Newport City Council

Local Development Plan

Matters Arising Changes

September 2014

LOCAL DEVELOPMENT PLAN

CYNLLUN DATBLYGU LLEOL

Newport CITY COUNCIL

CYNGOR DINAS Casnewydd

Chapter 1 – Introduction and Overview

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 1.1	Regional Context	Page 13 Paragraph 1.44	1.44 The Green Belt between Marshfield and Cardiff is the first area of statutory Green Belt in Wales. This was designated in the adopted Newport Unitary Development Plan 1996 – 2011 following earlier regional collaboration through SEWSPG on Green Belt issues around the capital. The Green Belt will continue to be protected throughout this Plan period~~, and will also be expanded slightly~~.	Need to delete reference to expansion of Green Belt.

Chapter 2 – Spatial Strategy and Strategic Policies

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 2.1	Spatial Strategy	Page 16 Paragraph 2.2	Amend Paragraph 2.2 to read: 2.2 Key elements of the Plan's spatial strategy are: • to maximise the use of brownfield sites in the interests of sustainability, regeneration, community cohesion, and urban form; • to develop the Eastern Expansion Area of the City, focused on the former Llanwern Steelworks; • to regenerate the retail core of the City Centre; • to protect the landscape, including maintaining~~, and slightly extending,~~ the statutory Green Belt on the Cardiff boundary; • to conserve protected sites and species, and encourage biodiversity; • to foster growth of the City in line with its role in the region, its locational advantages and its distinct sense of place; • to build upon the success of Newport's national and international class sporting facilities.	Need to delete reference to expansion of Green Belt.
MAC 2.2	SP5 Countryside	Page 21 Policy text	Policy SP5 will be amended to read: **DEVELOPMENT IN THE COUNTRYSIDE (THAT IS, THAT AREA OF LAND LYING BEYOND THE SETTLEMENT BOUNDARIES SHOWN ON THE PROPOSAL AND INSET MAPS) WILL ONLY BE PERMITTED WHERE THE USE IS APPROPRIATE IN THE COUNTRYSIDE, RESPECTS THE LANDSCAPE CHARACTER AND BIODIVERSITY OF THE IMMEDIATE AND SURROUNDING AREA AND IS APPROPRIATE IN SCALE AND DESIGN. HOUSING DEVELOPMENT, RURAL DIVERSIFICATION AND RURAL ENTERPRISE USES, BEYOND SETTLEMENT**	Replace full stop with comma.

			BOUNDARIES, WILL ONLY BE APPROPRIATE WHERE THEY COMPLY WITH NATIONAL PLANNING POLICY.	
MAC 2.3	SP5 Countryside	Page 21 Paragraph 2.22	2.22 The Council recognises the importance of protecting the countryside both for its own sake and because it provides a vital landscape setting for the urban area and transport corridors. The countryside has value for landscape, natural resources, agriculture, ecology, geology, history, archaeology and outdoor recreation. It will rarely be the appropriate location for development, except where this is for the specific benefit of the rural economy or the use satisfies policies H10 – Conversions in the Countryside and H12 – Replacement Dwellings in the Countryside.	To provide a cross reference to relevant policies in the Plan.
MAC 2.4	SP6 Green Belt	Page 22 Policy Text and Supporting Text	Amend policy and supporting text to read: **SP6 Green Belt** **THE GREEN BELT IS MAINTAINED ALONG THE NEWPORT – CARDIFF BOUNDARY ~~AND EXTENDED NORTHWARDS TO THE M4 MOTORWAY~~. WITHIN THIS AREA DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED. AN INCREASE IN SIZE OF A DWELLING OF MORE THAN 30% OF THE VOLUME OF THE ORIGINAL SIZE OF THE DWELLING, OR AS EXISTED IN 1948, WILL NOT BE APPROVED.** 2.23 The Green Belt that lies between Marshfield and Cardiff was designated, following regional discussions, by the Newport Unitary Development Plan 1996 – 2011 as the first green belt in Wales. Green Belts are normally expected to have a life beyond that of one development plan[1], so the existing green belt is maintained. ~~and a small addition made to extend it northwards to the M4 motorway to provide a more logical and distinct boundary. The extension is also considered necessary to respond to development within the Local Authority area, and pressure for development within the~~	To reflect the deletion of the proposed extension to the Green Belt and clarify the acceptable level volume increases to dwellings in the designated area.

[1] PPW (Edition 5, November 2012). Available at: http://wales.gov.uk/topics/planning/policy/ppw/?lang=en

			~~neighbouring Local Authority of Cardiff nearest the Newport boundary~~. 2.24 The Newport – Cardiff gap, being only about 3 miles wide in places, and sitting between two of the only five cities of Wales, is crucial to the maintenance of urban form. There is no appetite for the cities to merge, and indeed much public support for the maintenance of this gap and the separate identity of the cities. 2.25 Planning Policy Wales (Paragraph 4.8.14 – 4.8.18) sets out what is considered inappropriate development within Green Belt allocations, and should be referred to for guidance. **2.26** Any application to increase the size of a dwelling by more than 30% is likely to have a negative impact on the openness of the Green Belt and will not be approved.	
MAC 2.5	SP7 Green Wedge	Page22 Policy Text and Supporting Text	Amend policy and supporting text to read: **SP7 Green Wedges** **GREEN WEDGES HAVE BEEN IDENTIFIED IN ORDER TO PREVENT COALESCENCE BETWEEN THE FOLLOWING SETTLEMENTS:** **i) NEWPORT AND CARDIFF;** **ii) ROGERSTONE AND RISCA;** **iii) BETTWS, MALPAS AND CWMBRAN;** **iv) CAERLEON AND CWMBRAN.** **WITHIN THESE AREAS DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED. AN INCREASE IN SIZE OF A DWELLING OF MORE THAN 30% OF THE VOLUME OF THE ORIGINAL SIZE OF THE DWELLING, OR AS EXISTED IN 1948, WILL NOT BE APPROVED.** 2.27 ~~2.25~~ Green Wedges have been designated on a common basis with the	To reflect the addition of the proposed Green Wedge and clarify the acceptable level volume increases to dwellings in the designated area.

			other local planning authorities in South Wales. The prime purpose of Green Wedges is to prevent coalescence between urban areas. The designation is not made necessarily on the basis of the physical quality of the landscape, but rather to maintain their openness. The areas designated tend to have significant importance for their openness and for their role in maintaining the distinct identify of separate communities. 2.28 Planning Policy Wales (Paragraph 4.8.14 – 4.8.18) sets out what is considered inappropriate development within green wedge allocations, and should be referred to for guidance. 2.29 Any application to increase the size of a dwelling by more than 30% is likely to have a negative impact on the openness of the green wedge and will not be approved.	
MAC 2.6	SP8 Special Landscape Areas	Page 23 Policy Text	Amend Policy SP8 to read: **SPECIAL LANDSCAPE AREAS ARE DESIGNATED AS FOLLOWS WITHIN WHICH PROPOSALS WILL BE REQUIRED TO CONTRIBUTE POSITIVELY TO THE AREA THROUGH HIGH QUALITY DESIGN, MATERIALS AND MANAGEMENT SCHEMES THAT DEMONSTRATE A CLEAR APPRECIATION OF THE AREA'S SPECIAL FEATURES:** **i) NORTH OF BETTWS** **ii) WEST OF RHIWDERIN** **iii) WENTLOOGE LEVELS** **iv) RIVER USK** **v) CALDICOT LEVELS** **vi) WENTWOOD** ~~**vii) TREDEGAR PARK**~~	The area is already protected by the Historic Park and Garden allocation.
MAC 2.7	SP10 House Building Requirement	Page 24 Policy Text	**SP10 Housing Building Requirement** **PROVISION IS MADE FOR ~~11,622~~ 11,623 UNITS TO DELIVER A HOUSING REQUIREMENT OF 10,350 UNITS OVER THE PLAN PERIOD. THE**	To reflect the revisions made to the Housing Supply in Policy H1.

			~~**AFFORDABLE HOUSING REQUIREMENT FOR THE PLAN PERIOD IS SET AT 8,901 UNITS AND**~~ **THE AFFORDABLE HOUSING TARGET FOR THE PLAN PERIOD IS SET AT ~~2,527~~ 2,061 UNITS.** **THE LAND WILL BE PROVIDED PRIMARILY ON PREVIOUSLY DEVELOPED LAND IN THE FOLLOWING WAYS:** **i) SITES WITH PLANNING PERMISSION, INCLUDING SITES UNDER CONSTRUCTION;** **ii) THE EASTERN EXPANSION AREA;** **iii) ALLOCATIONS SET OUT IN POLICY H1; AND** **iv) INFILL, WINDFALL AND SMALL SITES.** ~~**HOUSING DEVELOPMENT OUTSIDE SETTLEMENT BOUNDARIES WILL NOT BE PERMITTED UNLESS COMPLIANT WITH POLICY H5 OR SET OUT IN NATIONAL PLANNING POLICY.**~~	
MAC 2.8	SP11 Eastern Expansion Area	Page25 Policy and Supporting Text	Policy SP11 will be amended to read: ~~**LAND TO THE EAST OF THE CITY**~~ **THE EASTERN EXPANSION AREA CONSISTS OF THE FORMER LLANWERN STEELWORKS REGENERATATION SITE KNOWN AS GLAN LLYN H1(47) AND EM1(vii), ~~CENTERED ON~~ , AND HOUSING SITES AT LLANWERN VILLAGE H1(3), HARTRIDGE HIGH SCHOOL H1(19) AND WOODLANDS SITE H1(55). THIS EASTERN EXPANSION AREA IS IDENTIFIED AS A RESIDENTIAL LED MIXED USE, SUSTAINABLE URBAN EXPANSION AREA ~~AND~~ WHICH WILL ~~BE REQUIRED TO~~ PROVIDE A RANGE AND CHOICE OF HOUSING, EMPLOYMENT LAND AND COMMUNITY USES.** Paragraph 2.37 will be amended to read: 2.37 In addition to the former steelworks site there is also the area to the West of Llanwern Village which has planning permission for 1,100 units. This greenfield development proposes a residential development with associated community facilities such as a school forming part of the overall Eastern Expansion Area[2]. ~~Other land is included within the Eastern Expansion Area, and further detail~~ Two	The policy has been amended to reflect the wider nature of the Eastern Expansion Area.

