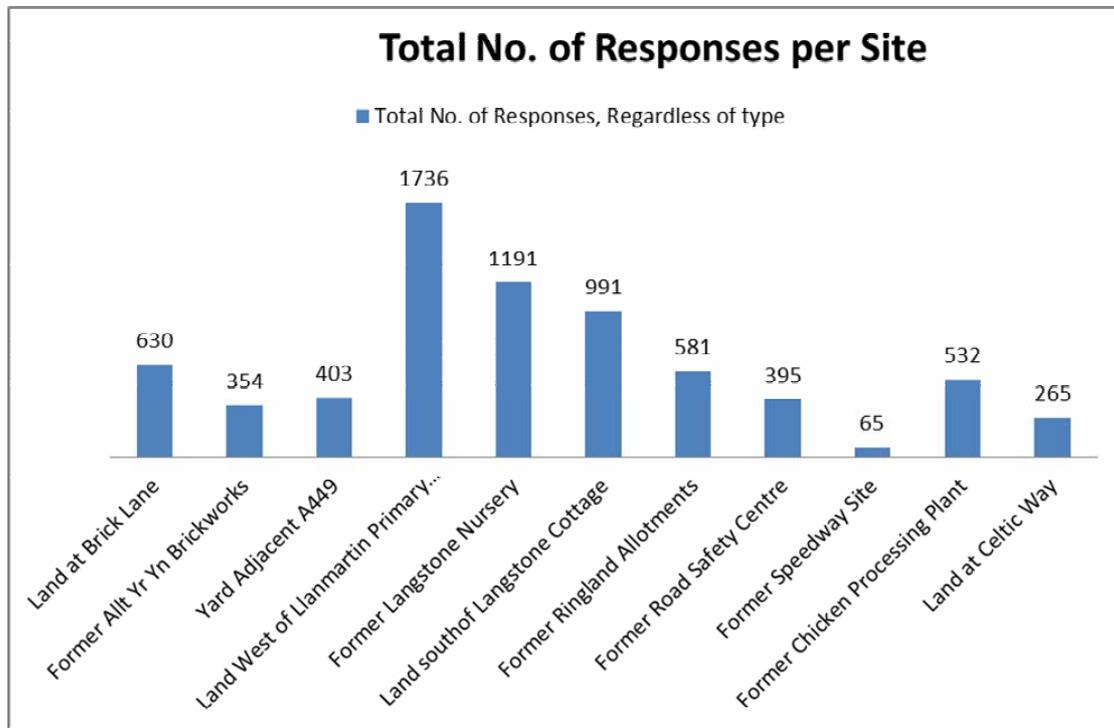
## Appendix 1

### Summary of Individual Responses and Issues Raised

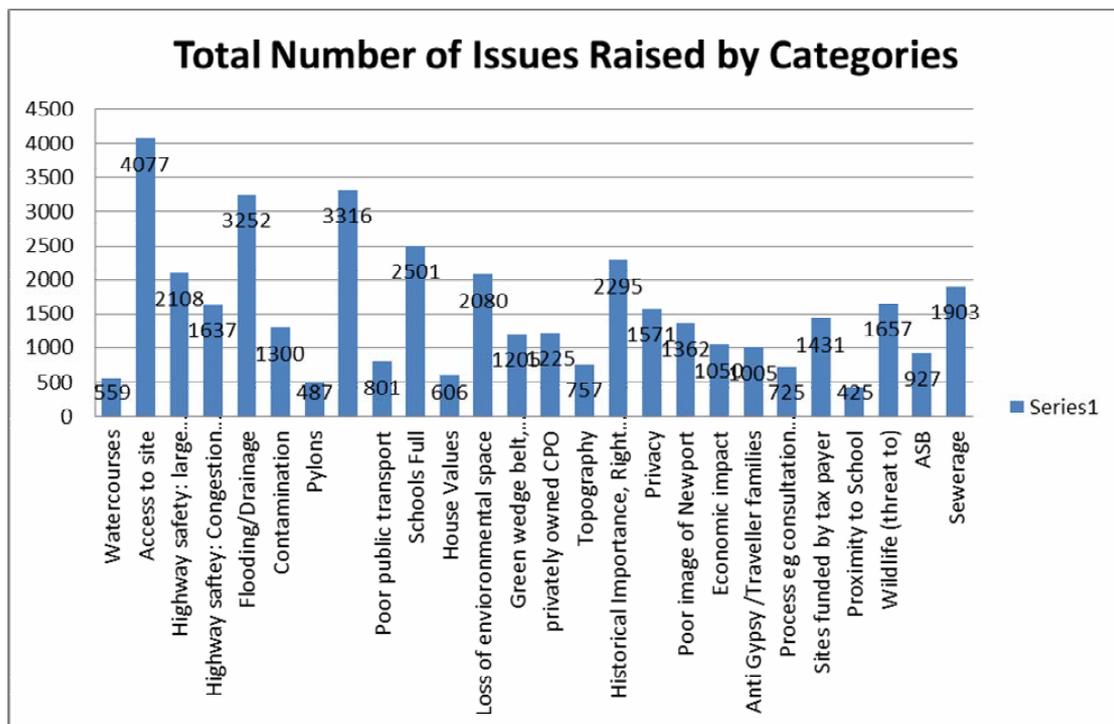
|  | Land at Brick Lane | Former Allt Yr Yn Brickworks | Yard Adjacent A449 | Land West of Llanmartin Primary School | Former Langstone Nursery | Land south of Langstone Cottage | Former Ringland Allotments | Former Road Safety Centre | Former Speedway Site | Former Chicken Processing Plant | Land at Celtic Way | Totals |
|--|--------------------|------------------------------|--------------------|--|--------------------------|---------------------------------|----------------------------|---------------------------|----------------------|---------------------------------|--------------------|--------|
| Watercourse                                    | 21                 | 12                           | 7                  | 245                                    | 137                      | 112                             | 7                          | 8                         | 1                    | 1                               | 8                  | 559    |
| Access to site                                 | 365                | 203                          | 159                | 1,418                                  | 514                      | 438                             | 398                        | 250                       | 3                    | 296                             | 33                 | 4,077  |
| Highway Safety: large vehicles on narrow roads | 124                | 58                           | 104                | 1,023                                  | 325                      | 88                              | 60                         | 79                        | 0                    | 227                             | 25                 | 2,108  |
| Highway Safety: Congestion at peak hours       | 103                | 36                           | 147                | 177                                    | 436                      | 152                             | 64                         | 100                       | 5                    | 369                             | 48                 | 1,637  |
| Flooding/Drainage                              | 11                 | 6                            | 85                 | 1,328                                  | 801                      | 757                             | 53                         | 44                        | 12                   | 109                             | 46                 | 3252   |
| Contamination                                  | 9                  | 16                           | 11                 | 1,166                                  | 30                       | 14                              | 28                         | 18                        | 1                    | 6                               | 1                  | 1,300  |
| Pylons   | 0                  | 0                            | 0                  | 6                                      | 1                        | 21                              | 386                        | 18                        | 0                    | 0                               | 55                 | 487    |
| Lack of/ inadequate facilities                 | 79                 | 16                           | 191                | 1,045                                  | 768                      | 673                             | 55                         | 31                        | 5                    | 290                             | 163                | 3,316  |
| Poor public transport                          | 8                  | 4                            | 89                 | 58                                     | 228                      | 153                             | 4                          | 1                         | 0                    | 146                             | 110                | 801    |
| Schools full                                   | 99                 | 27                           | 83                 | 1002                                   | 406                      | 428                             | 7                          | 16                        | 2                    | 380                             | 51                 | 2,501  |
| House values                                   | 72                 | 35                           | 30                 | 93                                     | 108                      | 112                             | 15                         | 15                        | 15                   | 80                              | 31                 | 606    |
| Loss of environmental space                    | 215                | 153                          | 52                 | 1,056                                  | 171                      | 301                             | 52                         | 11                        | 3                    | 48                              | 18                 | 2,080  |
| Green wedge belt, agricultural land            | 37                 | 26                           | 50                 | 101                                    | 303                      | 395                             | 39                         | 7                         | 1                    | 230                             | 16                 | 1,205  |
| Privately owned CPO                            | 2                  | 0                            | 11                 | 77                                     | 630                      | 244                             | 3                          | 16                        | 1                    | 235                             | 6                  | 1,225  |

|  | Land at Brick Lane | Former Allt Yr Yn Brickworks | Yard Adjacent A449 | Land West of Llanmartin Primary School | Former Langstone Nursery | Land south of Langstone Cottage | Former Ringland Allotments | Former Road Safety Centre | Former Speedway Site | Former Chicken Processing Plant | Land at Celtic Way | Totals        |
|--|--------------------|------------------------------|--------------------|--|--------------------------|---------------------------------|----------------------------|---------------------------|----------------------|---------------------------------|--------------------|---------------|
| Topography   | 13                 | 18                           | 4                  | 8                                      | 161                      | 155                             | 377                        | 19                        | 0                    | 0                               | 2                  | 757           |
| Historical importance, Right of Way                      | 48                 | 28                           | 33                 | 999                                    | 462                      | 612                             | 16                         | 6                         | 1                    | 71                              | 19                 | 2,295         |
| Privacy  | 26                 | 18                           | 65                 | 57                                     | 529                      | 475                             | 329                        | 39                        | 3                    | 20                              | 10                 | 1,571         |
| Poor image of Newport                                    | 66                 | 46                           | 235                | 100                                    | 341                      | 330                             | 46                         | 28                        | 14                   | 16                              | 140                | 1,362         |
| Economic impact  | 85                 | 58                           | 155                | 86                                     | 161                      | 133                             | 46                         | 43                        | 21                   | 78                              | 184                | 1,050         |
| Anti Gypsy/ Traveller Families                           | 53                 | 30                           | 66                 | 253                                    | 168                      | 141                             | 36                         | 63                        | 13                   | 132                             | 50                 | 1,005         |
| Process e.g. consultation exercise                       | 36                 | 15                           | 112                | 92                                     | 217                      | 212                             | 14                         | 4                         | 3                    | 14                              | 6                  | 725           |
| Sites funded by tax payer                                | 28                 | 21                           | 40                 | 211                                    | 478                      | 293                             | 31                         | 5                         | 7                    | 282                             | 35                 | 1,431         |
| Proximity to school                                      | 1                  | 2                            | 4                  | 198                                    | 14                       | 3                               | 28                         | 83                        | 1                    | 88                              | 3                  | 425           |
| Wildlife (threat to)                                     | 34                 | 30                           | 31                 | 1,071                                  | 88                       | 316                             | 40                         | 16                        | 2                    | 12                              | 17                 | 1,657         |
| ASB  | 118                | 47                           | 41                 | 157                                    | 98                       | 126                             | 37                         | 47                        | 16                   | 160                             | 80                 | 927           |
| Sewerage   | 17                 | 8                            | 46                 | 1,182                                  | 195                      | 137                             | 25                         | 14                        | 1                    | 261                             | 17                 | 1903          |
| <b>Total number of times issues were raised per site</b> | <b>1,670</b>       | <b>908</b>                   | <b>1,851</b>       | <b>13,209</b>                          | <b>7,770</b>             | <b>6,821</b>                    | <b>2,196</b>               | <b>981</b>                | <b>131</b>           | <b>3,551</b>                    | <b>1174</b>        | <b>40,262</b> |
| <b>Total Number of individual respondents per site</b>   | <b>630</b>         | <b>354</b>                   | <b>403</b>         | <b>1736</b>                            | <b>1191</b>              | <b>991</b>                      | <b>581</b>                 | <b>395</b>                | <b>65</b>            | <b>532</b>                      | <b>265</b>         | <b>7,139</b>  |

