Main discussion matters

1. Need for provision in Plan.
   - Is the currently assessed immediate residential need for 23 pitches in total? On what basis is the need for residential pitches predicted to increase to 43 pitches by 2026? Are these numbers consistent with the gypsy and traveller accommodation assessment of January 2010 (SD106) - if not, why not?
   - How many residential pitches does the Plan need to make provision for by way of allocated residential gypsy and traveller sites?

2. Overall residential site selection process.
   - What search and site selection methodology was followed in relation to the identification of a gypsy and traveller residential site allocation? What were the initial search requirements? What selection criteria were applied, and at what stages, in narrowing down to a list of potentially suitable sites and subsequently in arriving at the final decision? Was this process sufficiently robust, objective and effective in considering all realistic alternatives?
   - Why were the results of the earlier site search and selection process (initial deposit Plan April 2012) subsequently deemed unsound?

3. Residential site allocation H16(i) Hartridge Farm Road.
• To what extent does the residential site provision proposed in the Plan align with the accommodation assessment recommendation that where possible the Council should seek to regulate existing unauthorised developments in the area? Are there overriding reasons why existing unauthorised residential sites should not be regularised and permitted to continue?
• Why does the Plan seek to meet all of the identified need for residential pitches on a single site, contrary to Welsh Government good practice guidance on size of sites and contrary to the accommodation assessment recommendations? Have integration and inclusion considerations in relation to the wider community been adequately taken into account in relation to this issue?
• Have all other considerations relevant to the site’s suitability to accommodate the proposed use been properly taken into account, including proximity to a dual-carriageway; proximity to railway line/sidings; resulting noise environment for residents; standard of pedestrian and vehicular access to the site; flood risk?
• How would the site be delivered, developed and managed? How would this be funded?


• What search and site selection methodology was followed in relation to the identification of a gypsy and traveller transit site allocation? Was this a separate exercise, based on the identified scale of need, known travel patterns and different pattern of use to a long term residential site? What selection criteria were applied, and at what stages, in arriving at the final decision?
• Why were the results of the earlier transit site search and selection process (initial deposit Plan April 2012) subsequently deemed unsound?
• Do the identified highway access/slip road issues categorically rule out the initially recommended transit site at the former highways depot site adjacent to the A449?
• What is the basis for the Council’s conclusion that the Celtic Way site is the best available option for a transit accommodation site in Newport?
• Does this conclusion properly take into account the likely effects of a transit accommodation site in this location on the allocation of the surrounding area as a prestige strategic employment area and a key component of Plan policies SP18 and EM1, seeking to attract major investment and economic growth? Where in the site selection process is this evident?
• Have all other considerations relevant to the site’s suitability to accommodate the proposed use been properly taken into account, including proximity to surrounding industrial uses and associated traffic, lack of footways and proximity to areas of open water?
• How would the site be delivered, developed and managed? How would this be funded?

5. Ringland Allotments (Allocation H15(ii) & H16(ii)).
• Is the site suitable for the proposed use(s), taking into account site constraints including topography, proximity to the southern distributor road dual carriageway, pylons crossing the site? What is the estimated capacity of the site (number of pitches)?
• Is there a sound rationale for a) allocating the site on a contingency basis, and b) as either a residential or a transit accommodation site? Does this create excessive uncertainty and ambiguity?
• Can the site be satisfactorily developed for either alternative purpose (residential or transit) alongside the strategic housing allocation at Llanwern Village?
• How would the site be delivered, developed and managed? How would this be funded?

Attendees

Newport City Council
Welsh Government (244)
Mr C M Llewellyn-Jones (1062)
Gallagher Estates (1401)
Corus UK Ltd/Tata Steel UK Ltd (1420)
Councillor Richard White (1600)
Mr Dafydd Williams (3029)
Natural Resources Wales (3683)
Tracey Lawrence (3692)
Mr Tom Sagal (3693)
Mr Kevin Moulton (3725)
Mr & Mrs Pile (3737)
Dr J Robert Branston (3749)
Miss Phillipa Stock (3756)
Cecil Prescott (3769)
Mr Clive Stephens (3776)
Mr Adrian Clements (3809)
Mr Albert Smith (3815)
A Perry (3820)
Mr & Mrs R Rundle (3821)
Snead W Mkandawire (3822)
PA & CA Baynham (3826)
Ms Angela Barry (3827)
Mr G Dickinson (3828)
GT & LE Evans (3832)
Mr Michael Barrall (3834)
Llanwern Golf Club (3838)
Mr Chris Sutton (3840)
Gocompare.com (3847)
Mr Anthony Thomas (3853)
Dr Rachel Gill-Randell
Mr Alun Clive Owen (3855)
Mr Dennis Roberts (3856)
J R Hughes (3857)
Dilys & Gareth Thomas (3858)
Robert Hitchens Ltd (3872)
Quinn Radiators (3875)
Rhys & Sophie Davies (3880)
Mr & Mrs Perrott (3881)
Mr Barker (3908)
Councillor Emma Corten (3921)
Mitchells & Bulters Retail Ltd (3923)
Mrs J Harley-Saxton (3980)
Ringland Matters Group (3982)
Mr David Hando (3844)