[2] Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont115277.pdf

			additional housing sites are also identified as part of the Eastern Expansion Area this includes the 65 units at the residential site adjacent to Hartridge High School (H19) and the 200 units at the greenfield site at Woodlands Site (H55) which directly adjoins the Hartridge High School site. Further detail of the overall area can be found in Supplementary Planning Guidance.	
MAC 2.9	SP11 Eastern Expansion Area	Page 26 Paragraph 2.38	2.38 This area enjoys good access to the City Centre via the Southern Distributor Road and Usk Way, which facilitates good public transport opportunities. Development of this area is seen to have much more potential benefit to the City Centre than development to the north, which could lead to loss of trade to Cwmbran, or to the west, where trade could be drawn to Cardiff. ~~The area also includes a proposed station, including park-and-ride, at Llanwern, which is included in the regional transport strategy. A north-south link across the railway will provide access to the station, a second main access for the Llanwern Village development, and assist the provision of good bus services to residential areas, north and south.~~ It is expected that a third party will construct a railway station (including a park-and-ride service) at Llanwern in order to make the area more accessible. A north-south link across the railway will provide an access to the station and a second main access to the Llanwern Village development. It will also encourage the provision of good bus services to local residential areas. The improvement and opening up to the public traffic of Queensway will improve access to the motorway to the east for all of South East Newport and beyond.	Need to make it clear that railway infrastructure can only be constructed by a third party.
MAC 2.10	SP12 Community Facilities	Page 27 Paragraph 2.41	2.41 Proposals for new facilities should be situated in sustainable locations, particularly those that attract a high number of visitors, such as community centres, leisure centres and theatres~~, etc~~. Such facilities need to be accessible by a choice of transport modes and should be situated within or adjacent to the defined urban and village settlements or the community that the facility is serving~~., close to the population it is to serve.~~ The re-use of existing buildings is preferable to new build particularly in the village areas. Applications will also be considered	To provide clarity to where the policy will be applied.

			against other relevant Policies of the Plan, including the GP Policies.	
MAC 2.11	SP13 Planning Obligations	Page 28 Policy and Supporting Text	**SP13 Planning Obligations** ~~**DEVELOPMENT WILL BE REQUIRED TO HELP DELIVER MORE SUSTAINABLE COMMUNITIES BY MAKING CONTRIBUTIONS TO LOCAL AND REGIONAL INFRASTRUCTURE IN PROPORTION TO ITS SCALE AND THE SUSTAINABILITY OF ITS LOCATION THROUGH THE COMMUNITY INFRASTRUCTURE LEVY (ONCE IN PLACE) AND SECTION 106 AGREEMENTS.**~~ ~~2.44 Development places demands on existing infrastructure, and it may also require new infrastructure to be provided. Development should therefore contribute to costs. Contributions will be secured through a variety of means, including Section 106 legal agreements, and the Community Infrastructure Levy (CIL) . If development sites are proven to be unviable the Council will need to decide what the priorities are on a site by site basis. The appropriate level of contributions will be set out in the Planning Obligations Supplementary Planning Guidance and in the Community Infrastructure Levy Charging Schedule, which will reflect the contents of the Infrastructure Plan , the LDP and the Financial Viability Study. Some elements of infrastructure may be jointly provided from contributions from more than one local Authority area where the infrastructure is of more than local significance.~~ ~~2.45 There may be many stakeholders with an interest in the Community Infrastructure Levy, for example as landowners, developers, applicants for planning permission, infrastructure providers, both physical and community, community groups and providers of statutory or other services. Discussions will need to focus on key elements of infrastructure that are needed either to facilitate development in the first place or to provide what is needed because of that development. In addition a 'meaningful' proportion of CIL may be given to local neighbourhood communities.~~ **DEVELOPMENT WILL BE REQUIRED TO HELP DELIVER MORE SUSTAINABLE**	To provide clarity and certainty as regards to where development proposals will be subject to S106 Obligations and where subject to CIL.

			COMMUNITIES BY PROVIDING, OR MAKING CONTRIBUTIONS TO, LOCAL AND REGIONAL INFRASTRUCTURE IN PROPORTION TO ITS SCALE AND THE SUSTAINABILITY OF ITS LOCATION. **THIS LIST IS NOT EXHAUSTIVE, BUT THE FOLLOWING ARE INFRASTRUCTURE PRIORITIES THAT DEVELOPMENTS WILL BE EXPECTED TO PROVIDE OR CONTRIBUTE TO IN ORDER TO MITIGATE ANY NEGATIVE CONSEQUENCES OF DEVELOPMENT:** • **EDUCATIONAL FACILITIES AND/OR THEIR UPGRADES;** • **AFFORDABLE HOUSING;** • **IMPROVEMENTS TO THE HIGHWAY NETWORK, INCLUDING WALKING AND CYCLING ROUTES AND PUBLIC TRANSPORT;** • **OUTDOOR RECREATION;** • **PROTECTION, ENHANCEMENT AND MANAGEMENT OF THE NATURAL, HISTORIC AND BUILT ENVIRONMENTS;** • **COMMUNITY FACILITIES AND/OR THEIR UPGRADES; AND** • **IMPROVEMENTS TO THE PUBLIC REALM."** Supporting text: 2.44 In order to mitigate the impact of development, S106 planning obligations will be sought to enhance the quality of the development, provide community benefits and infrastructure facilities. The Planning Obligations SPG will provide the framework and requirements for planning obligations for new developments. The Council will negotiate planning obligations on a site-by-site basis where these are necessary to make the development	

			acceptable in planning terms. Obligations will be directly related to the development and fairly and reasonably related in scale and kind to the development. As part of this process, the level of affordable housing provision will be set at a rate that reflects individual site viability, based upon 'open book' appraisals and potentially independent third party analysis. 2.45 The Community Infrastructure Levy (CIL) system came into force in April 2010 and will potentially have implications on the range and nature of contributions sought through S106 planning obligations during the Plan period. Any such considerations would be accommodated through the preparation of Supplementary Planning Guidance. S106 planning obligations will continue to ensure that 'site specific' mitigation is sought to make a development acceptable in planning terms. Additionally, a separate CIL Regulation 123 List would identify infrastructure that addresses the 'broader' impacts of development. It is anticipated that a Pre-Draft Charging Schedule and Infrastructure Delivery Plan will be published in early autumn 2014, followed by adoption prior to April 2015. 2.46 Following the adoption of CIL, there will be two limitations on the use of planning obligations: Firstly, there will be no circumstances where a developer will pay CIL and S106 for the same infrastructure in relation to the same development; Secondly, pooled contributions will only be sought from up to five separate S106 obligations for an item of infrastructure which is not intended to be funded by CIL.	
MAC 2.12	SP15 Integrated Transport	Page 29 Policy Text	SP15 INTEGRATED TRANSPORT INTEGRATED TRANSPORT WILL BE ~~IMPLEMENTED~~ PURSUED IN LINE WITH THE ~~SEWTA REGIONAL TRANSPORT PLAN, INCLUDING~~ NATIONAL AND	To reflect that the Council will be pursuing such integrated transport methods rather than implementing them and to reflect changes in the

			REGIONAL TRANSPORT STRATEGIES. SUCH TRANSPORT WILL COMPRISE: i) A CO-ORDINATED PEDESTRIAN NETWORK, INCLUDING SCHEMES SUCH AS "SAFE ROUTES IN COMMUNITIES"; ii) IMPLEMENTATION OF THE CYCLING STRATEGY; iii) INNOVATIVE FORMS OF PUBLIC TRANSPORT SUCH AS BUS PRIORITY, SAFEGUARDING AND ENHANCEMENT OF RAIL ROUTES AND IDENTIFICATION OF NEW STATIONS; iv) DESIGNATION OF TRANSPORT INTERCHANGES FOR PARK AND RIDE, PARK AND SHARE, AND ROAD TO RAIL FREIGHT CENTRES; v) A CENTRAL AREA PARKING STRATEGY ~~CO-ORDINATED WITH AND IN CO-OPERATION WITH LOCAL AUTHORITIES IN THE SEWTA REGION~~; vi) FACILITIES FOR PUBLIC TRANSPORT, WALKING AND CYCLING IN MAJOR NEW DEVELOPMENT; vii) INTERCHANGE BETWEEN BUS, BICYCLE AND CAR TO ENABLE SUSTAINABLE USE OF THE COUNTRYSIDE. SIGNIFICANT DEVELOPMENT PROPOSALS SHALL BE ACCOMPANIED BY TRAVEL PLANS.	status of the SEWTA Regional Transport Plan.
MAC 2.13	SP15 Integrated Transport	Page 30 Supporting Text Paragraph 2.50	2.50 Newport occupies a strategic location in the region and integration of transport needs to be considered not just in local terms but also in the wider context. ~~The South East Wales Transport Alliance (SEWTA) provides an important means of achieving this. SEWTA is an alliance of 10 local authorities in South East Wales, which prepares and co-ordinates regional transport Policies, plans and programmes on behalf of its constituent councils. One of its main objectives is to co-ordinate the delivery of an integrated transport strategy for South East Wales, including the identification of~~	To reflect the changes in the regional working group.