**Total Number of Individual Responses per Site (7,139)**

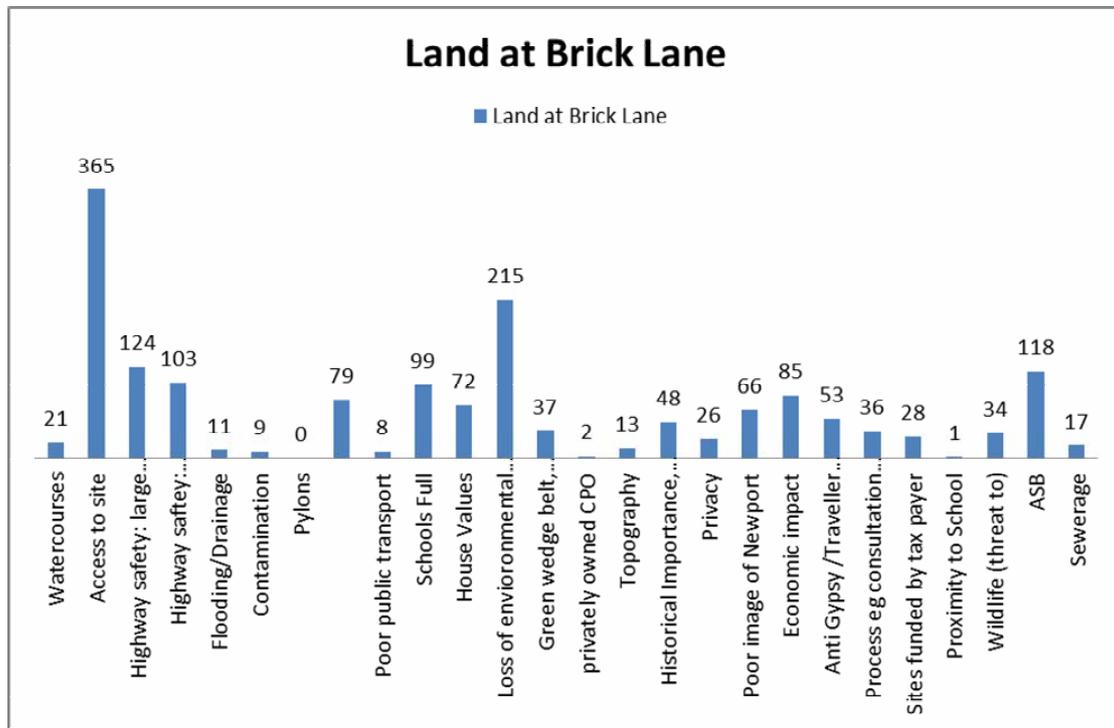


**Total Number of Issues Raised For All Sites (40,262)**



## Number of Issues Raised by Category on Individual Sites

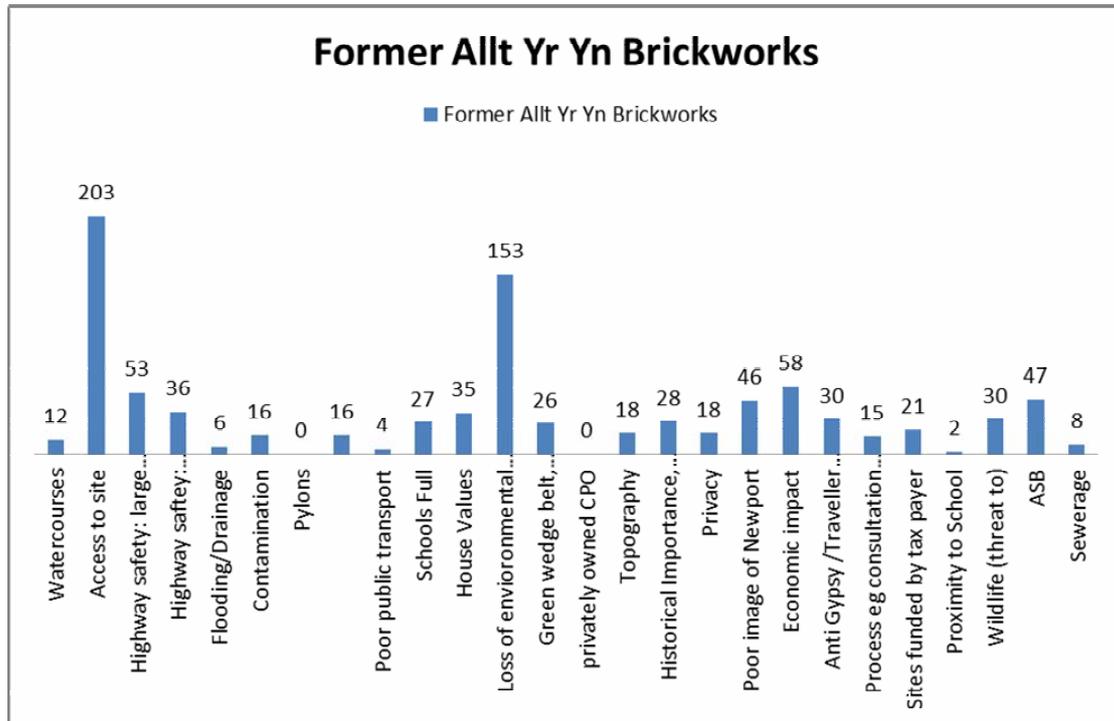
[Land at Brickyard Lane](#) (pdf) (residential only)



Total Number of Individual Responses: 630

Total Number of Issues Raised: 1670

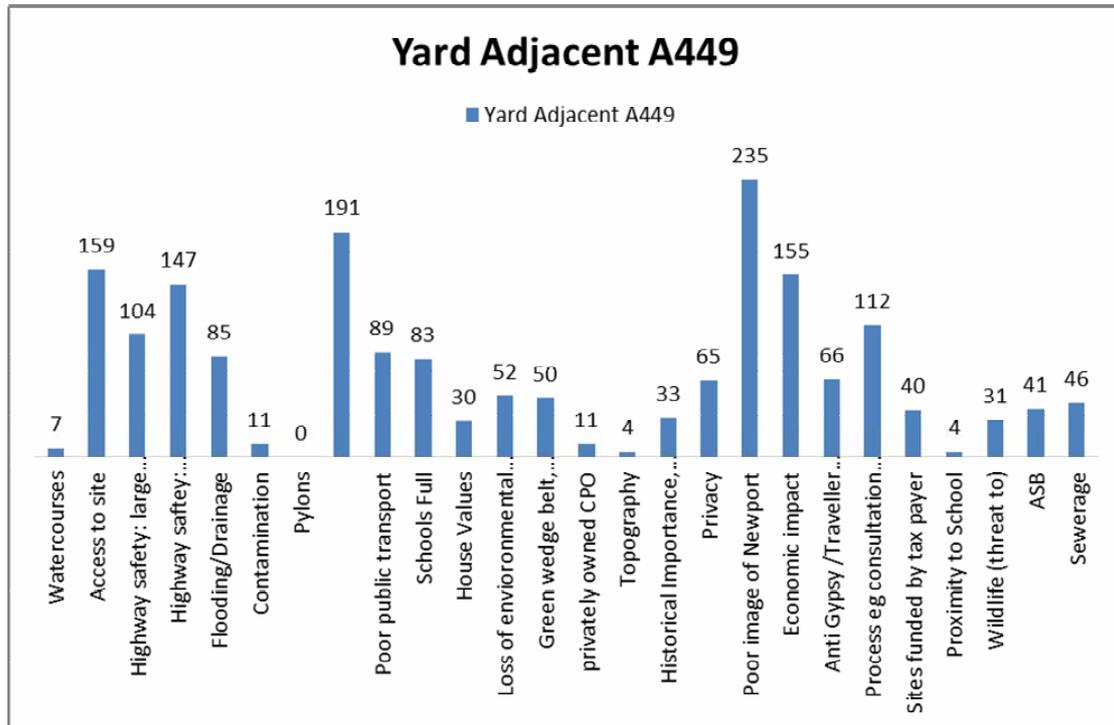
[Former Allt-yr-yn Brickworks](#) (pdf) (residential only)



Total Number of Individual Responses: 354

Total Number of Issues Raised: 908

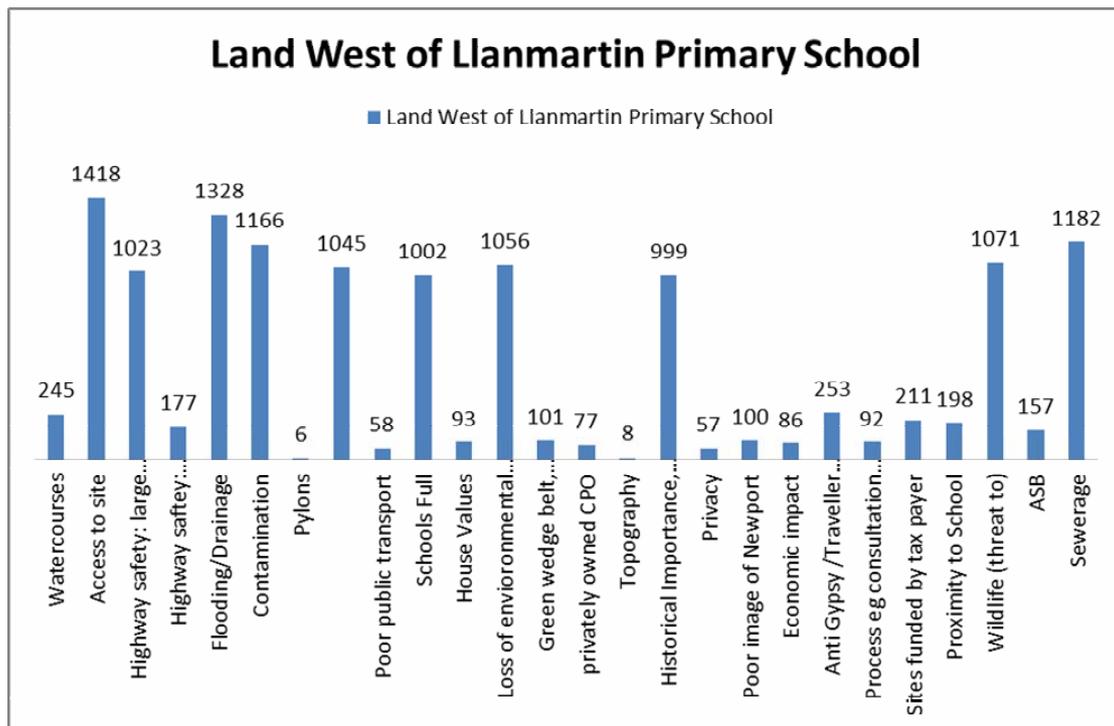
[Yard Adjacent to the A449](#) (pdf) (transit only)



Total Number of Individual Responses: 403

Total Number of Issues Raised: 1851

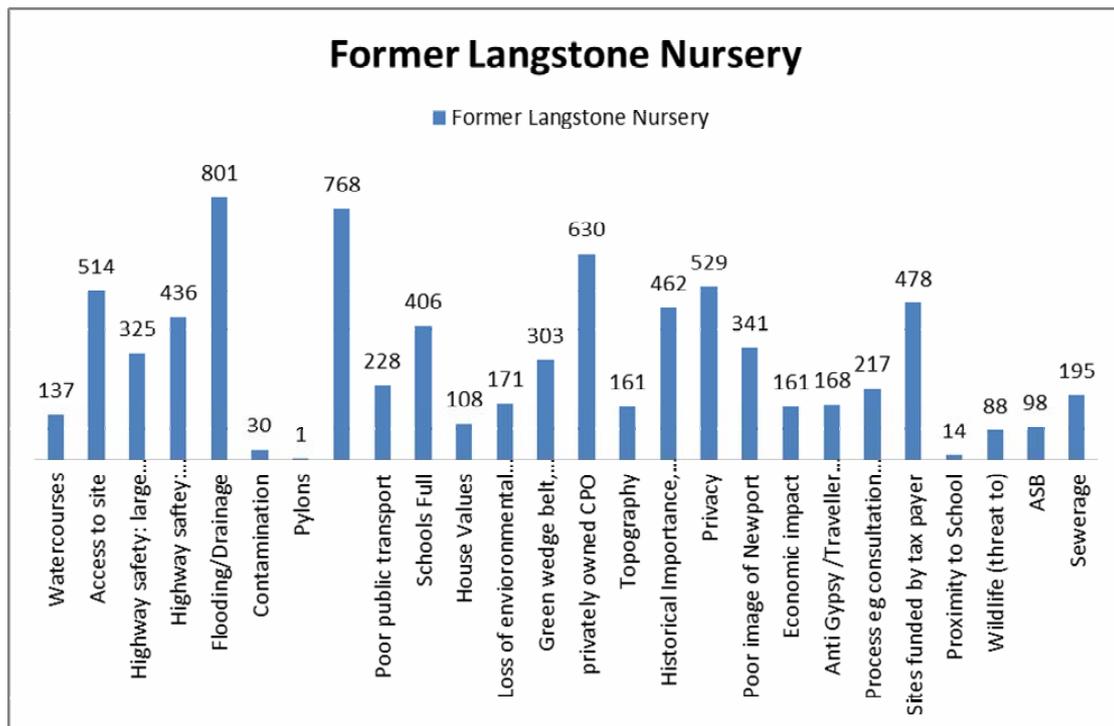
[Land to the West of Llanmartin Primary School](#) (pdf) (residential only)



Total Number of Individual Responses: 1732

Total Number of Issues Raised: 13209

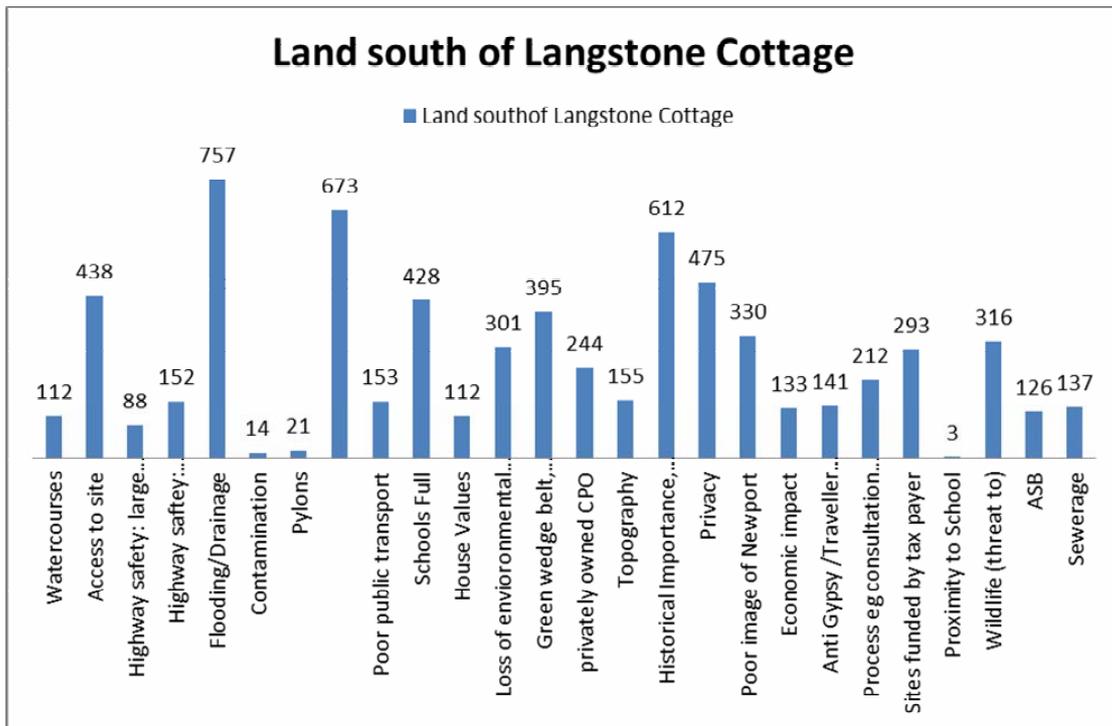
[Former Langstone Nursery, Maqor Road](#) (pdf) (residential only)



Total Number of Individual Responses: 1191

Total Number of Issues Raised: 7770

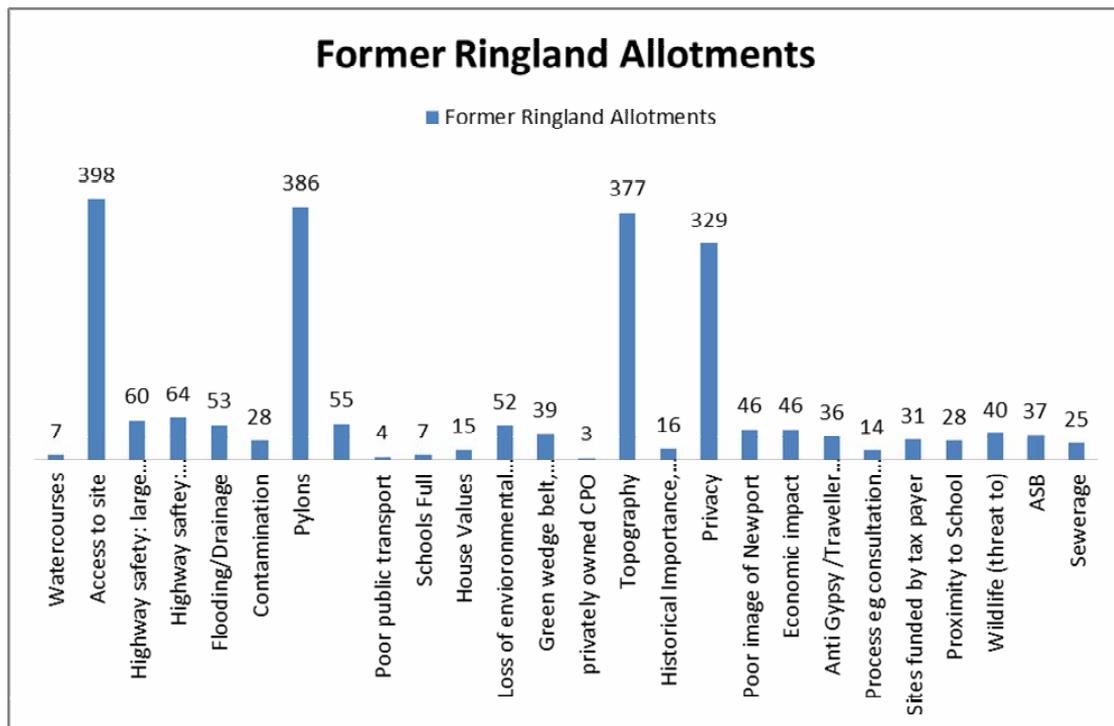
[Land to the South of Langstone Cottage, Old Chepstow Road](#) (pdf) (residential only)



Total Number of Individual Responses: 991

Total Number of Issues Raised: 6821

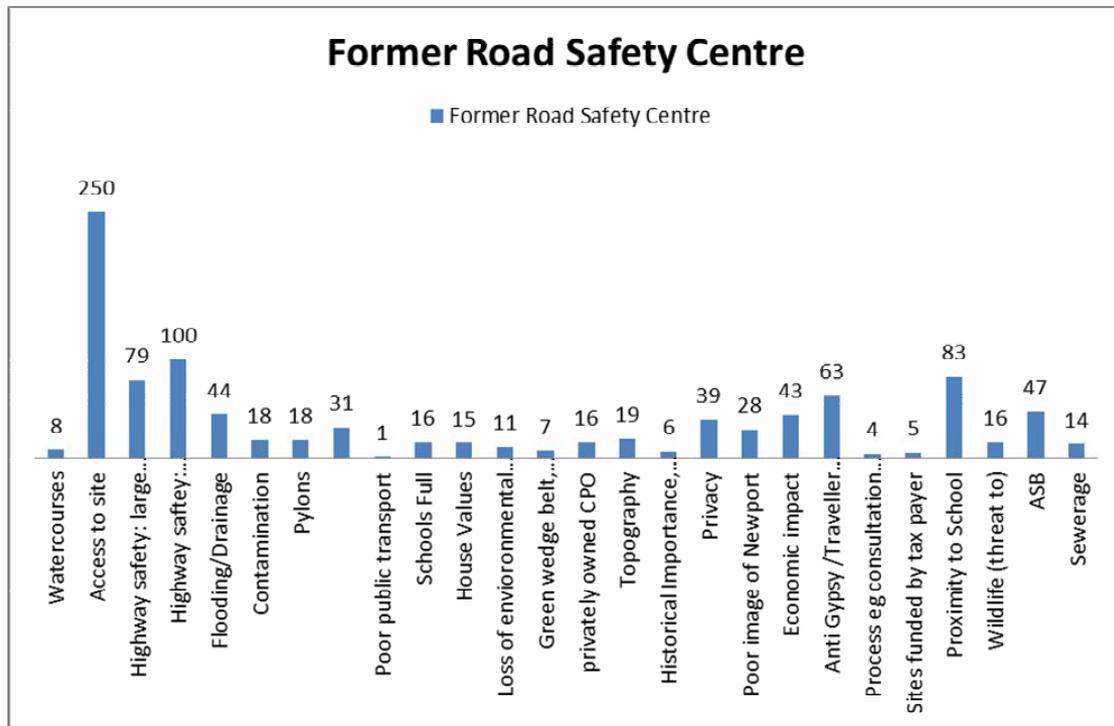
[Former Ringland Allotments](#) (pdf) (residential or transit)



Total Number of Individual Responses: 581

Total Number of Issues Raised: 2196

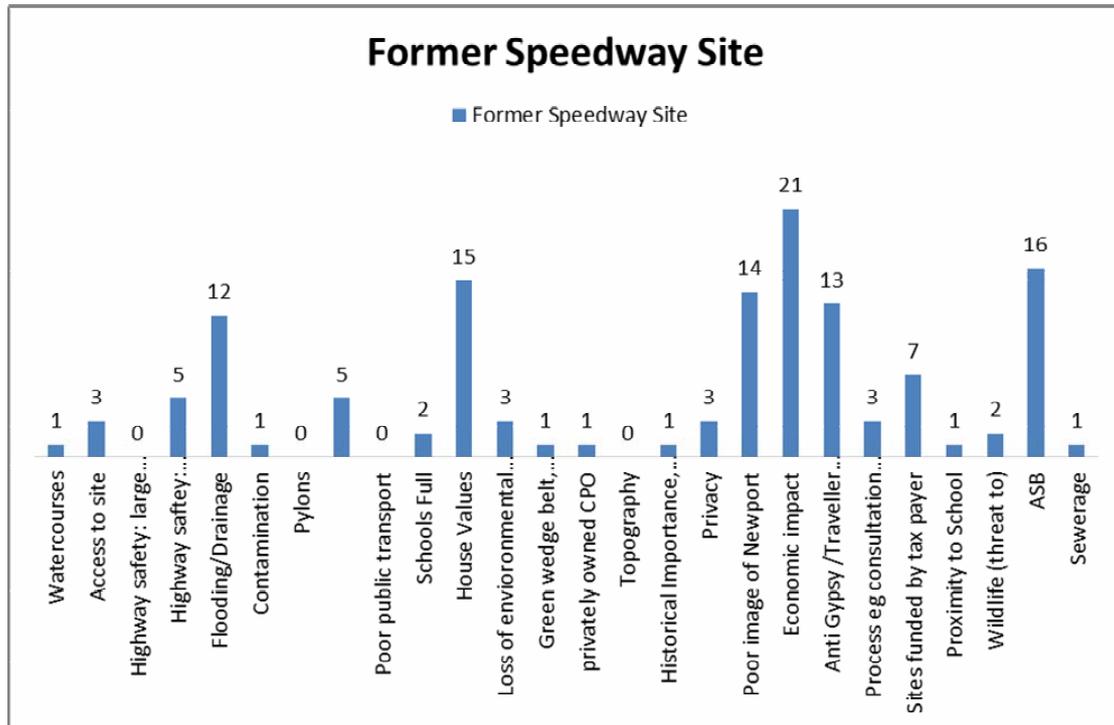
[Former Road Safety Centre and Adjacent Land, Hartridge Farm Road](#) (pdf)  
(residential only)



Total Number of Individual Responses: 395

Total Number of Issues Raised: 981

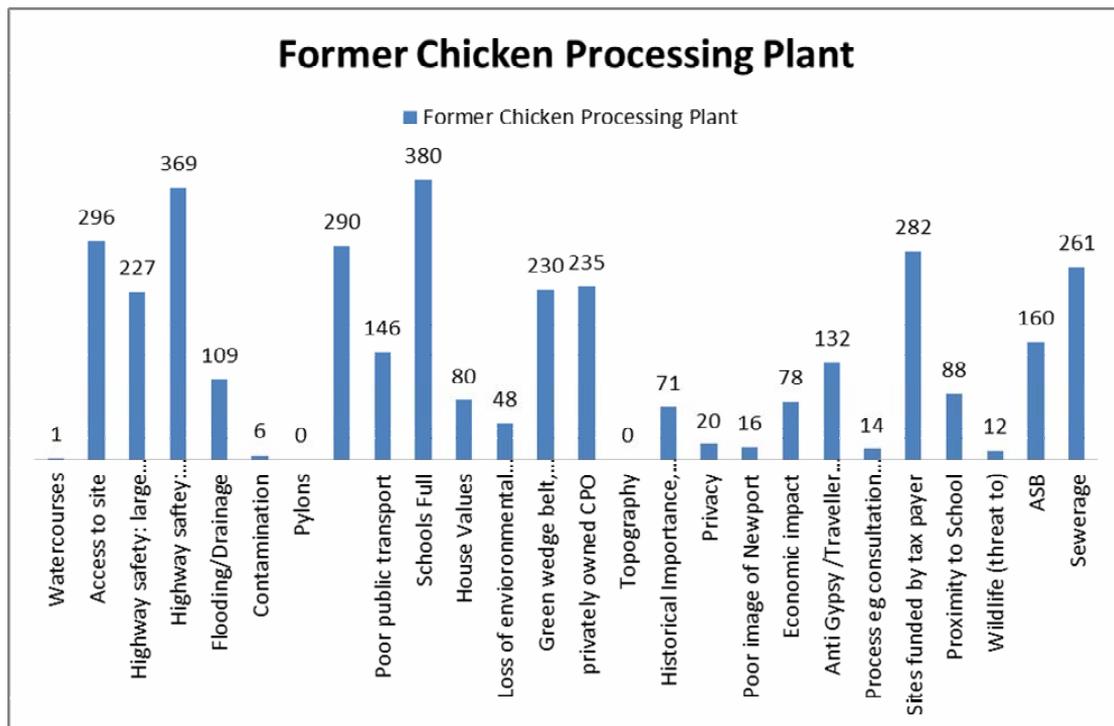
[Former Speedway Site, Plover Close, Llanwern](#) (pdf) (transit only)



Total Number of Individual Responses: 65

Total Number of Issues Raised: 131

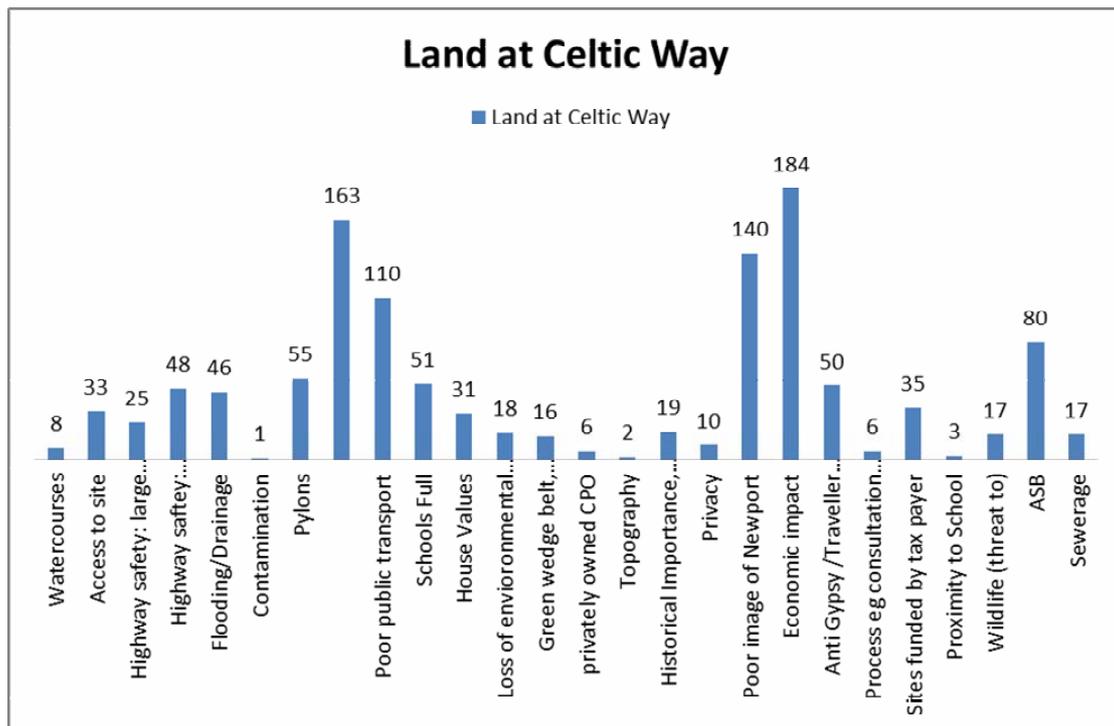
[Former Chicken Processing Plant, Castleton](#) (pdf) (residential only)



Total Number of Individual Responses: 532

Total Number of Issues Raised: 3551

[Land at Celtic Way, Marshfield](#) (pdf) (transit only)



Total Number of Individual Responses: 265

Total Number of Issues Raised: 1174

## Summary of Petitions Received

### Petition 1. Langstone

A petition from was received from Langstone Community Action Group.

The petition's signed front sheet states:

***“Re Langstone Petition against proposed NCC Gypsy and Traveller Sites in Langstone.***

***Please find enclosed the signed public petition of Langstone Residents against the proposed siting of the above Gypsy and Traveller Sites within our village.”***

A further cover sheet enclosed states:

***“Say No No No to Langstone Gypsy Sites***

***Formal Petition to object to Proposed Gypsy Traveller Sites in Langstone***

***We the undersigned formally object to any Gypsy/Traveller Sites being located in Langstone***

#### ***Statement***

***The attached petition reflects the views and objections to the siting of any Gypsy site in Langstone and in particular***

- 1) Yard adjacent to A449***
- 2) Land to west of Llanmartin Primary School***
- 3) Former Langstone Nursery Magor Road***
- 4) Land to the South of Langstone Cottage – Old Chepstow Road”***

Attached/ enclosed with these front sheets were signed sheets as follows:

Sheet 1

12 No. A4 sheets were enclosed containing 428 signatures to the following:

***“Formal Petition to object to a Proposed Gypsy Traveller Site at the Old Nursery Magor Rd***

***We the undersigned formally object to any Gypsy/ Traveller Residential Site being located at the Old Nursery Magor Road Langstone”***

Sheet 2

9 No. A4 sheets were enclosed containing 264 signatures to the following:

***“Formal Petition to object to Proposed Gypsy Traveller Sites in Langstone***

***We the undersigned formally object to any Gypsy/Traveller Sites being located Langstone”***

### **Petition 2. Underwood-Llanmartin**

A petition from was received from residents of Llanmartin area and members and supporters of East Newport Cycle Speedway based in Underwood.