			~~transport proposals and a five year programme set out in the Regional Transport Plan. Transport proposals must seek to assist with the aspirations of the Regional Transport Plan.~~	
MAC 2.14	SP16 Major Road Schemes	Page 30 Policy Text	**SP16 Major Road Schemes** LAND WILL BE SAFEGUARDED FOR THE FOLLOWING STRATEGIC HIGHWAY SCHEMES: i) M4 MOTORWAY JUNCTION 28 TREDEGAR PARK INTERCHANGE IMPROVEMENT; ~~ii) EASTERN EXTENSION OF THE SOUTHERN DISTRIBUTOR ROAD ALONG QUEENSWAY THROUGH THE GLAN LLYN REGENERATION AND LLANWERN STEELWORKS SITES;~~ ii) ~~iii)~~WESTERN EXTENSION OF THE SOUTHERN DISTRIBUTOR ROAD AS THE DUFFRYN LINK ROAD BETWEEN MAESGLAS AND COEDKERNEW; ~~iii) v)OLD GREEN JUNCTION REMODELLING;~~ (iii) NORTH-SOUTH LINK – LLANWERN.	To update policy with road schemes that are scheduled to be delivered within the plan period.
MAC 2.15	SP16 Major Road Schemes	Page 31 Supporting Text Paragraph 2.52	Paragraph 2.52 will be reworded to state: 2.57 ~~2.52~~**Junction 28 (Tredegar Park)** ~~is where traffic from the Rogerstone and Bassaleg areas, and from all the western valleys of Gwent, join or cross the M4. The junction experiences congestion and improvements are proposed for this strategic junction in the network.~~ Much of the traffic originating in Rogerstone, Bassaleg and the western valleys of Gwent joins or crosses the M4 at Junction 28 (Tredegar Park). By the end of 2016, the Welsh Government will have completed a programme of improvements designed to ease congestion at this strategic junction. Policy GP5 provides guidance on the obligations on developers of schemes in the Gwent Levels.	To provide clarity in relation to Junction 28 (Tredegar Park).

MAC 2.16	SP16 Major Road Schemes	Page 31 Supporting Text Paragraph 2.56	Paragraph 2.56 will be reworded to state: 2.61 ~~2.56~~ The Duffryn Link proposed route corridor lies within the Gwent Levels – St Brides SSSI. The SSSI is notified for its range of aquatic plants and invertebrates associated with the reens and ditches of the drainage system, under the Wildlife and Countryside Act 1981 (as amended). The Duffryn Link is likely to result in crossing the Percoed Reen. The Reen is a known commuting otter habitat connecting to the River Usk SAC (otters are one of the qualifying features of this European site). Otters are also European Protected Species under the Conservation of Habitats and Species Regulations 2010 (as amended) Percoed Reen also supports the special interest of the Gwent Levels – St Brides SSSI. Any works affecting ~~a Reen~~ the Percoed Reen must be completed in a sensitive manner for otters, to maintain the Favourable Conservation Status of this species, and to conserve and enhance the special interests of the Gwent Levels – St Brides SSSI. The Reen must be maintained in situ (this watercourse must not be culverted) with a minimum of 5m of bank side habitat retained on either side. Works affecting a watercourse within the Internal Drainage Board area will need to adhere to their standard buffer requirements, see para 2.16 ~~5~~ for more details. Developers will be required to complete an otter survey to determine levels of otter activity in the affected area, which should be used to inform the design of the road and any mitigation that is required. Relevant licences under Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) may be required from NRW. A sensitive working programme must be compiled to minimise disturbance to this species ~~(this may include obtaining relevant licenses from NRW)~~. Furthermore, should the Percoed Reen need to be crossed, the crossing will need to be designed to ensure continued otter movement up and downstream (even in flood conditions). 2.62 ~~2.56~~ In accordance with Policy GP5 the developer will be expected to provide sufficient information to enable a Habitat Regulation	To ensure that both the European and National designations of ecological conservation importance are covered in the supporting text.

			Assessment of these works to be carried out as part of the planning process. In accordance with Policy GP5 the developer will be expected to demonstrate how the special interest of the Gwent Levels – St Brides SSSI will be safeguarded, with respect to the Wildlife and Countryside Act 1981 (as amended).	
MAC 2.17	SP17 & SP18	Policies and Supporting Text	Merge SP17 and SP18, and the supporting text, to create single strategic level employment land policy. **See Appendix 1 for Policy SP17**	To provide on how the Council will meet its Employment Land Requirement.
MAC 2.18	SP21 Waste Management	Page 36 Policy and Supporting Text	**SP21 Waste Management** **THE SUSTAINABLE MANAGEMENT OF WASTE ARISINGS IN NEWPORT WILL BE FACILITATED BY PROMOTING AND SUPPORTING ADDITIONAL TREATMENT FACILITIES, ~~MEASURES AND STRATEGIES~~ THAT ~~REPRESENT THE BEST PRACTICABLE ENVIRONMENTAL OPTION,~~ HAVE~~ING~~ REGARD TO THE WASTE HIERARCHY, ~~AND~~ THE PROXIMITY PRINCIPLE AND CONTRIBUTE TO AN INTEGRATED NETWORK OF FACILITIES.** 2.78 Planning Authorities are required by European Directives and National Guidance to ensure that waste is recovered or disposed of without harming the environment, whilst also meeting stringent waste related targets. The choice of waste management options for a particular waste stream will be guided by the policy principles established in TAN 21 (2014), with particular reference to: The Waste Hierarchy; An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency; and Protection of Human Health and the Environment. ~~"Best Practicable Environmental Option" (BPEO) taking into account the environmental and economic costs and benefits of different options. The Welsh Government also supports the "proximity principle" requiring that waste should be disposed of, or otherwise managed close to the point at which it is generated, and the principle of "regional self-sufficiency", each region aiming to provide, as far as possible, sufficient capacity for managing the waste which arises within it.~~	To accord with national guidance.

MAC 2.19	SP22 Minerals	Page 36 Policy Text	**THE PLAN WILL FULFIL ITS CONTRIBUTION TO THE REGIONAL DEMAND BY:** **i) SAFEGUARDING ~~LOCALISED POTENTIAL~~ HARDROCK AND SAND & GRAVEL RESOURCE BLOCKS;**	The amendment to the policy does not amend the meaning of the criterion. The resource blocks by definition are local and potential.
MAC 2.20	SP22 Minerals	Page 37 Supporting Text Paragraphs 2.80 and 2.81	2.80 Land use planning policy guidance for mineral extraction and related development is set out in Minerals Planning Policy Wales (2001) and supplemented by Mineral Technical Advice Note 1: Aggregate (2004) and Technical Advice Note 2: Coal (2009). Mineral planning is considered at the regional scale, the overall consideration of supply and demand for the South Wales region is carried out by the South Wales Regional Aggregates Working Party (SWRAWP). The role of the SWRAWP is to examine issues of aggregate provision and to produce a Regional Technical Statement (RTS) which sets out the strategy for the provision of aggregates in South Wales. 2.81 There is no current landbank in Newport and resources are limited. National Planning Policy requires local authorities to maintain a landbank to ~~meet demand where there is an insufficient landbank of permitted reserves to meet the identified demand~~ ensure levels of supply are sufficient to meet anticipated need. The RTS First Review (2014) does not require Newport to make specific provision for the supply of primary land-won aggregate, based on the limited availability of resources within the area and a lack of evidence of demand from past sales of land-won aggregate over the past 10 years. Applications for mineral workings will be considered on a case by case basis, recognising that circumstances can change in the future. The RTS First Review requires Newport to safeguard of potential resources, continue the use of marine, secondary and recycled aggregates and protect wharves and rail for the sustainable transportation of aggregate.	Updated to reflect the reviewed status of the Regional Technical Statement.