The petition’s front sheet states:

**“PETITION OPPOSING POTENTIAL GYPSY/TRAVELLER SITE IN UNDERWOOD**

**PLEASE FIND ENCLOSED A PETITION OF OVER 900 SIGNATURES**

**WE THE UNDERSIGNED, RESIDENTS OF LLANMARTIN AREA AND ALSO MEMBERS AND SUPPORTERS OF EAST NEWPORT CYCLE SPEEDWAY BASED IN UNDERWOOD, OBJECT TO THE PROPOSAL TO BUILD A GYPSY/TRAVELLER SITE ON THE LAND TO THE WEST OF LLANMARTIN PRIMARY SCHOOL**

**WE CALL UPON THE COUNCIL TO**

- 1. REJECT THIS PROPOSED PLAN**
- 2. INVESTIGATE OTHER POSSIBLE AREAS WHICH ARE MORE SUITABLE**
- 3. FULLY CONSULT WITH LOCAL RESIDENTS ON ANY FUTURE DEVELOPMENT AND PROPOSALS”**

Attached/ enclosed with the front sheet were signed sheets as follows:

Sheet 1

58 No. A4 sheets were enclosed containing 932 signatures to the following:

**“Petition opposing potential Gypsy / traveller site In Underwood”**

### **Petition 3. Marshfield**

A petition from was received from Castleton and Marshfield Action Group objecting to:

**“Proposed Gypsy and Traveller Sites Chicken Processing Plant Castleton and Celtic Way Coedkernew”**

A copy of the accompanying letter outlining grounds for objection is attached as an appendix to the report.

55 No. A4 sheets were enclosed containing 876 signatures to the following:

***“We the undersigned are objecting to the Proposed Gypsy and Traveller Sites at The Chicken Processing Plant Castleton and Cedar Way Coedkernew on the grounds the site is unsuitable due to infrastructure, Environmental, Traffic, Educational, Economic, Site Access and Lack of Facilities within the Local Area.”***

#### **Petition 4. Hartridge Farm Road**

A petition was received against a Gypsy / Traveller Site at Hartridge Farm Road Newport:

The petition heading states:

**“Petition against Gypsy / Traveller Site Hartridge Farm Road Newport”**

Enclosed were 6 A4 signed sheets containing 192 signatures. Ten of the signatories supplied neither address nor telephone number.

## Appendix 4

### Sites Suggested or Advocated for Gypsy and Traveller Site Use

| Site Suggested/ Advocated                      | Number Supporting its Use |
|--|---------------------------|
| <b>Former Speedway, Plover Close, Llanwern</b> | 59                        |
| <b>Former Road Safety Centre, Llanwern</b>     | 16                        |
| <i>Queensway Meadows</i>                       | 50                        |
| <b>Land at Brickyard Lane</b>                  | 52                        |
| <b>Former Allt-yr-yn Brickworks</b>            | 46                        |
| Gas Works Site                                 | 66                        |
| Glass Works, Crindau                           | 71                        |
| <i>Yew Tree Cottage</i>                        | 39                        |
| <i>Pye Corner Barracks</i>                     | 47                        |
| <i>Pye Corner Army Barracks</i>                | 39                        |
| <b>Yard Adjacent to A449</b>                   | 7                         |
| <b>Former Ringland Allotments</b>              | 4                         |
| Chicken Processing Plant, Marshfield           | 9                         |
| <b>Land at Celtic Way, Marshfield</b>          | 4                         |
| <b>Land West of Llanmartin Primary School</b>  | 4                         |
| Wyevale Garden Centre,                         | 4                         |
| Spencer Boys Club,                             | 1                         |
| Collingborne Land Nr Caerleon                  | 2                         |
| Llanwern Sports and Social Club                | 1                         |
| <i>Pound Hill, Coedkernew</i>                  | 7                         |
| Area off West Way Road                         | 1                         |
| Proposed Incinerator Site, Llanwern            | 1                         |
| Former Focus DIY Site, Rogerstone              | 1                         |
| Monkey Island, Opposite B&Q                    | 1                         |
| 6 Acres Traston Road South of Kwan Yik         | 1                         |
| Whitehead Works                                | 1                         |
| Rear Cineworld, Spytty                         | 1                         |
| Former Sainsbury's Site, Wyndham Street        | 2                         |
| Gassometer Site Docks Road                     | 19                        |
| Land Owned by Collingborne Family, Peterstone  | 1                         |
| Old Town Dock                                  | 2                         |

**N.B. (Bold text relates to sites included in the 11 selected for public consultation)**

**Italics identifies the sites currently included in the LDP Deposit Version**

## **Comments Received From Gypsy and Traveller Families**

### **Land at Brickyard Lane**

- Concerns about the safety of the access off Brickyard Lane onto Glasllwch Crescent.
- Too far from local amenities such as shops as well as from schools currently used by families on the waiting list.

### **Former Allt-yr-yn Brickworks**

As above for this site.

### **Yard Adjacent to the A449**

- Feeling was that this would make an excellent transit site.
- Close to main travelling route used by Gypsies and Travellers passing through Newport.
- Good location – fine to stop for a short while but the location wouldn't encourage people to try and stay beyond their allowed time.

### **Land to the West of Llanmartin Primary School**

- Strongly favoured by one family that has connections in the local area.
- Close to schools, shops and friends.

### **Former Langstone Nursery, Magor Road**

- Too far from local amenities such as shops as well as from schools currently used by families on the waiting list.
- Too close to existing residential properties.
- Families deeply concerned about local animosity.

### **Land to the South of Langstone Cottage, Old Chepstow Road**

- Too far from local amenities such as shops as well as from schools currently used by families on the waiting list.
- Too close to existing residential properties.
- Families deeply concerned about local animosity.

### **Former Ringland Allotments**

- No comments.

### **Former Road Safety Centre and Adjacent Land, Hartridge Farm Road**

- Strongly favoured by 2 families.
- Close to local services without being too close to residential properties.
- Convenient for schools and services already used by the families.
- Able to offer privacy and security.

### **Former Speedway Site, Plover Close, Llanwern**

- Strongly favoured by two families.
- Would allow children to remain in their current schools.
- Close to where one family is already living, and where they are known in the local community.
- Walking distance to shops and services.
- Will eventually benefit from the services being developed at Glan Llyn.

### **Former Chicken Processing Plant, Castleton**

- Too far from local amenities such as shops as well as from schools currently used by families on the waiting list.

### **Land at Celtic Way, Marshfield**

- No comments.

## Appendix 6



**GYPSY AND TRAVELLER SITE SCRUTINY REVIEW  
COMMENTS BY ORGANISATIONS: KEY BUSINESSES & TECHNICAL OFFICERS AND POST CONSULTATION SITE ASSESSMENT  
NOTES  
19 October 2012**

**Brickyard Lane – Residential only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|--|--|--|
|          | <b>Working Group comments<br/>19/10/12</b> | The highway safety concerns were noted, however a small scale site (4 pitches) was considered acceptable as a contingency for housing need arising from the expiry of temporary planning permissions   |  |
| <b>1</b> | <b>Short-listing update</b>                | None   |  |
| <b>2</b> | <b>Cadw response</b>                       | The proposed residential site is some 300 metres south of the scheduled ancient monument known at <i>Fourteen Locks, Monmouthshire Canal (MM184)</i> . The impact on the setting of the monument is a material consideration. However, any visual impact would be limited by the intervening motorway and trees. | Consider the proposed site would not have any detrimental effect on the setting of this Ancient Monument, nor on the character or appearance of the Canal Conservation Area, due to the separation distance, screening vegetation and M4 motorway. |
| <b>3</b> | <b>GGAT response</b>                       | No objection   |  |
| <b>4</b> | <b>Countryside Council for Wales</b>       | There are no internationally or nationally designated sites or records of European Protected Species on this land.<br><br>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation  |  |

|          |                        | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|------------------------|--|--|
|          |                        | Assessment (HRA) must be undertaken.   |  |
| <b>5</b> | <b>NCC Green Team</b>  | <p>Ecology - No ecological issues. Field appears to heavily graze. Hedges border the site. No recommended surveys</p> <p>Access - PROW no. 384/22 runs along side eastern side of this site along the lane.</p> <p>Trees - No TPO trees on or adjacent to this site.</p>   | No objections raised. NE corner of site lies within a Local Nature Reserve according to computer records. This coincides with the existing wooded area which would not be developed. |
| <b>6</b> | <b>NCC Streetscene</b> | <p>Brickyard Lane itself is accessed from Glasllwch Crescent (B4591) in very close proximity to the High Cross roundabout. When leaving the Lane the visibility to the right is significantly restricted. Access is very poor.</p> <p>Consent was granted for the existing site due to the exceptional circumstances which were explained in application 08/1427. In this application, the fall back situation of the use of the site as stables and possible traffic associated with that use was a factor when considering the use of this access. In that application, the Gwent Police Transport Management stated that <i>'the number of residents is able to safely use the junction at Brickyard Lane and Glasllwch Crescent. The current use should not be increased to affect road safety in the area.'</i></p> <p>The Head of Street Scene stated that :<br/><i>There were no recorded instances which raised concern about the operation of the Brickyard Lane/Glasllwch Crescent junction with its current level of traffic generation. The site also benefits from a fall back position of use of the land for the keeping of horses/stabling etc; this in itself would generate a certain volume</i></p> | The proposal is likely to be objected to by Highways Officers and Gwent Police Transport Management on highway safety grounds.   |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|--|-------------------------|
|          |                                      | <p><i>of traffic with daily movements for people to attend their horses, vets, farriers etc. It is also therefore considered that the current use as a Gypsy Traveller site is relatively comparable in terms of traffic generation'</i></p> <p>With regard to the proposed sites, the additional use of this access would not be justifiable or safe in highway terms. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p>  |                         |
| <b>7</b> | <b>Economic implications</b>         |  |                         |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site is beyond the settlement boundary and is within the open countryside. However, it is only approx 400m from the settlement boundary and would be an appropriate rural exception site in principle. The site is close to many services and is in a fairly sustainable location. Under 1km from the site are bus stops with direct and frequent links to the City Centre, a post office, some shops, a garage and a school.</p> <p>The site is close to the M4 and there is potential noise nuisance form the traffic associated with the motorway. Noise mitigation measures such as a noise fence may be required. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home.</p> |                         |

**Former Allt-yr-Yn Brickworks – Residential only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--|--|---|
|          | <b>Working Group comments<br/>19/10/12</b> | This is not a preferred site due to its size, access (for a large site), topography and ownership, which means other sites are preferable.   |   |
| <b>1</b> | <b>Short-listing update</b>                | Site name: consultation has clarified that this area of land was not in fact part of the Allt-yr-Yn Brickworks, and that the land is not owned by the City Council but is privately owned by the adjacent stable yard and riding school. | <p>The consultation included clear plans of the land in question so it is not considered that the public would have been confused or misled. It is not considered that the public would have been deterred from submitting objections because they thought the site was on an adjacent field, or that the substance of those objections would have been different. The access and general locality issues remain unchanged.</p> <p>Land ownership was not a significant consideration for the consultation short-listing exercise, although it would have implications for site delivery costs.</p> <p>The owner has been sent the same letter as the other private land owners, together with an apology for this error.</p> |
| <b>2</b> | <b>Cadw response</b>                       | This site is the north of the previous site and consequently closer to the scheduled monument at Fourteen Locks which is some 100 metres north west of the site. The visual impacts will as a consequence potentially be greater but     | Consider the proposed site would not have any detrimental effect on the setting of this Ancient Monument, nor on the character or appearance of the Canal Conservation Area, due to the separation distance, screening  |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--------------------------------------|--|---|
|          |                                      | would still be mitigated by trees and the motorway.  | vegetation and M4 motorway.   |
|          |                                      |  |   |
| <b>3</b> | <b>GGAT response</b>                 | No objection   |   |
|          |                                      |  |   |
| <b>4</b> | <b>Countryside Council for Wales</b> | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p>  |   |
|          |                                      |  |   |
| <b>5</b> | <b>NCC Green Team</b>                | <p>Ecology - No ecological issues on site. Horse grazed field, very little ecological value on the field itself. Allt Yr Yn LNR is to the north eastern corner of the site.</p> <p><i>No recommended surveys</i></p> <p>Access - PROW no. 384/15 runs along north western side of this site. PROW no. 384/21 runs along southern side of this site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p> | No objections raised. The Local Nature Reserve is beyond the site boundary. The Public Rights of Way are not located within the site. |
| <b>6</b> | <b>NCC Streetscene</b>               | <p>Brickyard Lane itself is accessed from Glasllwch Crescent (B4591) in very close proximity to the High Cross roundabout. When leaving the Lane the visibility to the right is significantly restricted. Access is very poor.</p> <p>Consent was granted for the existing site due to the</p>   | The proposal is likely to be objected to by Highways Officers and Gwent Police Transport Management on highway safety grounds.        |

|  | UPDATE  | OFFICER RESPONSE |
|--|---|------------------|
|  | <p>exceptional circumstances which were explained in application 08/1427. In this application, the fall back situation of the use of the site as stables and possible traffic associated with that use was a factor when considering the use of this access. In that application the Gwent Police Transport Management stated that <i>'the number of residents is able to safely use the junction at Brickyard Lane and Glasllwch Crescent. The current use should not be increased to affect road safety in the area.'</i></p> <p>The Head of Street Scene stated that :</p> <p><i>There were no recorded instances which raised concern about the operation of the Brickyard Lane/Glasllwch Crescent junction with its current level of traffic generation. The site also benefits from a fall back position of use of the land for the keeping of horses/stabling etc; this in itself would generate a certain volume of traffic with daily movements for people to attend their horses, vets, farriers etc. It is also therefore considered that the current use as a Gypsy Traveller site is relatively comparable in terms of traffic generation'</i></p> <p>With regard to the proposed sites, the additional use of this access would not be justifiable or safe in highway terms.</p> <p>The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p> |                  |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|--|-------------------------|
| <b>7</b> | <b>Economic implications</b>         | The land owner has objected with concerns regarding the impact on their stud farm and riding school.   |                         |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site is beyond the settlement boundary and is within the open countryside. However, it is only approx 400m from the settlement boundary and would be an appropriate rural exception site in principle. The site is close to many services and is in a fairly sustainable location. Under 1km from the site are bus stops with direct and frequent links to the City Centre, a post office, some shops, a garage and a school.</p> <p>The site is close to the M4 and there is potential noise nuisance form the traffic associated with the motorway. Noise mitigation measures such as a noise fence may be required. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home.</p> |                         |
|          |                                      |  |                         |

**Yard adjacent to A449 – Transit only**

|          |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|--|---|--|
|          | <b>Working Group comments<br/>19/10/12</b> | This is the preferred transit site subject to successful negotiations with the Welsh Government to secure controlled access via the A449 slip roads. If this is not possible, the preferred transit site is Celtic Way.   |  |
| <b>1</b> | <b>Short-listing update</b>                | None  |  |
| <b>2</b> | <b>Cadw response</b>                       | The proposed transit site is northwest of the scheduled ancient monuments of Pen-Toppen-Ash Camp (MM042) and Coed y Caerau Auxiliary Unit Operational Base (MM346). However, the topography and the intervening woodland would mean that any visual impact would not be material. | Agree that there would be no material impact for the reasons given by Cadw.  |
| <b>3</b> | <b>GGAT response</b>                       | Roman activity on western side of A449, however area damaged by construction of A449 and the existing yard. Minimal restraint. No objection. Conditions may be placed on the planning consent.  | Planning conditions would normally be required only if ground disturbing works are proposed, which may not be applicable for this site anyway. |
| <b>4</b> | <b>Countryside Council for Wales</b>       | There are no internationally or nationally designated sites or records of European Protected Species on this land.<br><br>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.    |  |

|          |                              | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|------------------------------|--|---|
| <b>5</b> | <b>NCC Green Team</b>        | <p>Ecology - Potential to have ecological issues. Mixed habitats of woodland, hard standing and scrub</p> <p><i>Recommended surveys - Bats, Dormice, Reptiles</i></p> <p>Access - No public footpaths/bridleways on or adjacent to this site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p>   | <p>The ecology comments seem to assume that the current concrete hard standing area would be extended into the adjacent trees. This would not be necessary for the proposed transit site.</p> <p>It is not considered that the proposed transit site would have any greater ecological impact than the existing use as a highway depot.</p> |
| <b>6</b> | <b>NCC Streetscene</b>       | <p>Direct access off/onto A449 would not be permitted as this is used only for emergencies/special events etc. Surrounding lanes very narrow to accommodate traffic associated with the proposed Transit site. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p> |   |
| <b>7</b> | <b>Economic implications</b> | <p>Objection from agent acting for Celtic Manor Resort, primarily due to visual prominence of the site within a sensitive landscape. Concern regarding the impact on CMR's investment proposals including the tourist lodges 500 yards away. This investment has been put on hold. CMR has aspirations for an equine centre nearby in the future.</p>  | <p>The site is not considered to be highly visually prominent. It is in an elevated position and visible from the A449, but the visual impact of the proposed use would be not significantly different to the existing situation. The site is not unduly prominent in the wider</p>   |

|          |                                      | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|--------------------------------------|---|--|
|          |                                      |   | landscape setting, such as in key views from the hills to the north of the Usk. The recently approved tourist lodges are 1.2km away. |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site is beyond the settlement boundary but is a rural exception site.</p> <p>Noise levels may be elevated due to the adjacent A449. Treating this will be difficult on the elevated part of the site. This may be a lesser concern for a transit site.</p> |  |
|          |                                      |   |  |

**Land west of Llanmartin Primary School – Residential only**

|          |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>   |
|----------|--|---|---|
|          | <b>Working Group comments<br/>19/10/12</b> | Information emerging from the consultation process together with site constraints (primarily the Registered Historic Park and site access) means this site is no longer considered suitable.  |   |
| <b>1</b> | <b>Short-listing update</b>                | <p>This site is located within a Registered Historic Park (see below).</p> <p>Bishton Community Council states that it leases the access lane and will not give permission for the access to be used.</p>   | <p>This issue is a potential constraint for developing this site, although a small site with strong landscaping may be possible (see below).</p> <p>Regarding the access, ownership has not been confirmed. If this site were progressed, access rights could be acquired via a CPO; however this would have delivery cost implications.</p>  |
| <b>2</b> | <b>Cadw response</b>                       | <p>The proposed residential site is wholly within the park boundary of <i>Llanwern Park (PGW(Gt)2)</i> which is included on Part 1 of the Register of Landscape, Parks and Garden of Special Historic Interest in Wales at grade II. The park is almost totally given over to pasture, landscaped with trees, and any residential development within the park would result in adverse change to its character. Paragraph 6.5.25 of Planning Policy Wales states that "Local planning authorities should protect parks and gardens and their settings...". As such we would recommend that this would be an inappropriate site for such development.</p> | <p>The objection is noted and needs careful consideration.</p> <p>The List Description notes that the listing relates to a large, classical red brick house (Llanwern House) dating from 1760, "<i>now reduced to a level pile of rubble</i>". Gardens were laid out to the front and south of the house. "<i>The gardens have completely disappeared and the ground they occupied is now all pasture field.</i>" There was a large walled kitchen garden to the south of</p> |

|   |                                      | UPDATE  | OFFICER RESPONSE   |
|---|--------------------------------------|---|--|
|   |                                      |   | <p>the entrance to the park “<i>but this has completely disappeared and its site is now level pasture</i>”. To its north east is an underground brick-lined domed ice-house, which is well-preserved. (This ice-house does not appear to be near the proposed G&amp;T site).</p> <p>Overall, the site is listed as Grade II because “<i>the park survives in its entirety, although the house and kitchen garden are gone.</i>”</p> <p>It should be noted that the proposed site lies within the Park, and the school fields and pitches alongside the access track are within its “<i>essential setting</i>”.</p> |
| 3 | <b>GGAT response</b>                 | <p>Inside boundary of Llanwern Park registered park, but no known archaeological features. Restraint. Construction of a Gypsy site here would compromise the registered historic park and therefore extensive landscaping and screening will be required. This site could be allocated in the LDP with the proviso that the impact on the historic park could significantly restrict development.</p> | <p>A small site with landscaping/ screening may be possible.</p>   |
| 4 | <b>Countryside Council for Wales</b> | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p>   |  |

|          |                                      | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>   |
|----------|--------------------------------------|---|---|
| <b>5</b> | <b>NCC Green Team</b>                | <p>Ecology - Potential to have ecological issues. Mosaic habitat of grassland, and scrub/trees to the northern part of the site. Appears to be some sort of dirt track on the site. Monks Ditch is near the northern part of the site.</p> <p><i>Recommended surveys - Otter, Extended Phase 1, Invertebrates, Bats</i></p> <p>Access - PROW no. 397/12 runs along southern part of this site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p> | <p>The PROW runs along the boundary of the site. It would need to be kept open (and so accommodated by the site location) or diverted, but this is not insurmountable.</p> <p>It is likely that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> |
| <b>6</b> | <b>NCC Streetscene</b>               | <p>Concerned about traffic using narrow lane adjacent to school, effect on safety of school children with increased traffic using the access lane. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p>  | <p>Improvements to this access would be required.</p>   |
| <b>7</b> | <b>Economic implications</b>         | <p>None</p>   |   |
| <b>8</b> | <b>Other planning considerations</b> | <p>This site is allocated as Environmental Space in UDP (criteria in policy CE33). This does not completely preclude development. A major gas pipeline runs outside the site along the southern boundary. A buffer strip will normally need to be kept clear of development. A PROW runs outside the site along the southern boundary.</p>  |   |

|  |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|--|--|--|-------------------------|
|  |  | <p>The site is outside the settlement boundary but would comprise a rural exception site,</p> <p>Vehicular access is along a narrow track which would require widening or passing bays and surfacing. A vehicular bridge would be required to cross a stream to access the site. Pedestrian access would be along this same access road. The site is close to schools and amenities</p> <p>The site is just outside of a C2 flood risk area but there are watercourses around the site. Consideration is required regarding surface water drainage issues.</p> |                         |

**Former Nursery, Magor Road – Residential only**

|          |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|--|---|--|
|          | <b>Working Group comments<br/>19/10/12</b> | On balance, the needs of Gypsy and Travellers' families could be better accommodated elsewhere and other sites were considered to be preferable.  |  |
| <b>1</b> | <b>Short-listing update</b>                | The extreme corner of the site is within flood zone C1.   | This very small part of the site can be excluded from the area to be developed, or could be raised without impacting on neighbouring properties. |
| <b>2</b> | <b>Cadw response</b>                       | No objection  |  |
| <b>3</b> | <b>GGAT response</b>                       | No objection  |  |
| <b>4</b> | <b>Countryside Council for Wales</b>       | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land. The site is close to the Langstone and Llanmartin Meadows SSSI, notified for its marshy grassland, early-marsh orchid and fragrant orchid. Drainage from the proposed site could have a negative impact on this site. The sewer passes through the SSSI and has previously blocked and overflowed. The site must not cause increased physical disturbance to the SSSI e.g. from people, dogs or horses. Proposals will need to show how adverse impacts have been avoided or mitigated in accordance with the duty under Section 28G of the Wildlife and Countryside Act.</p> <p>This brownfield site would fit in with the LDP preferred strategy.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic</p> |  |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|--------------------------------------|--|--|
|          |                                      | Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.  |  |
| <b>5</b> | <b>NCC Green Team</b>                | <p>Ecology - Unlikely to have any ecological issues. Hard standing nursery. No obvious quality habitats. Hedge borders south eastern part of the site.</p> <p><i>Recommended Surveys - Reptile</i></p> <p>Access - PROW no 394/32 runs alongside this site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p> | <p>It is likely that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> <p>The PROW does not run through this site but runs down the side of the adjacent field.</p> <p>The hedge and trees to the eastern/southern boundary help screen the site from countryside views.</p> |
| <b>6</b> | <b>NCC Streetscene</b>               | Existing access, visibility appears good, footway access. No obvious concerns. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.   |  |
| <b>7</b> | <b>Economic implications</b>         | None   |  |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site is beyond the settlement boundary but is a rural exception site.</p> <p>Highways advice required regarding vehicular access.</p>   |  |

|  |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b> |
|--|--|---|-------------------------|
|  |  | Pedestrian access is good with footways along the A48 with good bus service. The only shop in Langstone is within close proximity, and the school and pub are close by. |                         |
|  |  |   |                         |

**Land south of Langstone Cottage – Residential only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|--|--|--|
|          | <b>Working Group comments<br/>19/10/12</b> | Information emerging from the consultation process means this site is considered to be less suitable. The Scheduled Ancient Monument would mean part of the site cannot be used; however a viable area remains available. However, photographic evidence has been provided of localised flooding issues from surface water drainage. It is therefore recommended that this site is not allocated in the LDP. |  |
| <b>1</b> | <b>Short-listing update</b>                | Part of the site contains a Scheduled Ancient Monument. This area cannot be developed. Photographic evidence has been provided of the site under water due to surface water flooding issues.   | <p>The site boundary has been amended to exclude the whole Scheduled Monument area. It is considered that this leaves sufficient area to provide a Gypsy and Traveller site without adversely affecting the Scheduled Monument or its setting.</p> <p>Regarding drainage, this could potentially be overcome by raising the site levels, although this would increase site delivery costs and care would be needed to avoid increasing flood risk to other surrounding properties.</p> |
| <b>2</b> | <b>Cadw response</b>                       | The eastern part of the proposed residential site encompasses the greater part of the scheduled monument known as Langstone Fish Pond (MM058), as shown on the attached map. The medieval earthwork remains comprising the monument would  | The site boundary has been amended to exclude the whole Scheduled Monument area. It is considered that this leaves sufficient area to provide a  |

|          |                                      | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>   |
|----------|--------------------------------------|---|---|
|          |                                      | clearly be susceptible to damage from any works to accommodate residential use of the site and, if excluded from the development itself, from accidental damage, particularly from vehicles. Any works within the scheduled area would also require scheduled monument consent from the Welsh Government. Such an application would have to be considered against a stated presumption against any proposal which would damage a scheduled site. We would therefore recommend that this site be rejected from further consideration.  | Gypsy and Traveller site without adversely affecting the Scheduled Monument or its setting.   |
| <b>3</b> | <b>GGAT response</b>                 | This area includes a medieval moated site which is a Scheduled Ancient Monument. Major restraint. The proposal will sever the Ancient Monument, and therefore this site should not be allocated in the LDP. Objects.  | The site boundary has been amended to exclude the whole Scheduled Monument area. It is considered that this leaves sufficient area to provide a Gypsy and Traveller site without adversely affecting the Scheduled Monument. Consideration needs to be given to whether or not this would sever the moated site from its setting. |
| <b>4</b> | <b>Countryside Council for Wales</b> | There are no internationally or nationally designated sites or records of European Protected Species on this land. The site is close to the Langstone and Llanmartin Meadows SSSI, notified for its marshy grassland, early-marsh orchid and fragrant orchid. Drainage from the proposed site could have a negative impact on this site. The sewer passes through the SSSI and has previously blocked and overflowed. The site must not cause increased physical disturbance to the SSSI e.g. from people, dogs or horses. Proposals will need to show how adverse impacts have |   |

|          |                        | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|------------------------|--|---|
|          |                        | <p>been avoided or mitigated in accordance with the duty under Section 28G of the Wildlife and Countryside Act.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p>  |   |
| <b>5</b> | <b>NCC Green Team</b>  | <p>Ecology - Potential to have ecological issues. Grassed field surrounding by hedgerow - could be SI in places with scattered scrub. A rean/ditch runs alongside northern edge of the field and to the east</p> <p><i>Recommended surveys - Extended Phase 1 survey, Reptile</i></p> <p>Access - PROW no 394/18 runs along northern side of this site, Bridleway no. 394/2 runs along southern side of this site</p> <p>Trees - TPO no. 14MON- Group of 5 oaks on northern boundary of this site.</p> | <p>It is possible that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> <p>Numerous public consultation replies have referred to Bee Orchids and dormice nearby.</p> <p>The TPO trees are outside of the revised site boundary, which also excludes the Scheduled Ancient Monument.</p> <p>A PROW runs along the northern boundary of the site and a Bridleway along the southern boundary. These would need to be kept open, and so must be accommodated by the site layout and boundaries. This is not insurmountable.</p> |
| <b>6</b> | <b>NCC Streetscene</b> | No direct access to A48, access onto Langstone Court Road subject to suitable design and separation distances from A48 jcn   |   |

|          |                                      | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|---|-------------------------|
|          |                                      | and Court Meadow. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.   |                         |
| <b>7</b> | <b>Economic implications</b>         | None.   |                         |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site is beyond the settlement boundary but is a rural exception site.</p> <p>The site may experience elevated noise levels due to the M4 to the south, however there are other residential properties within the vicinity which do not appear to benefit from noise mitigation measures. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home.</p> <p>Vehicular access can be provided off Langstone Court Road. Pedestrian access is good with footways along the A48 with good bus service.</p> <p>There are potential surface water drainage problems (raised at Hurrans on housing site).</p> |                         |
|          |                                      |   |                         |