Chapter 3 – General Policies

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 3.1	GP6	Page 47 Policy text (criterion iii)	**GP6 General Development Principles – Quality of Design** **GOOD QUALITY DESIGN WILL BE SOUGHT IN ALL FORMS OF DEVELOPMENT. THE AIM IS TO CREATE A SAFE, ACCESSIBLE, ATTRACTIVE AND CONVENIENT ENVIRONMENT. IN CONSIDERING DEVELOPMENT PROPOSALS THE FOLLOWING FUNDAMENTAL DESIGN PRINCIPLES SHOULD BE ADDRESSED:** **i) CONTEXT OF THE SITE: ALL DEVELOPMENT SHOULD BE SENSITIVE TO THE UNIQUE QUALITIES OF THE SITE AND RESPOND POSITIVELY TO THE CHARACTER OF THE AREA;** **ii) ACCESS, PERMEABILITY AND LAYOUT: ALL DEVELOPMENT SHOULD MAINTAIN A HIGH LEVEL OF PEDESTRIAN ACCESS, CONNECTIVITY AND LAID OUT SO AS TO MINIMISE NOISE POLLUTION;** **iii) PRESERVATION AND ENHANCEMENT: WHERE POSSIBLE DEVELOPMENT SHOULD REFLECT THE CHARACTER OF THE LOCALITY BUT AVOID THE INAPPRIOPRIATE REPLICATION OF NEIGHBOURING ARCHITECTURAL STYLES. THE DESIGNER IS ENCOURAGED TO DISPLAY CREATIVITY AND INNOVATION IN DESIGN;** **iv) SCALE AND FORM OF DEVELOPMENT: NEW**	Provide clarification in accordance with inspector's request.

			DEVELOPMENT SHOULD APPROPRIATELY REFLECT THE SCALE OF ADJACENT TOWNSCAPE. CARE SHOULD BE TAKEN TO AVOID OVER-SCALED DEVELOPMENT; **v) MATERIALS AND DETAILING: HIGH QUALITY, DURABLE AND PREFERABLY RENEWABLE MATERIALS SHOULD BE USED TO COMPLEMENT THE SITE CONTEXT. DETAILING SHOULD BE INCORPORATED AS AN INTEGRAL PART OF THE DESIGN AT AN EARLY STAGE;** **vi) SUSTAINABILITY: NEW DEVELOPMENT SHOULD BE INHERENTLY ROBUST, ENERGY AND WATER EFFICIENT, FLOOD RESILIENT AND ADAPTABLE, THEREBY FACILITATING THE FLEXIBLE RE-USE OF THE BUILDING. WHERE EXISTING BUILDINGS ARE PRESENT, IMAGINATIVE AND SENSITIVE SOLUTIONS SHOULD BE SOUGHT TO ACHIEVE THE RE-USE OF THE BUILDINGS.**	

Chapter 4 – Environment

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 4.1	CE1 Development in the Green Belt and Green Wedges	Page 50 Policy and supporting text	CE1 to be replaced by a policy titled "Development in the Countryside". Superseded policy reads: ~~**CE1 Development in the Green Belt and Green Wedges**~~ ~~**IN ORDER TO PROTECT THE OPEN CHARACTER OF THE GREEN BELT AND GREEN WEDGES, DEVELOPMENT, INCLUDING CHANGE OF USE OF EXISTING BUILDINGS, WILL ONLY BE PERMITTED FOR:**~~ ~~**i) AGRICULTURAL OR FORESTRY USES;**~~ ~~**ii) ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION;**~~ ~~**iii) LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF EXISTING DWELLINGS WITHIN THEIR EXISTING CURTILAGE;**~~ ~~**iv) OTHER USES OF LAND WHICH MAINTAIN THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSE OF INCLUDING LAND WITHIN IT;**~~ ~~**v) BUILDING REUSES THAT ARE IN KEEPING WITH THE SURROUNDINGS;**~~ ~~**vi) MINERAL WORKING PROVIDED THAT HIGH ENVIRONMENTAL STANDARDS ARE MAINTAINED AND THE SITE IS WELL RESTORED.**~~ ~~**PROPOSALS SHOULD NOT PREJUDICE THE PURPOSES OF THE GREEN BELT/GREEN WEDGE BY REASON OF THEIR SCALE, SITING, MATERIALS OR DESIGN. VISUAL AMENITIES OF THE GREEN BELT/GREEN WEDGE SHOULD NOT BE HARMED BY PROPOSALS FOR DEVELOPMENT WITHIN OR CONSPICUOUS FROM THEM.**~~	Need for new criteria-based policy and explanatory text concerning development in the countryside.

~~4.1 The most important attribute of the Green Belt/Green Wedges is their openness, and development within them will be strictly controlled. Substantial new building with a significant landscape impact will not normally be appropriate. Development of an urban nature will not therefore be appropriate or any other form of development that would erode the essential openness of the land. Re-use of existing buildings may be appropriate providing the original building is substantial, permanent, capable of conversion without major reconstruction and that the conversion would be in keeping with the surroundings. Any proposals should respect the environmental Policies of this Plan, and an increase in size of a dwelling of more than 30% of the volume of the original size of the dwelling, or as existed in 1948, will not be approved. The new use should not result in a greater impact on the openness of the Green Belt. Where development is permitted, high quality of design will be required, bearing in mind visibility, especially from the urban area and major routes.~~

New policy and supporting text reads:

CE1: DEVELOPMENT IN THE COUNTRYSIDE
DEVELOPMENT IN THE COUNTRYSIDE WILL BE STRICTLY CONTROLLED, BUT IT MAY BE ACCEPTABLE IF IT IS NECESSARY FOR:

1) A RURAL ENTERPRISE OR FARM-DIVERSIFICATION PROJECT;
2) THE WINNING AND WORKING OF MINERALS;
3) LAND RECLAMATION;
4) TRANSPORTATION AND/OR UTILITIES INFRASTRUCTURE;
5) THE SUITABLE CONVERSION OR LIMITED EXTENSION OF EXISTING STRUCTURALLY SOUND RURAL BUILDINGS WHERE THE DEVELOPMENT IS MODEST IN SCALE AND CLEARLY SUBORDINATE TO THE ORIGINAL STRUCTURE;
6) THE DIRECT REPLACEMENT OF AN EXISTING DWELLING;
7) OUTDOOR RECREATIONAL AND SPORTING ACTIVITIES.

DEVELOPMENT IN THE COUNTRYSIDE THAT IS ACCEPTABLE IN PRINCIPLE SHOULD, WHERE POSSIBLE, UTILISE EXISTING BUILDINGS AND PREVIOUSLY DEVELOPED LAND AND/OR HAVE AN APPROPRIATE SCALE, FORM AND DETAIL FOR ITS CONTEXT.

The countryside, for the purposes of the LDP is defined as land lying outside of the defined settlement boundaries. The Council recognises the importance of protecting the countryside due to its value for landscape, natural resources, agriculture, ecology, geology, physiography, history, archaeology and outdoor recreation. Therefore development within the countryside will be strictly controlled.

MAC 4.2	CE5 Historic Landscapes, Parks, Gardens and Battlefields	Page 54 Policy and Supporting Text	Policy and supporting text to be amended to read: **CE5** **SITES INCLUDED IN THE REGISTER OF LANDSCAPES, PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST AND IDENTIFIED HISTORIC BATTLEFIELDS SHOULD BE PROTECTED, CONSERVED, ENHANCED AND WHERE APPROPRIATE RESTORED. ATTENTION WILL ALSO BE GIVEN TO THEIR SETTING.** Paragraph 4.23 is to be amended to read: ~~The Welsh Government has proposed that Cadw should compile and maintain a non-statutory register of Historic Battlefields in Wales in order to protect our most significant sites for the future. Their protection as cultural and heritage assets is supported, and their contribution to tourism, recreation and education recognised.~~ Historic Battlefields are a significant part of the historic landscape and their protection as cultural and heritage asset is supported. Their contribution to tourism, recreation and education is recognised and welcomed. Cadw should be contacted for information on the location and process of identification. There will be a presumption in favour of the conservation and enhancement of the site.	To ensure policy wording is compliant with the recent situation concerning Historic Battlefield identification.

MAC 4.3	CE6 Locally Listed Buildings and Sites	Page 55 Supporting Text Paragraph 4.25	Paragraph 4.25 to be amended to read: ~~Development which is proposed to have an impact upon such a recognised site will require its status to be an added dimension in the overall consideration of a planning application, with emphasis given to the need for justification for the loss or unsatisfactory alteration of such buildings, and to intervention in development proposals to secure their conservation and enhancement.~~ The locally listed status of a building or site would be a consideration at the planning application stage. Justification will be required for the loss or unsatisfactory alteration of such buildings or sites, and intervention will be sought to secure their conservation and enhancement.	To ensure supporting text is clear.

MAC 4.4	CE8 Conservation Areas	Page 57 Policy Text	Policy CE8 to be amended to read: **DEVELOPMENT WITHIN OR ADJACENT TO CONSERVATION AREAS WILL BE REQUIRED TO:** **i) BE DESIGNED TO PRESERVE OR ENHANCE THE ~~ARCHAEOLOGICAL OR HISTORIC~~ CHARACTER OR APPEARANCE OF THE CONSERVATION AREA, HAVING REGARD TO THE CONSERVATION AREA APRAISAL WHERE APPROPRIATE.** **ii) AVOID THE REMOVAL OF EXISTING HISTORIC FEATURES, INCLUDING TRADITIONAL SHOPFRONTS AND JOINERY.** **iii) USE MATERIALS WHICH ARE TRADITIONAL, OR APPROPRIATE TO THEIR CONTEXT.** **iv) COMPLEMENT OR REFLECT THE ARCHITECTURAL QUALITIES OF NEARBY BUILDINGS WHICH MAE A POSITIVE CONTRIBUTION TO THE CHARACTER OF THE AREA.** **v) PAY SPECIAL ATTENTION TO THE SETTINGS OF BUILDINGS, AND AVOID THE LOSS OF ANY EXISITNG DOMESTIC GARDENS AND OPEN SPACES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREA.** vi) **AVOID ADVERSE IMPACT ON ANY SIGNIFICANT VIEWS, WITHIN, TOWARDS AND OUTWARDS FROM THE CONSERVATION AREA.**	To clarify the objective of the policy to the overarching character of the area that is wider than its historic or archaeological value.
MAC 4.5	CE11 Renewable Energy	Page 62 Policy CE11 and supporting text 4.50 – 4.57	**CE11 Renewable Energy** **RENEWABLE ENERGY SCHEMES WILL BE CONSIDERED FAVOURABLY, SUBJECT TO THERE BEING NO OVER-RIDING ENVIRONMENTAL AND AMENITY CONSIDERATIONS. ~~AND THE SPECIAL QUALITIES OF THE GWENT LEVELS ARE NOT COMPROMISED~~. SMALL SCALE MICROGENERATION WILL BE ENCOURAGED WITHIN THE SETTLEMENT BOUNDARY. LARGE SCALE PROPOSALS MAY BE MORE APPROPRIATELY LOCATED OUTSIDE OF THE DEFINED SETTLEMENT BOUNDARY IF NO APPROPRIATE BROWNFIELD SITES EXIST. ~~PREFERENCE WILL BE GIVEN TO RENEWABLE ENERGY SCHEMES PROPOSED WITHIN THE DEFINED SETTLEMENT BOUNDARY AND IN~~**	To add clarity to the appropriate locations for renewable energy.

			~~**CLOSE PROXIMITY TO THE REQUIRED INFRASTRUCTURE.**~~ **THE CUMULATIVE IMPACTS OF ~~OTHER~~ RENEWABLE ENERGY SCHEMES WILL BE AN IMPORTANT CONSIDERATION.** 4.50 ~~The development of renewable sources of energy can make a valuable contribution to tackling the rate of climate change and enable us to live in a more sustainable manner.~~ TAN 8: Planning for Renewable Energy (2005) sets out the Welsh Government's commitment to facilitating the development of renewable energy sources. Detailed guidance on different types of renewable energy technologies including design and locational considerations are set out in TAN 8: Planning for Renewable Energy, and developers should have regard to these when proposing renewable energy schemes. The Council has undertaken a Renewable Energy Assessment. This sets out the potential for renewable energy resources and technologies within Newport. It should be considered when assessing renewable energy proposals, and the potential contribution renewable energy can make within development. 4.51 Particular care should be taken in assessing proposals for renewable energy projects in sensitive, designated areas, such as areas of high landscape quality, and areas of nature conservation, or archaeological or historical importance. The Gwent Levels are recognised as an internationally important resource in terms of landscape and heritage and nationally important for ecology. Proposals which affect the special qualities of the Gwent Levels, or any other protected site, will be resisted unless it can be demonstrated that there will be no significant adverse effects. 4.52 In Newport, although a variety of renewable energy projects may be proposed, the most common installations of larger scale proposals seeking planning permission in recent years have been solar or wind power developments, through the provision of solar panel farms or the erection of wind turbines. 4.53 Wind turbines can fulfil an important role in the creation of energy, but	

				they can also have a visual, noise and ecology impact over a wide area that can be unacceptably damaging to the environment and amenity. A technical capacity study for wind turbines within Newport has been undertaken, the conclusions and recommendations of which will be taken into consideration in the determination of wind turbine applications. 4.54 With regards to solar energy, key considerations in their assessment will include the ecological, landscape and visual impact of a scheme. The potential for reflective 'glint and glare' will need to be explored as well as potential ecological and visual impacts from installation techniques such as cable trenches and the removal of hedgerows. Similarly the impact of associated infrastructure and security measures will need to be considered. 4.55 Brownfield sites within the settlement boundary will be favourably considered and where possible, should be considered before greenfield options. The use of brownfield sites is a more sustainable option in terms of land take up and usually benefits from being surrounded by potential energy users or closer grid connections, reducing the requirements and impact of associated infrastructure. Development of larger scale renewable energy schemes may be acceptable on greenfield sites where it can be demonstrated that there will be no significant adverse impacts on the environment and local communities. ~~The use of existing buildings, for example the fitting of solar panels, will be encouraged subject to it satisfying the Policies of the Plan. The installation of solar panels (up to 50MW) on non-domestic buildings are permitted development under Part 43 (installation of non-domestic micro generation equipment) of Schedule 2 of the General Permitted Development Order.~~ 4.56 The positive contribution renewable energy schemes can make to sustainability and climate change must be balanced with the need to protect the environment and amenity. The cumulative impact of proposals, in both greenfield and brownfield locations, will therefore be	

			a careful consideration in the acceptability of a scheme. Developers will need to consider the number of other similar developments in the locality and the impact they would have collectively. 4.57 Smaller scale micro-generation which involves the production of heat or power on a very small scale ordinarily for use where it is made, is most appropriately located within existing settlement boundaries, however exceptions may be appropriate in certain circumstances. Installations on or within curtilages of buildings should be of a scale and design appropriate to their surroundings and in accordance with GP Polices of this Plan. Particular regard should be had to design within Conservation Areas, on Listed Buildings and within the Gwent Levels Special Landscape Area[1]. Renewable energy schemes should be considered as an integral part of new build development schemes. Design of renewable energy installations should be referred to in the relevant Design and Access Statement. 4.58 A range of micro-generation technology is permitted development under Part 40 (installation of domestic micro-generation equipment) and Part 43 (installation of non domestic micro generation equipment) of the General Permitted Development Order, and should be referred to for further guidance. ~~Renewable energy schemes will be encouraged especially within settlement boundaries~~.	

[1] Further guidance on this can be found in the Cadw Publication (2010) on 'Renewable energy and your historic building'.
http://cadw.wales.gov.uk/docs/cadw/publications/Micro_gen_booklet_EN.pdf

Chapter 5 – Housing

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 5.1	H1 Housing Sites	Page 64 H1 Table	Changes to Policy H1 Housing Supply are set out in Appendix 2 below. This include the deletion of: H28 – Church Street H35 – East of Usk Road H50 – Herbert Road/Enterprise House Additional new H1 sites have been added at: H61 – Postal Exchange H62 – Queens Hill School H63 – Telford Depot H64 – Uskside Paint Mills	Refinement and update of housing supply figures and how the Council will meet the Housing Requirement figure.
MAC 5.2	H3 Housing Mix and Density	Page 70 Policy Text	**H3 Housing Mix and Density** **RESIDENTIAL DEVELOPMENT OF 10 DWELLINGS OR MORE SHOULD BE DESIGNED TO PROVIDE A MIX OF HOUSING ~~TYPES AND DENSITIES~~ TO MEET A RANGE OF NEEDS AND SHOULD BE BUILT AT A DENSITY OF AT LEAST 30 DWELLINGS PER HECTARE. A LOWER DENSITY WILL ONLY BE ACCEPTABLE WHERE IT IS DEMONSTRATED:** **i) PHYSICAL OR INFRASTRUCTURE CONSTRAINTS PREVENT THE MINIMUM DENSITY FROM BEING REACHED, OR;** **ii) THE MINIMUM DENSITY WOULD HAVE AN UNACCEPTABLE IMPACT ON DESIGN/CHARACTER OF THE SURROUNDING AREA, OR;** **iii) THERE IS A PARTICULAR LACK OF CHOICE OF HOUSING TYPES WITHIN A LOCAL COMMUNITY.** A minimum density of 30 dwellings per hectare will ensure development land is used efficiently which will help to create sustainable communities. A lower density will only be acceptable in	The policy has been updated to reflect the minimum density set out in the monitoring section of the Plan. The policy has also been worded to allow some level of flexibility where appropriate.

			accordance with the criteria listed above. Lower densities might be acceptable where it can be demonstrated there is a lack of choice of housing types within a local community. In particular, some communities within Newport are dominated by high density housing and a lower form of density would provide greater choice. In demonstrating criterion iii) consideration should also be given to Policy GP2 and how the proposed development will impact on the character or appearance of the surrounding area. While it may not be appropriate for small sites (of less than 10 dwellings) to provide a range of housing types and densities, the normal pattern should be for a mix of units to be provided. In this way the range and choice of housing opportunities available to people should be made as comprehensive as possible.	
MAC 5.3	H4 Affordable Housing	Page 70 Policy and Supporting Text	Policy H4 will be updated to read: **H4 Affordable Housing** ~~**RESIDENTIAL DEVELOPMENTS OF 0.33 HECTARES OR 10 OF MORE DWELLINGS, WHATEVER THE SIZE OF THE SITE, WITHIN IN THE SETTLEMENT BOUNDARY, OR 0.2 HECTARES OR 3 OR MORE DWELLINGS, WHATEVER THE SIZE OF THE SITE, WITHIN THE DEFINED VILLAGE BOUNDARIES WILL BE REQUIRED TO INCLUDE 30% AFFORDABLE HOUSING DWELLINGS, PROVISION WILL BE SET TO REFLECT SITE VIABILITY.**~~ **ONSITE PROVISION FOR AFFORDABLE HOUSING WILL BE REQUIRED ON ALL NEW HOUSING SITES OF 10 OR MORE DWELLINGS WITHIN THE SETTLEMENT BOUNDARY, OR 3 OR MORE DWELLINGS WITHIN THE DEFINED VILLLAGE BOUNDARIES.** **THE AUTHORITY WILL SEEK THE PROVISION OF AFFORDABLE HOUSING IN ACCORDANCE WITH THE RELEVANT SUB MARKET AREA TARGET NOTED BELOW;** **40% CAERLEON AND RURAL NEWPORT** **30% ROGERSTONE AND WEST NEWPORT** **20% EAST NEWPORT** **10% MALPAS AND BETTWS** **(THE SUBMARKET AREAS ARE DEFINED ON THE AFFORDABLE HOUSING SUBMARKET AREA PLAN**	The Policy has been reworded to reflect the revised approach to the provision of affordable housing. It introduces a split target approach and the use of commuted sums below the threshold.