**Former Ringland Allotments – Residential or Transit**

|          |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|--|---|--|
|          | <b>Working Group comments<br/>19/10/12</b> | This is the second preferred choice for a residential site. There was discussion around how this site could accommodate one of the smaller families resident in the city towards the northern part of the site if necessary. The remainder provides a contingency if it becomes necessary   |  |
| <b>1</b> | <b>Short-listing update</b>                | The proposed site needs to be reduced slightly to accommodate road junction improvements that form part of the Gallagher's Llanwern Village development of up to 1100 homes.  | This has little effect on the developable area of the site, and it would still be possible to provide an access into the site. |
| <b>2</b> | <b>Cadw response</b>                       | No objection  |  |
| <b>3</b> | <b>GGAT response</b>                       | No objection  |  |
| <b>4</b> | <b>Countryside Council for Wales</b>       | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>Requires site design to retain ecological connectivity around the perimeter of the site.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p> | The site design can achieve this.  |

|          |                              | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>   |
|----------|------------------------------|---|---|
| <b>5</b> | <b>NCC Green Team</b>        | <p>Ecology - Potential to have ecological issues. Grassland site which has evolved from former allotments. This site backs onto Hartridge wood which is ASNW as are the grasslands to the east of the site, these meet criteria for calcareous grassland - rare in Newport. Hedges border the site.</p> <p><i>Recommended surveys - Extended Phase 1, Invertebrates, Bats, Dormice, Reptiles</i></p> <p>Access - No public footpaths/bridleways on or adjacent to this site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p> | <p>ASNW = Ancient Semi-Natural Woodland</p> <p>The adjacent woodland and grassland would not be affected by the proposed site.</p> <p>It is likely that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> |
| <b>6</b> | <b>NCC Streetscene</b>       | <p>Access must be tied into Llanwern Village regeneration site upgraded Cot Hill works, visibility splays for new access to be provided in accordance with standards, visibility splays will cross adjacent land to the east, and this land would have to be acquired. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p>  |   |
| <b>7</b> | <b>Economic implications</b> | <p>Objection letter from Savills (agent for St Modwen – Glan Llyn site) expressing concern regarding this proposed site. Grateful for the continued support from the Council in prioritising Glan Llyn and protecting it from uses or initiatives which could clearly cause uncertainty or harm quality and pace of development achieved there.</p>   | <p>Officers consider that this site is acceptable as a rural exception site. Access to amenities has been considered during shortlisting.</p> <p>When drawing up the final shortlist of sites, consideration should be given to</p>   |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>                             |
|----------|--------------------------------------|--|---|
|          |                                      | <p>This site is not a sustainable location for new housing. General objection that the proposed sites are concentrated to the east of Newport whereas all existing demand is on the west side of the city. Also concerned that the sites are too clustered, contrary to guidance that sites should not be of a scale such as to dominate the nearest settled community and/or place an undue burden on infrastructure.</p>   | <p>their overall distribution through the City.</p> |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site lies beyond the settlement boundary but would be a rural exception site.</p> <p>Noise levels are likely to be elevated due to the adjacent SDR road. Noise levels can be reduced by erecting a noise attenuation fence, which will also provide residents with increased privacy. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home.</p> <p>A major gas pipeline crosses the northern corner of the site. This is likely to require a buffer distance without ground disturbing works.</p> |   |
|          |                                      |  |   |

**Former Road Safety Centre and Adjacent Land, Hartridge Farm Road – Residential only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--|--|---|
|          | <b>Working Group comments<br/>19/10/12</b> | <p>This is the preferred site for residential accommodation and could accommodate separate family sites with separate access points off Hartridge Farm Road and intervening separation space between the sites.</p> <p>Overall this was considered to be the best site for providing residential sites and it was felt it should be allocated for this purpose in the LDP. The policy review group consider this would be the preferred site to accommodate all 3 families, within smaller sites, provided that this could be accommodated at the site, given the guidance about single sites and size.</p> <p>Officers expressed reservations regarding creating one large site for three families and the way this could potentially affect funding and increase site management requirements. Welsh Government guidance advises against large sites and requires on-site management and facilities. Members asked for this to be investigated</p> |   |
| <b>1</b> | <b>Short-listing update</b>                | None   |   |
| <b>2</b> | <b>Cadw response</b>                       | No objection   |   |
| <b>3</b> | <b>GGAT response</b>                       | Area includes site of Hartridge Farm a post-medieval farm that is likely to have a medieval precursor. Fairly significant restraint.   | The plan that went out to consultation included a large area of land beyond |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|--------------------------------------|--|--|
|          |                                      | An archaeological evaluation is required before granting planning permission. Could be allocated in LDP subject to the results of an archaeological evaluation.  | <p>the boundaries of the Road Safety Centre, to ensure the consultation properly reflected the maximum extent of the potential proposal. A smaller site, restricted to the Road Safety Centre, might avoid the area of key archaeological interest.</p> <p>Either way, this constraint would not prevent development. It would however require any archaeological interest found to be exposed and recorded. This would add to site development costs should there be archaeological interest in the area of land in question.</p> <p>An archaeological evaluation is expected to cost approximately £3000 to £5000. It is worth noting that this issue will need to be addressed if the Council wishes to dispose of this site for any residential development.</p> |
| <b>4</b> | <b>Countryside Council for Wales</b> | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>Have previously commented on the LDP proposed allocation for residential development and have concerns loss of semi-natural habitats and reducing habitat connectivity.</p> | <p>Site design can accommodate ecological connectivity. The adjacent SINC is unaffected by the proposals so a large area of semi-natural habitat is retained.</p>  |

|          |                        | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|------------------------|---|--|
|          |                        | Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.  |  |
| <b>5</b> | <b>NCC Green Team</b>  | <p>Ecology - Potential to have ecological issues. Adjacent to Ringland Way Marsh SINC (marshy grassland). Mosaic habitat of woodland/grassland - potentially calcareous (quite rare in Newport)<br/>Site is known for orchids.</p> <p><i>Recommended surveys - Extended Phase 1, Bats, Invertebrates, Amphibian and Reptile survey</i></p> <p>Access - PROW no. 405/5 goes directly through the site. Adjacent site has been identified as accessible natural green space therefore this footpath could link the site.</p> <p>Trees - No TPO trees on or adjacent to this site.</p> | <p>It is likely that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> <p>This site is allocated in the forthcoming LDP for residential development.</p> <p>According to the computerised mapping, the PROW passes directly through the Road Safety Centre, which may not be correct. Either way, the PROW could be diverted through adjacent NCC land if required, so this is not insurmountable.</p> |
| <b>6</b> | <b>NCC Streetscene</b> | <p>Large site, currently a sub-standard access. Development likely to involve Transport Assessment. Direct access to SDR not acceptable. Hartridge Farm Road has a lack of footways, needs of a pedestrians to be fully assessed. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.</p>   | <p>The comment regarding a TA reflect the size of the size as shown on the consultation plan, which in all likelihood is bigger than needed.</p>   |

|          |                                      | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>  |
|----------|--------------------------------------|---|--|
| <b>7</b> | <b>Economic implications</b>         | <p>Objection letter from Savills (agent for St Modwen – Glan Llyn site) expressing concern regarding this proposed site. Grateful for the continued support from the Council in prioritising Glan Llyn and protecting it from uses or initiatives which could clearly cause uncertainty or harm quality and pace of development achieved there.</p> <p>This site is big enough for 38 pitches which exceed Welsh Government site design guidance which recommends a maximum of 12 pitches on any site.</p> <p>The site is designated in the UDP as environmental space and is therefore unsuitable for development. It is a Greenfield site and would be a rural exception. There are better sites available.</p> <p>General objection that the proposed sites are concentrated to the east of Newport whereas all existing demand is on the west side of the city. Also concerned that the sites are too clustered, contrary to guidance that sites should not be of a scale such as to dominate the nearest settled community and/or place an undue burden on infrastructure.</p> | <p>The site size exceeds the maximum recommended site size, however a smaller site could be provided.</p> <p>The site is allocated in the UDP as environmental space; however it is allocated in the deposit LDP for residential development.</p> <p>When drawing up the final shortlist of sites, consideration should be given to their overall distribution through the City.</p> |
| <b>8</b> | <b>Other planning considerations</b> | <p>The site may require a noise attenuation fence to reduce noise levels from the mainline railway. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home. The adjacent RSPCA centre may also result in noise disturbance.</p> <p>Network Rail has confirmed the normal planning requirements will apply to the southern boundary with the mainline railway, including a 2m buffer, a secure fence, tree planting and lighting</p>  |  |

|  |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b> |
|--|--|---|-------------------------|
|  |  | <p>etc to be located such that if it topples over it would not land on the railway tracks.</p> <p>There is a major gas mains along the southern boundary of the site which is likely to require a buffer strip with no ground disturbing works.</p> |                         |
|  |  |   |                         |

**Former Speedway site – Transit only**

|          |  | <b>UPDATE</b>   | <b>OFFICER RESPONSE</b>   |
|----------|--|---|---|
|          | <b>Working Group comments<br/>19/10/12</b> | Members were mindful of objections regarding the suitability of this site given its industrial surroundings and location on the Zone C1 flood plain. Consideration was given to positive feedback from Gypsy and Traveller families and other members of the public who favoured this site for permanent residential purposes. However, it was noted that the consultation was based on this site being suggested for transit purposes only, due to limited access to amenities due to the intervening dual carriageway. Consideration was also given to concerns regarding the potential impact of the proposal on the delivery of Glan Llyn, and the importance of that project to Newport's regeneration and growth. Overall, it was concluded that this site is less suitable than other preferred sites and wasn't as accessible from the predominant transit routes used by Gypsy and Traveller families passing through Newport. |   |
| <b>1</b> | <b>Short-listing update</b>                | None  |   |
| <b>2</b> | <b>Cadw response</b>                       | No objection  |   |
| <b>3</b> | <b>GGAT response</b>                       | No objection  | This site is shown on computerised records as being within an archaeologically sensitive area. However, this would not prevent development of the site. |
|          |  |   |   |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|--|-------------------------|
| <b>4</b> | <b>Countryside Council for Wales</b> | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>The site is adjacent to the Gwent Levels Nash and Goldcliff SSSI. Proposals will need to show how adverse impacts have been avoided or mitigated in accordance with the duty under Section 28G of the Wildlife and Countryside Act.</p> <p>This brownfield site would fit in with the LDP preferred strategy.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p> |                         |
| <b>5</b> | <b>NCC Green Team</b>                | <p>Ecology - Unlikely to have severe ecological issues. Hard standing site with very little ecological interest on site. Adjacent to Gwent Levels Nash and Goldcliff SSSI. Otter records in adjacent reed/ditch.</p> <p>No recommended surveys</p> <p>Access - No public footpaths/bridleways on or adjacent to this site</p> <p>Trees - No TPOs on or adjacent to this site.</p>  | No objections raised.   |
| <b>6</b> | <b>NCC Streetscene</b>               | No issues in terms of traffic, access or capacity. The above comments are given based on a brief desk top assessment of the proposals, comments may alter on completion of a detailed site assessment and are therefore given without prejudice.   |                         |

|          |                              | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|------------------------------|--|---|
| <b>7</b> | <b>Economic implications</b> | <p>Objection letter from Savills (agent for St Modwen – Glan Llyn site) expressing concern regarding this proposed site. Grateful for the continued support from the Council in prioritising Glan Llyn and protecting it from uses or initiatives which could clearly cause uncertainty or harm quality and pace of development achieved there. It is difficult to exaggerate the importance of this project and the dividend it will generate to the City in terms of new homes, jobs and the transformation of one of the largest areas of previously developed land in Wales.</p> <p>This site is unsuitable as it is surrounded by existing employment uses and policy allocation for future large scale employment projects. The area has no restrictions on hours of use or business processes so is an unsuitable environment for any residential development due to noise and emissions. The introduction of new residents could result in objections to the businesses, and the business activities being curtailed. The site is also in a flood risk area and is separated from nearby residential facilities by the dual carriageway. It does not meet the planning policy criteria for any residential development.</p> <p>The site is also unlikely to be deliverable as the site owners have more policy compliant ambitions for the site.</p> <p>General objection that the proposed sites are concentrated to the east of Newport whereas all existing demand is on the west side of the city. Also concerned that the sites are too clustered, contrary to guidance that sites should not be of a scale such as to dominate the nearest settled community and/or place an undue burden on infrastructure.</p> | <p>Careful consideration is needed regarding whether this site is suitable for any type of residential development. It is located within flood zone C1 and within an established industrial area. Officer advice is that an application from a house-builder on this site would be rejected, unless part of a redevelopment of the wider industrial area. Other sites were discounted from the shortlist for these same reasons.</p> <p>When drawing up the final shortlist of sites, consideration should be given to their overall distribution through the City.</p> |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|--|-------------------------|
| <b>8</b> | <b>Other planning considerations</b> | Noise levels are likely to be elevated due to the adjacent EDR road. Noise levels can be reduced by erecting a noise attenuation fence. It will not be possible to reduce internal noise levels as mechanical ventilation would not be an appropriate solution for a caravan or park home. |                         |
|          |                                      |  |                         |

**Former Chicken Processing Plant, Castleton – Residential only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--|--|---|
|          | <b>Working Group comments<br/>19/10/12</b> | This site was considered to be too large for the identified need taking into account the other preferred sites where access to amenities is better. Other sites are considered to be preferable.   |   |
| <b>1</b> | <b>Short-listing update</b>                | This site falls within a Special Landscape Area as designated in the deposit Local Development Plan, and a Green Wedge.  | Given the current appearance of the site, it is not considered that the proposed Gypsy and Traveller site would have a detrimental impact on the Special Landscape Area or on the openness of the Green Wedge.                                  |
| <b>2</b> | <b>Cadw response</b>                       | The proposed site is close to the boundary of the Gwent Levels Registered Historic Landscape. However, the redevelopment of the site is unlikely to affect the character of the historic landscape.  | Agree that the proposal would not affect the Registered Historic Landscape for the reasons given by Cadw.   |
| <b>3</b> | <b>GGAT response</b>                       | No objection   |   |
| <b>4</b> | <b>Countryside Council for Wales</b>       | There are no internationally or nationally designated sites or records of European Protected Species on this land.<br><br>This brownfield site would fit in with the LDP preferred strategy, however it is located within the open countryside, a Special Landscape Area, and a Green Wedge, which guidance suggests is unsuitable. Clear justification would be needed that there are | Given the current appearance of the site, it is not considered that the proposed Gypsy and Traveller site would have a detrimental impact on the Special Landscape Area or on the openness of the Green Wedge. CCW's response doesn't appear to |

|          |                        | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|------------------------|--|--|
|          |                        | <p>no other suitable alternative sites before allocating a site in a Green Wedge</p> <p>Prior to inclusion in the LDP, a site-specific Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.</p>   | <p>take account of the buildings currently on the site and the net impact on openness, which would be positive.</p>  |
| <b>5</b> | <b>NCC Green Team</b>  | <p>Ecology - Unlikely to have ecological issues. Hard standing, building - no obvious ecological value on the site. 300m from St Brides Gwent Levels SSSI.</p> <p><i>Recommended surveys - potentially barn owls/bats- this would only potentially be an issue during demolition of the building</i></p> <p>Access - PROW no. 399/32 runs alongside the site</p> <p>Trees - No TPO trees on or adjacent to this site.</p>  | <p>The possibility of protected species in the existing buildings would affect any development of this site. Should surveys find evidence of protected species, they would affect the timing of demolition, and may require compensatory mitigation such as bat boxes in nearby trees.</p> |
| <b>6</b> | <b>NCC Streetscene</b> | <p>The site is accessed via a concrete road off Marshfield Road, Castleton. The access road has a width of approximately 7.0m for the first 14m approximately, narrowing to approximately 5.5m after 57m adjacent to 29b and 29c Marshfield Road and then narrowing to approximately 4.0m for the remaining 60m to the site. Along the narrowest section of the road there is insufficient room for two vehicles to pass each other although an informal passing bay is available in the access to "Gelli Bach". The narrowest section of the lane is approximately 60m in length and which could benefit from the addition of a formal passing bay to accommodate two cars passing each other, full widening of the access road is considered unnecessary as this would potentially</p> |  |

|  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|--|--|-------------------------|
|  | <p>result in higher vehicle speeds. There is however, good forward visibility through the narrow section of lane which would allow approaching vehicles to see each other and give way as appropriate.</p> <p>Visibility at the junction of the access road and Marshfield Road is appropriate for the posted speed limit of the road and I have no issues in this respect.</p> <p>Visibility along the access lane from the properties of 29b and 29c Marshfield Road is acceptable.</p> <p>At this time there is not any more specific information regarding number of caravans or families that could be housed within the site so an assessment of true traffic generation is not possible, however, the site was previously operated as a chicken processing factory which would have generated a certain volume of traffic including delivery vehicles and staff cars.</p> <p>With regard to pedestrian access, the lane does not have footways and does not have street lighting, although, a Public Right of Way exists along the lane and alongside the existing factory building and leads to Coedkernew.</p> <p>In terms of sustainability the site is accessible to bus stops on Marshfield Road which has a limited service; Castleton and Marshfield have limited local facilities in terms of shops and health care which do require travel to the wider area.</p> <p>It is considered that the site could support a certain level of development taking into account the permitted use of the site</p> |                         |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b> |
|----------|--------------------------------------|--|-------------------------|
|          |                                      | without compromising highway safety.   |                         |
|          |                                      |  |                         |
| <b>7</b> | <b>Economic implications</b>         |  |                         |
|          |                                      |  |                         |
| <b>8</b> | <b>Other planning considerations</b> | The site is outside the settlement boundary but would be a rural exception site. |                         |
|          |                                      |  |                         |

**Land at Celtic Way, Marshfield – Transit only**

|          |  | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--|--|---|
|          | <b>Working Group comments<br/>19/10/12</b> | This is the second choice for a transit site as a fallback position, should negotiation to secure the A449 access not be successful, which would rule out the A449 depot site.   |   |
|          |  |  |   |
| <b>1</b> | <b>Short-listing update</b>                | None   |   |
|          |  |  |   |
| <b>2</b> | <b>Cadw response</b>                       | The proposed site is close to the boundary of the Gwent Levels Registered Historic Landscape. However, the development of the site within a context of existing industrial development is unlikely to affect the character of the historic landscape.  | Agree that the proposal would not affect the Registered Historic Landscape for the reasons given by Cadw. |
|          |  |  |   |
| <b>3</b> | <b>GGAT response</b>                       | No objection   |   |
|          |  |  |   |
| <b>4</b> | <b>Countryside Council for Wales</b>       | <p>There are no internationally or nationally designated sites or records of European Protected Species on this land.</p> <p>The site is close to St Brides SSSI, notified for its range of aquatic plants and invertebrates associated with the reens and ditches. Drainage from the proposed site could have a negative impact on this SSSI. Proposals will need to show how adverse impacts have been avoided or mitigated in accordance with the duty under Section 28G of the Wildlife and Countryside Act.</p> <p>This brownfield site would fit in with the LDP preferred strategy.</p> <p>Prior to inclusion in the LDP, a site-specific Strategic</p> |   |

|          |                        | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>  |
|----------|------------------------|--|--|
|          |                        | Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) must be undertaken.  |  |
| <b>5</b> | <b>NCC Green Team</b>  | <p>Ecology - Unlikely to have direct ecological issues. Ruderal habitat - hard standing that has been colonised by species such as buddleia. Adjacent to this site is a SINC which has been designated for Cettis warbler and freshwater. This SINC would need to be safeguarded. 300m from Gwent Levels SSSI.</p> <p><i>Recommended surveys - Invertebrates, Extended Phase 1, Reptile,</i></p> <p>Access - No public footpaths/bridleways on or adjacent to this site</p> <p>Trees - No TPOs on or adjacent to this site</p>   | <p>It is likely that any issues raised by the ecological surveys could be addressed by mitigation measures, should indeed they find evidence of protected species on site.</p> <p>The adjacent SINC would not be affected by the proposed development.</p>                         |
| <b>6</b> | <b>NCC Streetscene</b> | <p>The site is accessed via a roundabout spur on Celtic Way junction with South Lake Drive, the spur is currently blocked off to prevent unauthorised access into the land beyond.</p> <p>In terms of vehicle access, the proposal does not give rise to any concerns in terms of highway safety or capacity.</p> <p>With regard to pedestrian access and movements, there is concern that the site and the surrounding highway of Celtic Way and South Lake Drive do not have footways and pedestrians would be expected to either walk on the carriageway or on the verge adjoining the carriageway. The roundabout and South Lake Drive do not benefit from street lighting. This gives cause</p> | <p>Housing colleagues have confirmed that pavement access is not an essential requirement for transit sites. Transit sites provide short term stopping places for families passing through Newport. These families will, by definition, have access to private motor vehicles.</p> |

|          |                                      | <b>UPDATE</b>  | <b>OFFICER RESPONSE</b>   |
|----------|--------------------------------------|--|---|
|          |                                      | for concern about pedestrian safety and the accessibility of the site by means other than the private motor vehicle.   |   |
| <b>7</b> | <b>Economic implications</b>         | Objection letter from Quinn's Radiators which occupies the largest, state of the art, domestic radiator manufacturer in the world. Global customers, suppliers and competitors visit the site. The proposal would impact on the attractiveness of the business park to new investment. A new investor in the area would reduce Quinn's fixed levy on electricity consumption: the proposed site could deter investment interest, removing the possibility of this occurring. As a major employer in Newport, any negative impact on their cost base could have repercussions for the business. | Consideration needs to be given to the relationship between the proposed residential use and surrounding businesses. This site is located some distance from existing businesses and sources of noise, although it is acknowledged that vacant plots exist far closer to the proposed site.<br><br>With enhanced screening and landscaping, the site could have an appropriate level of privacy and it is not considered that a properly managed site would deter customers visiting nearby businesses. |
| <b>8</b> | <b>Other planning considerations</b> | There are no obvious problems with the site. It is not in a flood risk area, not within the SSSI, and there are no other key constraints.  |   |
|          |                                      |  |   |

19 October 2012

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## Background Information

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### Legislative Requirements and Duties

Under current housing and planning legislation, the Council has a duty to identify suitable residential and transit sites for Gypsies and Travellers, if a need is demonstrated.

- The **Welsh Assembly Government Planning Circular 30/2007**, produced in December 2007, states that all local authorities in Wales are expected to consider their Gypsy and Traveller accommodation needs at an early stage of the Local Development Plan process. Criteria based policies are expected to be included in forthcoming LDPs as well as commitments that contribute to meeting any identified unmet accommodation need.
- Welsh Government has stated that they will object to the soundness of our Local Development Plan if we do not provide sites to accommodate our Gypsy and Traveller families' needs. This means we would be very unlikely to get the plan approved at the forthcoming LDP examination if we do not provide sites to address the need.
- Sections 225 and 226 of the **Housing Act 2004** places a duty on Local Housing Authorities to carry out an assessment of the accommodation needs of Gypsies and Travellers residing in or resorting to their district, and to take steps to address these identified needs.
- Section 175 (2) of the **Housing Act 1996** states that a person is homeless if "he has accommodation but... it consists of a movable structure, vehicle or vessel designed or adapted for human habitation and there is no place where he is entitled or permitted both to place it and to reside in it". This means that Gypsy and Traveller families occupying unauthorised encampments are classed as homeless under the legislation, and the City Council has a duty to assist them. This also includes members of the Gypsy and Traveller community who have their own land but are not legally allowed to put their caravans there and live there – if any of these privately owned sites do not obtain planning permission and the families do not have the financial capacity to purchase an alternative site that would gain planning consent, then they need to be included within the sites that the Council is looking to allocate.
- Under the **Sustainable Homes Legislative Competence Order (LCO)** passed in July 2010, the National Assembly now has powers to make a measure to compel local authorities who have identified a need but have not acted upon that, to build Gypsy and Traveller sites.
- Within the **Housing White Paper**, Huw Lewis, Minister for Housing, Regeneration and Heritage has confirmed that he will "introduce a statutory duty on all local authorities to provide sites for Gypsy and Traveller communities where there is evidence of a clear need for new sites".

## Needs Assessment

### Fordham Report

In 2009, the Council was required to carry out a [Gypsy and Traveller Needs Assessment](#) (pdf), and this was done by Fordham Consultants, to supplement the Newport, Torfaen and Monmouthshire Local Housing Market Assessment report which were completed in 2007. The Fordham study concluded that the Council had a 10 year need for 29 permanent pitches for families living in, or with an affiliation to, Newport.

The research recommendations were as follows:

- A minimum of 14 residential pitches will need to be met through the social rented sector in the next five years. Given the lack of social rented sites, the need for these pitches is urgent.
- A further 15 pitches needed to be met on owner-occupied, small family sites in environmentally suitable locations.
- A transit site of 7 pitches is required near arterial routes, for families that travel through the city on a seasonal basis, although the Council should also work with neighbouring authorities to provide a network of transit sites in Wales.
- New sites should be designed recognising the community's preferences for design features and accessibility.
- Where possible (e.g. where not on floodplains) the Council should seek to regulate existing unauthorised developments in the area, or provide the residents with alternative authorised accommodation.
- To encourage private provision, specific sites suitable for development should be outlined in the future LDP and advice offered on the planning process.
- A consultation process should be conducted with Gypsies and Travellers and the settled community once potential site locations have been identified.
- Consideration should be given to providing a floating support service to Gypsies and Travellers.
- The monitoring work of the Gypsy and Traveller Working Group should continue, and be used as a forum to discuss how the identified need can effectively be delivered.

### Gypsy Traveller Accommodation Need – July 2012

Following on from the Fordham report, the Group were provided with a summary of Gypsy Traveller Accommodation Need as at July 2012, showing both the immediate demand for pitches and the projected rise in need over the life of the LDP. In terms of future demand for sites, it was clarified that families would need to meet the usual housing criteria before the authority had a duty to find a site for them (e.g. local affiliation etc.).

|   |                       |
|---|-----------------------|
| <b>Immediate need</b>                               |                       |
| To accommodate families on the housing waiting list | 17 permanent pitches  |
| To accommodate families travelling through Newport  | 7 transit pitches     |
| <b>Need rising during the life of the LDP</b>       |                       |
| 2012/13   | 3 residential pitches |
| 2013-14   | 2 residential pitches |
| 2014-15   | 1 residential pitch   |
| 2014-19 (to accommodate family growth)              | 4 residential pitches |

These figures would be subject to change should further applications be received or due to the outcomes of planning applications.

### **Welsh Government Caravan Count**

The Gypsy and Traveller Caravan Count details the number of Gypsy and Traveller caravans on authorised and unauthorised sites. The latest Caravan Count was completed on 19 July 2012. In Newport, 59 caravans were counted on 13 sites. 21 caravans were on authorised sites and 38 on unauthorised sites.

## **Excerpt from Deposit Plan, April 2012**

The following excerpt is taken from the Newport Local Development Plan 2011-2026 – Deposit Plan April 2012. The Scrutiny Committee was tasked with reviewing the sites identified in this excerpt.

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

#### **SITES ARE ALLOCATED FOR GYPSY AND TRAVELLER TRANSIT ACCOMMODATION AT:**

- (i) COEDKERNEW;**
- (ii) QUEENSWAY MEADOWS.**

Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was carried out by Fordham Consultants in January 2010. The need for transit accommodation will be updated accordingly. In providing transit sites at various locations across Newport, the Council is looking to meet its identified need.

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

#### **SITES ARE ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT:**

- (i) YEW TREE COTTAGE, BETTWS;**
- (ii) FORMER ARMY BARRACKS, PYE CORNER, NASH;**
- (iii) FORMER ARMY CAMP SITE, PYE CORNER, NASH.**

Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that demonstrate that they have a genuine connection to Newport (this assessment is carried out by housing services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the local authority. A Newport Gypsy and Traveller Accommodation Needs Assessment was carried out by Fordham Consultants in January 2010. The need for residential accommodation will be updated accordingly. In providing permanent residential sites at various locations across Newport the Council is looking to meet its identified need.