			OVERLEAF*) **SPECIFIC SITE TARGETS MAY VARY SUBJECT TO VIABILITY AND NEGOTIATION.** **FOR NEW HOUSING SITES OF LESS THAN 10 DWELLINGS, THE COUNCIL WILL SEEK A COMMUTED SUM CONTRIBUTION. THE AFFORDABLE HOUSING SPG CLARIFIES THE METHODOLOGY FOR CALCULATING THE COMMUTED SUM PAYMENTS.** ***The Plan is available to view in Appendix 3** 5.14 The Local Housing Market Assessment indicates an on-going requirement for affordable housing totalling 86% of the overall housing requirement for the LDP ~~in excess of 30%~~. Many people are not able either to access and/or to afford open market housing. Therefore in accordance with Planning Policy Wales and Technical Advice Note 2: Planning And Affordable Housing (2006), new development will be required to include affordable housing. Further information will be provided in Affordable Housing Supplementary Planning Guidance. The viability of development is undertaken on a site-by-site basis. As such, the percentage of affordable housing provision is set at a rate that reflects individual site viability. ~~It is recognised that 30% is a realistic figure of what schemes are likely to be able to sustain, and the guidance clarifies the factors that will be taken into account in negotiating the appropriate percentage for each scheme, necessary safeguards, and how the requirement should be delivered~~. Where a developer can demonstrate to the satisfaction of the Authority that the expected percentage is not deliverable, they may negotiate with the LPA to ensure delivery of a reasonable number of affordable homes, which contributes to meeting the need of the area. It is recognised that due to the various values associated with sub market areas of Newport a split target approach has been set. ~~30%~~ The sub market targets are a realistic figure of what schemes are likely to be able to sustain. The high level of affordable housing need in Newport means that the Council requires those sites meeting the policy threshold to provide onsite affordable housing provision. If the site does not meet the threshold then a commuted sum is required. The SPG clarifies the factors that will be taken into account in negotiating the appropriate percentage or each scheme, necessary safeguards, and how the requirement	

			should be delivered.	
MAC 5.4	H5Affordable Housing Exceptions	Page 71 Supporting text Paragraph 5.15	5.15 Planning Policy Wales allows for the release of sites for affordable housing~~, including Gypsy and Traveller accommodation,~~ as an exception to normal housing Policies. A local needs survey will be ~~to be~~ required to show that there is a genuine local need for this type of accommodation. ~~The need for Gypsy and Traveller accommodation is defined by the Council. Gypsy and Traveller families will need to demonstrate a genuine local connection and genuine need to locate in the area. GP Policies will also apply. Alternatives should be explored before Green Belt and Green Wedge locations are considered.~~ GP policies will apply to all proposals, and sites in the Green Belt or Green Wedges should not be considered until all other possibilities have been explored.	Need to delete references to G&T accommodation from explanatory text to H5 (paragraph 5.15).
MAC 5.5	H7 Annexes to Residential Dwellings	Page 71 Policy text and supporting text Paragraphs 5.17 and 5.18	**H7 Annexes to Residential Dwellings** ~~**ANNEXES TO RESIDENTIAL DWELLINGS THAT ARE CAPABLE OF OCCUPATION AS SELF-CONTAINED ACCOMMODATION WILL BE CONSIDERED AS IF THEY WERE NEW DWELLINGS.**~~ ~~5.17 Where proposals come forward for the provision of additional accommodation within the curtilage of a dwelling, for example by way of 'granny annexes' or accommodation for other family members, perhaps related to a business, these will be treated as separate dwellings where they are capable of self-contained use, either initially or with subsequent adaptation. While justification may be advanced for the use initially, the building will normally remain long after this use is no longer required. In the interests of the environment, it is important therefore, that any building or use permitted should be appropriate to the site. Other relevant Policies of this Plan, such as that on Sub-division of Curtilages, Infill and Backland Development, should therefore be considered.~~ ~~5.18 Where the annex would need to remain as part of the original dwelling unit as it was not capable of independent occupation, then it will be considered in that light, rather than as a new dwelling.~~ **PROPOSALS FOR THE PROVISION OF SELF-CONTAINED ANNEXE ACCOMMODATION WILL BE PERMITTED PROVIDED THAT:** **i) THE PROPOSED ANNEXE IS OF LIMITED SIZE AND PROVIDES ONLY ESSENTIAL**	Need to recast policy H7 and supporting text in order to form a criteria-based approach.

			ACCOMMODATION THAT IS COMMENSURATE WITH THE NEEDS OF THE USER AND SUPPLEMENTARY TO THE FACILITIES AND ACCOMMODATION AVAILABLE IN THE ASSOCIATED DWELLINGHOUSE. **ii) THE ANNEXE IS SITED AS CLOSE AS POSSIBLE TO THE ASSOCIATED DWELLINGHOUSE.** **iii) IT HAS BEEN DEMONSTRATED THAT THERE IS A FUNCTIONAL LINK WITH THE ASSOCIATED DWELLINGHOUSE IN RESPECT OF THE RELATIONSHIP WITH THE OCCUPIERS OF THE ASSOCIATED DWELLINGHOUSE AND THE SERVICES/FACILITIES AVAILABLE FOR THE USER OF THE ANNEXE.** **iv) THE ANNEXE IS LOCATED WITHIN THE EXISTING CURTILAGE OF THE ASSOCIATED DWELLINGHOUSE AND NO SEPARATE CURTILAGE, VEHICULAR ACCESS OR SEGREGATED PARKING AREA SHALL BE CREATED.** 5.17 For the purposes of this policy, an annexe is defined as accommodation that is ancillary to a main dwellinghouse. This means that even a self-contained annexe must *support* a house in some way, not function independently of one. It follows, therefore, that a house and its annexe must occupy a single planning unit and share a vehicular access, a parking area and a garden. The Council will control the layout of any proposal in order to prevent the separation of an annexe from a main dwellinghouse. Any scheme that fails to demonstrate a reasonable degree of dependency between an annexe and a main dwellinghouse will be assessed as a proposal for a new dwelling.	
MAC 5.6	H12 Replacement Dwellings in the Countryside	Page 75 Supporting Text Paragraph 5.26	5.26 This Policy is designed to allow the updating of residential accommodation, particularly where this is now seen to be substandard, but only in the context of allowing a modest increase in its size, not to allow a much larger dwelling that would be on a different scale to the original. If such a proposal is made, it will be treated as if it were a new dwelling in the countryside. In either case, the requirements of any other relevant Policies of the Plan will of course also need to be met. While the 30% volume limit should be applied in principle, where it can be demonstrated that an increase above 30% will not have a detrimental impact upon the character and appearance of the surrounding area such development may be considered acceptable.	Text has been added to clarify the objective of the policy.

MAC 5.7	H13 Extension to Dwellings in the Countryside	Page 75 Supporting Text Paragraph 5.27	5.27 This Policy is designed to prevent the urbanisation of the countryside through progressive increases in the size of existing dwellings that could alter the character of the rural area. While the 30% volume limit should be applied in principle, where it can be demonstrated that an increase above 30% will not have a detrimental impact upon the character and appearance of the surrounding area such development may be considered acceptable.	Text has been added to clarify the objective of the policy.
MAC 5.8	H15 Gypsy and Traveller Transit Accommodation	Page 75 Policy and Supporting Text	**H15 Gypsy and Traveller Transit Accommodation** **LAND ~~SITES~~ ~~ARE~~ IS ALLOCATED FOR GYPSY AND TRAVELLER TRANSIT ACCOMMODATION AT THE FORMER RINGLAND ALLOTMENTS (1.22ha).** ~~**i) LAND AT CELTIC WAY, COEDKERNEW – 1.5ha; AND**~~ ~~**ii) CONTINGENCY SITE AT i) THE FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION (1.22ha).**~~ 5.30 Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date information such as the annual caravan count, informs the Council that 7 pitches are required at this location during the plan period. ~~5.31 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.~~	To reflect the deletion of the proposed Transit Site at Celtic Way.
MAC 5.9	H16 Gypsy and Traveller Residential Accommodation	Page 76 Policy and Supporting Text	**H16 Gypsy and Traveller Residential Accommodation** **LAND IS ~~SITES ARE~~ ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT HARTRIDGE FARM ROAD, RINGLAND – (8.64ha).** ~~**i) HARTRIDGE FARM ROAD, RINGLAND – (8.64ha); AND**~~ ~~**ii) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR**~~	To reflect the deletion of the proposed Transit Site at Celtic Way and the use of the Former Ringland Allotments as a Transit site.

			~~**RESIDENTIAL ACCOMMODATION – 1.22ha.**~~ 5.32 Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that have no alternative place to live (this assessment is carried out by Housing Services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the Local Authority. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date evidence provides the Council with information of who is in accommodation need. 5.33 Newport City Council has an immediate unmet need for permanent residential pitches in Newport. These families have already been identified by the Council. The immediate need will be accommodated at Hartridge Farm Road between 2013 and 2015. Additional on-site pitches will be provided in a phased approach throughout the Plan Period. Details of the proposed phasing approach at the Hartridge Farm Road site are provided in the Delivery and Implementation Background Paper[1] of the Plan. ~~5.34 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.~~	
MAC 5.10	H18 Dwellings in the Countryside	New Policy and Supporting Text	**H18 Dwellings in the Countryside** **H18: DWELLINGS IN THE COUNTRYSIDE** **BEYOND THE DEFINED SETTLEMENT BOUNDARIES, NEW DWELLINGS WILL ONLY BE PERMITTED WHEN IT IS ESSENTIAL FOR THEM TO BE ON THE SITE OF A RURAL ENTERPRISE. SUCH DWELLINGS SHOULD BE LOCATED WITHIN AN EXISTING GROUP OF BUILDINGS, AND ANY PLANNING PERMISSION WILL CONTAIN APPROPRIATE OCCUPANCY CONDITIONS. PROPOSALS SHOULD MEET ALL OF THE FOLLOWING CRITERIA:** **i) THE ENTERPRISE CAN ONLY FUNCTION PROPERLY IF A WORKER LIVES ON SITE ON A**	Need for new Housing policy and text articulating the Councils approach to new housing development in locations outside settlement boundaries.

[1] Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf

				FULL-TIME BASIS; **ii) THE ENTERPRISE IS ESTABLISHED AT A SCALE THAT PROVES THE FUNCTIONAL NEED;** **iii) THE ENTERPRISE HAS BEEN FINANCIALLY SOUND FOR AT LEAST THE LAST THREE CONSECUTIVE YEARS;** **iv) IN THE PREVIOUS TEN YEARS, NO DWELLING HAS BEEN SEVERED FROM THE CURRENT SITE OR FROM ANY OTHER RURAL ENTERPRISE OF WHICH IT FORMED A PART DURING THAT PERIOD;** **v) THERE IS NO SUITABLE ALTERNATIVE SITE OR PROPERTY AVAILABLE, INCLUDING A BUILDING CAPABLE OF CONVERSION, IN A NEARBY SETTLEMENT;** **vi) THE SIZE OF THE DWELLING IS COMMENSURATE WITH THE FUNCTIONAL NEEDS OF THE ENTERPRISE IN QUESTION;** **vii) THE DEVELOPMENT DOES NOT REQUIRE THE PROVISION OF UNSIGHTLY INFRASTRUCTURE, AND SERVICES CAN BE READILY AND ECONOMICALLY PROVIDED;** **viii) THE ADDITIONAL TRAFFIC CAN BE ACCOMMODATED ON THE EXISTING HIGHWAY NETWORK WITHOUT UNACCEPTABLE CONSEQUENCES;** **ix) THE DEVELOPMENT DOES NOT RESULT IN THE STERILISATION OF IDENTIFIED MINERAL RESOURCES OR RESERVES.** The Council seeks to protect the countryside for the benefit of the entire community. Only in exceptional circumstances, therefore, will it grant planning permission for dwellings beyond the settlement boundaries defined in this Plan. Welsh Government Technical Advice Note 6: Planning for Sustainable Rural Communities (hereafter referred to as TAN 6) provides examples of land-related businesses that constitute rural enterprises. Where it is necessary for a worker in a rural enterprise to live on the land, rigorous justification will be required before a permanent dwelling is allowed in open countryside. A business plan may usefully support an application for development, and it will normally be appropriate for temporary accommodation to be sought while the viability of the unit is established. In addition to functional and financial tests, it must be shown that no suitable property or site is available in a built-up area. It must also be proved that no dwelling has been severed from the application site in the previous 10 years, or from any other site of which it formed a part during those 10 years. This is to prevent the progressive fragmentation of sites in order to secure consents for dwellings in	

				the countryside. By using occupancy conditions of the kind suggested by TAN 6, the Council will ensure that isolated dwellings in the countryside continue to serve the types of rural enterprise that justified their construction in the first place. Applicants should bear in mind that the needs of a rural enterprise will never justify the erection of retirement homes for workers. A dwelling in the countryside should only be so large as to meet the requirements of a rural enterprise. The curtilage and infrastructure that goes with a dwelling, such as access roads and power lines, can often be as intrusive in the countryside as the dwelling itself. It is recommended, therefore, that isolated or prominent locations be avoided. Other environmental policies of this Plan should also be met, and the impact on the local highway network, which may consist of narrow country lanes, will require careful consideration.	

Chapter 6 – Employment

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 6.1	Chapter 6 - Employment	Entire chapter Pages 78 - 84	The entire chapter concerning employment has been rewritten and is set out in Appendix 4.	As a result of discussion at hearing session.

Chapter 7 – Transport

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 7.1	T1 Railways	Page 86 Policy Text	**T1 Railways** ~~THE RAILWAY SYSTEM WILL BE SAFEGUARDED AND DEVELOPED BY:~~ THE COUNCIL WILL SUPPORT THE FOLLOWING THIRD-PARTY/WELSH GOVERNMENT PROPOSALS FOR THE RAILWAY SYSTEM: i) ~~THE PROVISION OF~~ NEW STATIONS AT: a. LLANWERN; b. CAERLEON; c. COEDKERNEW; AND ~~d. PYE CORNER, BASSALEG.~~ ii) THE PROMOTION OF EARLY IMPLEMENTATION OF TRAIN SERVICES IN THE EBBW VALLEY LINE INTO NEWPORT; iii) THE PROMOTION OF EARLY IMPLEMENTATION OF ELECTRIFICATION OF THE LONDON-SOUTH WALES MAINLINE; iv) THE PROTECTION OF DISUSED LINES FROM DEVELOPMENT; v) PROTECTING AND ENCOURAGING RAIL ACCESS TO INDUSTRIAL DEVELOPMENT, ESPECIALLY ON THE LINES TO NEWPORT DOCKS AND USKMOUTH;	The powers to deliver a railway are with the Welsh Government. The Council support the delivery of the identified Railway Schemes and will therefore safeguard areas for their future development.

			vi) SUPPORTING APPLICATIONS FOR GOVERNMENT GRANT FOR NEW RAIL FACILITIES; vii) SUPPORTING AND PROGRESSING SCHEMES FOR PARK AND RIDE	
MAC 7.2	T1 Railways	Page 86 Supporting Text	Add additional supporting text after paragraph 7.9: 7.6 ~~These proposals are in line with the Regional Transport Plan prepared by SEWTA , and have importance for many reasons, including sustainability and especially carbon reduction, economic development and regional cohesion.~~ These proposals will be implemented by Welsh Government or other third parties and have importance for many reasons, including sustainability and especially carbon reduction, economic development and regional cohesion. 7.7 The re-opening of the Western Valley line between Ebbw Vale and Newport is ~~seen as~~ an important strategic link for commuters to the City area. The current service runs from Ebbw Vale to Cardiff and has been hailed as successful, and it is therefore important to open up the route between Ebbw Vale and Newport to encourage sustainable travel to Newport ~~the City~~ from these valley areas. Along with this improvement will be the provision of a new station at Pye Corner (Bassaleg). 7.8 The need for stations at Coedkernew and Caerleon had been identified as far back as 1990 in the Gwent Rail Study produced for the former Gwent County Council. Newport City Council will continue to promote the provision of these stations as contributors to sustainable and integrated transport. 7.9 Stations at Llanwern and Coedkernew are located within major employment areas and will be served by strategic highway	To clarity that railway stations will be implemented by the Welsh Government and other third parties. To reflect this Railway stations are to be safeguarded rather than allocated in the Plan.

			schemes (Queensway and the Duffryn Link). The stations therefore provide the opportunity for sustainable access to the employment areas, and for park and ride developments to serve the City and elsewhere. The allocation at Coedkernew is likely to result in the Percoed Reen being crossed. Guidance on this issue is provided at paragraph 2.56. 7.10 Land for the proposed railway stations has been safeguarded following extensive studies, and the Council will consult the Welsh Government on any planning applications that might affect the safeguarded sites. In addition to supporting the provision of the stations, the Council will safeguard the following on the Constraints Plan: • Caerleon station • Coedkernew station • Llanwern station	
MAC 7.3	T4 Parking	Page 88 Policy Text	**T4 Parking** ~~**CAR PARKING IN DEVELOPMENT PROPOSALS SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN SUPPLEMENTARY PLANNING GUIDANCE.**~~ **DEVELOPMENT WILL BE REQUIRED TO PROVIDE APPROPRIATE LEVELS OF PARKING, WITHIN DEFINED PARKING ZONES, IN ACCORDANCE WITH ADOPTED PARKING STANDARDS**	To provide clarity as to the car parking standards that will be applied.