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

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

- (i) THE SITE IS WELL RELATED TO SUITABLE COMMUNITY FACILITIES AND SERVICES FOR THE PROSPECTIVE OCCUPANTS;**
- (ii) THE SITE IS CAPABLE OF BEING SERVED BY UTILITIES INCLUDING WASTE DISPOSAL AND RECOVERY AND EMERGENCY SERVICES;**
- (iii) THE SITE IS NOT WITHIN AREAS AT HIGH RISK OF FLOODING, GIVEN THE PARTICULAR VULNERABILITY OF CARAVANS;**

**(iv) THE SITE COMPLIES WITH OTHER ENVIRONMENTAL AND GENERAL POLICIES OF THIS PLAN ESPECIALLY WITH REGARD TO RESIDENTIAL AMENITY AND HIGHWAY SAFETY.**

Many Gypsy and Traveller families have a cultural aversion to living in Bricks and Mortar accommodation. This aversion has been recognised in the law courts and means that every local authority in Wales must view Gypsy and Traveller accommodation as a form of affordable housing. Provided sites can be proven to be sustainable it may be that suitable sites are located in rural or semi-rural settings as contributing to the meeting of affordable housing needs. This policy relates to applications for both residential and transit Gypsy and Traveller caravan sites. Such sites should be reasonably close to suitable facilities and services. The contents of WG Circular 30/2007 will also provide relevant guidance in this regard.

## Suitability Criteria – Sources of Information

### Welsh Government Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites

- The LDP needs to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be available for that purpose.
- Local Planning Authorities should work with the Gypsy and Traveller community when identifying sites.
- Site sustainability is very important for health and wellbeing and support of family and social networks. It is not just about environmental impacts.
- Transport mode, pedestrian access, safety and distances from services are not the only considerations in this context:
  - Opportunities for growth of family units
  - Promotion of peaceful and integrated co-existence between the site and the local community
  - Easier access to GP and health services
  - Access for emergency vehicles
  - Opportunity for children to attend school on a regular basis
  - Space for a teaching base such as a touring or static play bus
  - Suitable safe play areas
  - Contribute to a network of transit stops at intervals that reduce the need for long distance travelling
  - Possible environmental damage caused by unauthorised encampment
  - Not locating sites in areas at high risk of flooding including functional flood plains
  - Regard to international and national designations for biodiversity and landscape
- Authorities should consider locations in or near existing settlements first to provide access to local services.
- A Sustainability Appraisal is required of all LDP options.
- Authorities should consider noise and disturbance from movement of vehicles on the site. Each site should be considered on a case by case basis. Sites should not be rejected if there would be only modest additional daily vehicle movements.
- Sites on the outskirts of built up areas may be appropriate. Sites may also be suitable in rural or semi-rural settings. Rural settings not subject to other planning constraints are acceptable in principle.
- Sites should not be so large as to dominate the nearest settlements.
- Sites should not place an undue burden on the local infrastructure.

### Good Practice Guide in Designing Gypsy Traveller Sites in Wales, July 2009

- The ideal size of a site should generally be no more than 12 pitches. However local authorities may consider it necessary to be flexible by allowing more pitches on a site when taking into account local circumstances and the current level of need. Sites should presume to be no bigger than between 15-20 pitches. Sites bigger than 20 pitches should only be developed where there is a clear and demonstrable need to act against such a presumption and where consultation and engagement has taken place with all stakeholders.

- Transit sites should be located in places that meet the current working patterns of Gypsies and Travellers and that are in close proximity to transport links.
- Local authorities should engage the Gypsy and Traveller community in deciding where sites should be placed.
- Access and Hazards – when deciding on site location, local authorities must first consider locations with access to local services e.g. shops, doctors, schools. Local authorities should avoid locating sites next to or near hazards which present specific risks to children and adults such as dual carriage-ways, industrial sites, rivers or canals. In the event that a site chosen by Gypsy Travellers is near a potential hazard, these hazards should be made clear to the Gypsy Travellers and steps taken to minimise the risks. If existing sites are located near these hazards, steps must be taken to eliminate the risks to children and adults. Such measures might include pedestrian crossing or secure perimeter fences.
- It is important that if a location is considered inappropriate for residential use, either private or social, then it should not be considered appropriate for a Gypsy Traveller site.
- Accessibility – a site should have good public road which is safe and direct. Land should be flat and suitable for development as planned. A site survey must be undertaken which will identify possible problems such as water logging, risk of flooding, landfill contamination etc. It is acknowledged that a shortage of suitable land may increase the probability of a new site being situated on land with previous occurrences of flooding. Where such a piece of land is being considered for a new site, as with other potential risks, residents and potential residents should be made aware of these risks.
- Local services – as stated above, a site should be located within a reasonable distance from schools, shops, medical services and other community facilities. If a site or a proposed new site is located or going to be located in a rural area this will in many situations not be achievable.
- From September 2009, Home to School rulings provide that all primary school pupils will be entitled to free transport if they are ordinarily resident at a place 2 miles or more from their nearest suitable school. Secondary school pupils will be entitled to free transport if they are ordinarily resident at a place 3 miles or more from their nearest school.
- Environment – the location of a site should always be in acceptable surroundings or where the surroundings can be made pleasant at a reasonable cost. Sensitive landscaping and boundary definition should be able to provide seclusion for the residents from the elements without making them feel imprisoned on the site.
- On-site services – water, electricity, sewage, drainage and refuse disposal should be provided on all sites.

### **New Ideas Consultation with local Gypsy and Traveller Families, February 2011**

In planning the requirements for Gypsy and Traveller sites in Newport, a consultation exercise was undertaken in February 2011 with the Gypsy and Traveller families currently in need of permanent residential sites. The families were asked to identify their essential and desirable criteria for site selection:

Essential factors:

- Small site
- Permanent
- Walking distance to school
- Close to a doctor
- Space to park vehicles

Other desirable factors:

- Somewhere private
- Walking distance to a shop
- Not on a busy road
- Near a bus stop
- Room for a playground
- Not too close to local objectors

## **Gypsies and Travellers – Historical and Cultural Differences**

The various travelling communities are often confused with one another and it can be difficult to understand what the differences between a Romani Gypsy and an Irish Traveller or a New Traveller are.

This briefing note gives information about all the Gypsy and Traveller groups and how their history and culture differ.

### **Introduction**

While Gypsies and Travellers are united by their travelling lifestyles each community within this racial classification has its own distinct culture. Romani and Roma Gypsies and Irish Travellers are all recognised ethnic minorities with distinct traditions around cleanliness and gender. Other groups are recognised as Travellers through their patterns of movement and the requirements they have for specific accommodation, but they too have their own history and aspirations for the future.

The different groups include:

- Circus families
- Fairground and Showmen
- Irish Travellers
- New Travellers
- Romani and Roma Gypsies

‘Traveller’ is a generic term defining diverse cultural and ethnic communities who have a similar, essentially mobile way of life. Most Traveller families have strong family and social networks (whether in housing or in caravans), live within close-knit communities, and often travel as such. This is a key feature of the traditional way of life that has an impact on planning for their accommodation locally.

### **Romani / Roma Gypsies**

#### History

Romani and Roma Gypsy roots lie in Northern India, where nomadic groups first started moving towards Europe around 1000 years ago.

#### Language

Distinct language - Romani. Although Gypsies today speak fluent English, much of their language is derived from the ancient Sanskrit language of India. Many of the words used today have been adopted into the English language of today:

- ‘chav’ is derived from the Romani word ‘chavies’ meaning children.
- ‘mulla’ a common slang word for money is a Romani word
- ‘cushty’

### Traditions and Culture

Cleanliness: Gypsies would not wash their hands in the kitchen sink, as this sink is for the specific and exclusive use of dishes and pots and pans. Hands are washed in the bathroom. Gypsies and Travellers believe the use of toilets within the vehicles to be unhygienic and the toilets are therefore removed when the vehicles are purchased.

European Roma: Many of the Roma Gypsies within the UK today do not live in trailers and do not travel. However, this does not weaken their alliance with the Roma culture and many families still get together for social events, despite, sometimes, being placed in housing far away from each other.

### Travelling

Mainly travel between March and September. Travelling patterns relate to the seasons (and work available in those seasons) as well as the cultural importance of visiting relatives.

### Sites

Sites are either provided for privately or through the local authority. Families on sites pay a licence fee, council tax, water and electricity rates. Families can register with local GP's, Dentist and schools at the site

## **Irish Travellers**

### History

Irish Travellers were originally forced to lead a travelling lifestyle through poverty, evictions and famine, eventually leading to metalworking becoming one of the first trades.

### Language

Shelta (also known as Gammen, Sheldru, Pavee, or simply the Cant) is a language spoken by parts of the Irish Traveller community.

### Traditions and Culture

Cleanliness: As for Romani Gypsies (see above).

### Travelling

As for Romani Gypsies (see above).

### Sites

As for Romani Gypsies (see above).

## **Fairground / Circus Families**

### History

In the thirteenth century, the creation of fairs by royal charter was widespread. The Van Dwellers' Association (later the Showmen's Guild) was founded in 1889 to protect the interests of travelling showpeople.

### Traditions and Culture

Entry to the Showmen's Guild, with its many responsibilities, rights, and privileges, is tightly controlled, and the Guild has established itself as a firm regulatory body for its members, with increasing commitment to education.

Circus Families: Like Showmen, circus families have a long heritage as travelling entertainers. They tend to experience less discrimination, harassment or isolation than Gypsy or Irish Traveller groups. Show and Circus children successfully access school, even when highly mobile, particularly during the primary school phase.

#### Travelling

Travel established routes through the summer season, passing on rights to pitches at particular fairs sometimes from generation to generation.

#### Sites

Showmen mostly have established winter quarter's sites, which they traditionally occupy from November to March. During the working season some local authorities or private landowners hiring the circus or fair provide sites.

### **New Travellers**

#### History

The first 'New' Travellers appeared as part of the sixties 'hippy' generation as people were brought together to support the anti-war and free love movement.

#### Traditions and Culture

We are now seeing third generation 'New' Travellers who have been born into this culture and feel a strong alliance to the values and traditions. Core to the culture of this community is the element of choice and this leads to a vast level of diversity amongst the individuals and families.

The motivation of many is to lead a wholly self-reliant lifestyle, providing for oneself and family. Others wish to lead a more sustainable lifestyle and see the benefits in living outside of mainstream society in order to make ethical personal choices around sustainability and electricity, for example.

#### Travelling

Travel around festivals and fairs, also linked with agricultural seasons.

#### Sites

Some do not want provision of sites at all, but instead would be satisfied with a review of the squatting laws to allow them to use public disused spaces without being subjected to criminal sanctions. Others need sites, but for them to be ecologically friendly and sustainable in their development.

## Annex 1: Meeting Schedule

27 June 2012           Scrutiny Committee for Community Planning and Development:  
Topic accepted onto the work programme and Policy Review  
Group appointed.

### Policy Review Group Meetings

2 July 2012           Introduction to topic, agreement of project plan.

9 July 2012           Discussion on shortlisting criteria, launch of “suggest-a-site”  
consultation.

16 July 2012           Information on level of accommodation need, results of initial  
GIS data analysis, communications planning.

23 July 2012           Initial briefing on historical and cultural differences between  
Gypsies and Travellers, caravan count results, agreement of  
shortlisting criteria.

6 August 2012           Gypsy and Traveller cultural awareness training (all Members  
invited).  
  
Site visit to Rhondda Cynon Taff Housing Office / Beddau  
Caravan Park.

13 August 2012           Shortlisting process.

16 August 2012           Site visits to potential sites identified by shortlisting process  
(Part 1).

20 August 2012           Site visit to Cardiff Council Gypsy and Traveller Site,  
Shirenewton.  
  
Site visits to potential sites identified by shortlisting process  
(Part 2).  
  
Initial debrief from site visits and planning next steps.

28 August 2012           Feedback from site visits, agreement of shortlist.

4 September 2012           Agreement of consultation strategy for shortlisted sites.

10 October 2012           Progress report on public consultation exercise.

19 October 2012           Consideration of draft report on the outcome of the review.

## **Annex 2: Background Papers**

Newport Deposit Local Development Plan representations received May-June 2012

WG Circular 30/2007: Planning for Gypsy and Traveller Caravan Sites

Good Practice Guide in Designing Gypsy Traveller Sites in Wales, July 2009

Yew Tree Cottage Planning Application responses

Newport Local Development Plan 2011-2026 – Deposit Plan April 2012

Newport City Council Gypsy and Traveller Accommodation Assessment, January 2010, Fordham Research

## **Annex 3: Glossary**

### **Residential sites**

Residential sites are used by Gypsies and Travellers who want or need to remain in one place for a long period. They usually have links to the area and are often part of the community, for example, children will attend local schools. Families living on residential socially rented authorised sites will pay rent and Council Tax.

### **Transit sites**

Transit sites are provided for Gypsies and Travellers who are passing through a town or city and they are allowed to stay for a limited number of days or weeks. Properly established sites will help the Council to tackle the issue of unauthorised encampments and provide a legal and well-managed base to which families can be directed.

### **Authorised site**

A site with planning permission for use as a Gypsy and Traveller site, can be privately owned (often by a Gypsy or Traveller), leased or social rented (owned by a council or Registered Social Landlord).

### **Bricks and Mortar accommodation**

Permanent housing of the settled community, as distinguished from sites.

### **Eastern European Roma**

Gypsies from Eastern Europe. Culturally distinct from English Gypsies but with some cultural and linguistic links, most no longer live in mobile accommodation. Their numbers have increased in the UK since the fall of Communism and the expansion of the European Union in 2004.

### **Gypsy and Traveller**

As defined for the purpose of the Housing Act 2004, includes all Gypsies, Irish Travellers, Eastern European Roma and other Travellers who adopt a nomadic or semi-nomadic life.

### **Household**

A group of related people who live and/or travel together. It is assumed that each household would require one pitch to live on, containing up to three trailers. It is used as the basis for assessing accommodation requirements.

### **Irish Traveller**

Member of one of the main groups of Gypsies and Travellers in Britain. Distinct from Gypsies but sharing a nomadic tradition, Irish Travellers were recognised as an ethnic group in 2000.

### **Pitch**

Area on a site developed for a household to live. On social rented sites, the area let to a licensee or a tenant for stationing caravans and other vehicles.

### **Settled community**

Used to refer to non-Gypsies and Travellers who live in housing.

**Tolerated**

An unauthorised development or encampment may be tolerated by the local authority meaning that no enforcement action is currently being taken.

**Unauthorised development**

A site / land owned by Gypsies and Travellers, but without the appropriate planning permission to station caravans.

**Unauthorised encampment**

Where Gypsies and Travellers reside on land they do not own and without permission from the owners. The land can be public or privately owned.

**Unauthorised site**

Land occupied by Gypsies and Travellers without the appropriate planning or other permissions. The term includes both unauthorised development and unauthorised encampment.

*(Main Source: Newport City Council Gypsy and Traveller Accommodation Assessment, January 2010, Fordham Research)*

Confidential Draft