Chapter 8 – Retailing and the City Centre

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 8.1	R2 Primary Shopping Frontage	Page 92 Policy Text	**R2 Primary Shopping Frontage** **WITHIN THE PRIMARY SHOPPING FRONTAGE AREAS IDENTIFIED, PROPOSALS FOR THE CHANGE OF USE OF GROUND FLOOR RETAIL PREMISES TO NON-RETAIL USES WILL ONLY BE PERMITTED PROVIDED THAT:** **i) THE PROPOSAL, EITHER IN ITS OWN RIGHT OR IN CONJUNCTION WITH OTHER EXISTING AND APPROVED NON-RETAIL USES, WOULD NOT RESULT IN A BREAK IN THE RETAIL FRONTAGE WHICH EXCEEDS 15 METRES;** **ii) THE PROPOSAL IS NOT ADJACENT TO ANOTHER NON-RETAIL UNIT;** **iii) 80% OF THE TOTAL LENGTH OF FRONTAGE IS MAINTAINED IN RETAIL USE;** **iv) THE PROPOSAL DOES NOT INVOLVE A PROMINENT OR CORNER UNIT;** **v) DESIGN ASPECTS ARE ACCEPTABLE, PARTICULARLY WITH REGARD TO THE INTENDED SHOPFRONT TREATMENT;** **vi) PROPOSED USES ARE WITHIN CLASS A (AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 OR AS AMENDED) ~~OR OTHER SUI GENERIS USES AS MAY BE ACCEPTABLE~~ OR COMPRISE A SUI GENERIS USE APPROPRIATE TO THE PRIMARY SHOPPING AREA;** **vii) ANY ANTICIPATED ENVIRONMENTAL DISTURBANCE CAN BE EFFECTIVELY CONTROLLED THROUGH THE USE OF PLANNING CONDITIONS OR NOISE ABATEMENT ZONE CONTROLS.**	To add clarity to the uses considered acceptable in the Primary Shopping Frontage area.
MAC 8.2	R6 Retail Proposals in District Centres	Page 95 Policy and Supporting Text	**District Centres** 8.1 District Centres form an important part of Newport's retail hierarchy. They provide a range of shops and services for its immediate area and are usually accessible by a means of transport and/or are within a short walking	To apply standard criteria to all District Centres.

			distance of the surrounding population. **R6 Retail Proposals in District Centres** WITHIN NEWPORT RETAIL PARK DISTRICT CENTRE AND WITHIN AND ADJACENT TO THE FOLLOWING DISTRICT CENTRES: - BEECHWOOD DISTRICT CENTRE - CAERLEON DISTRICT CENTRE - CAERLEON ROAD DISTRICT CENTRE - COMMERCIAL ROAD DISTRICT CENTRE - CORPORATION ROAD DISTRICT CENTRE - HANDPOST DISTRICT CENTRE - MAINDEE DISTRICT CENTRE - MALPAS DISTRICT CENTRE; AND IMPROVED SHOPPING FACILITIES WILL BE FAVOURED PROVIDED THAT: i) THE PROPOSAL IS OF A SCALE APPROPRIATE TO THE PARTICULAR CENTRE; ii) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE VITALITY AND VIABILITY OF THE CITY CENTRE; iii) PROPOSALS TO VARY/REMOVE CONDITIONS, CHANGE THE RANGE OF GOODS SOLD AND CHANGE THE SIZE OF UNITS SHOULD NOT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF THE CITY CENTRE OR CHANGE THE CENTRE'S ROLE AS A DISTRICT CENTRE; ~~iii)~~iv THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT; ~~iv)~~v SATISFACTORY CAR PARKING, ACCESS AND SERVICING ARRANGEMENTS EXIST OR CAN BE PROVIDED. 8.2 Newport's District Centres vary in size, but are predominantly linear concentrations of commercial and shop premises along main roads leading in and out of the City. The exception to this is Newport Retail Park District Centre, which ~~wa~~is a purpose built Retail Park. A detailed boundary for each of the District Centres is set out in the Insets to the Proposals Maps. More	

			detailed background information on the identification of the District Centres and their defined boundaries can be found in the District Centre Background Paper 2013. ~~Policy R7 should be referred to for proposals relating to Newport Retail Park District Centre.~~ 8.3 Opportunities may exist for redevelopment schemes in or well related to the specifically listed District Centres which could result in a strengthening of the retail function of that centre. New proposals or variations of conditions should, however, be at an appropriate scale for the District Centre in question, and the range of goods sold should not directly compete with the City Centre to the detriment of its vitality and viability and maintain the centre's position in the retail hierarchy, as a District Centre. Accessibility, parking and designing for surveillance are considerations that will be assessed against the General Development Principle Policies of this Plan. The Pillgwenlly Regeneration Framework provides additional guidance for development within the Commercial Road District Centre. 8.4 Newport Retail Park District Centre was designated in the Unitary Development Plan to provide local shopping facilities for the Eastern Expansion Area and surrounding residential areas in east Newport. Newport Retail Park District Centre fulfils a role as a District Centre, but has the potential to develop to a sub-regional role, which differentiates it from the other District Centres listed in Policy R6. A boundary for Newport Retail Park District Centre is defined in the District Centre Inset Plans. Within the defined boundary, Newport Retail Park District Centre will be assessed as a District Centre within the retail hierarchy for the application of the sequential test. Retail development in areas outside the defined District Centre will be subject to the sequential test, will have to demonstrate need and if these tests area met will have planning conditions restricting the range of goods sold. The application of these tests will help the vitality and viability of the City Centre.	

			8.5 The creation and enhancement of existing links between the District Centre and the Eastern Expansion Area are necessary to improve the functional connection between the two uses to justify its allocation as a District Centre. Where new development comes forward, the design and layout of the proposals should seek to facilitate and enhance movement between the District Centre and the residential development it will serve, particularly on foot and by bicycle. 8.6 With the exception of Newport Retail Park, Newport's District Centres are traditional in style, largely made up of rows of terraced shop premises. Retail proposals within the District Centres should be designed in a sensitive and appropriate manner and enhance the traditional features of the building. Good quality design will be sought in new shop fronts, in accordance with Policy GP6 – Quality of Design. Additional guidance on acceptable shopfront shutters design will be provided in Supplementary Planning Guidance. 8.7 Proposals will need to demonstrate that the highway and transportation network can cope with new development, and that delivery and servicing requirements can be satisfactorily met. An appropriate provision of car parking will also need to be provided. In common with other development, the development should be accessible by non-car modes, i.e. footpaths, cycle paths and bus routes. Pedestrian and cycle routes linking the District Centre to the surrounding area should form an integral part of any proposals. 8.7 Traditional outdoor markets can add variety to a shopping area and can be a means of facilitating more independently run retail businesses and enhancing the local economy. Such forms of retail provision are directed to established District Centres. The co-location of traditional outdoor markets with existing shops can have spin off benefits for both types of retail provision and can enhance the vitality and viability of a retail centre. Frequently run markets that exceed the threshold set out in The Town &	

			Country Planning (General Permitted Development) Order 1995 as amended, will require planning permission. Such market proposals will need to meet the Policies of the Plan, including the General Development Principles Policies. Impact on highway safety, residential amenity and car parking provision will need to be carefully considered.	
MAC 8.3	R7 Retail Proposals in Newport Retail Park District Centre	Page 96 Policy Text and Supporting Text	~~**Newport Retail Park**~~ ~~R7 Retail Proposals in Newport Retail Park District Centre~~ ~~**NEWPORT RETAIL PARK IS A DISTRICT CENTRE, AS DEFINED BY TAN 4, TO PROVIDE LOCAL SHOPPING FACILITIES FOR THE EASTERN EXPANSION AREA. THE SCALE OF EXISTING RETAILING AND OTHER FACILITIES IN AND AROUND THE NEWPORT RETAIL PARK HAS THE CAPACITY TO PERFORM A MUCH WIDER ROLE. IN ORDER TO ACHIEVE THE POLICY OBJECTIVE, THE BOUNDARY OF THE DISTRICT CENTRE HAS BEEN DEFINED. EXISTING FACILITIES OUTSIDE OF THIS BOUNDARY WILL BE REGARDED AS BEING OUT OF CENTRE.**~~ ~~**PROPOSALS IN NEWPORT RETAIL PARK WILL BE PERMITTED PROVIDED THAT EACH OF THE FOLLOWING CRITERIA ARE MET WHERE APPLICABLE:**~~ ~~**i) THERE WILL BE NO MORE THAN ONE LARGE CONVENIENCE STORE WITH A FLOORSPACE IN EXCESS OF 929 SQ M RETAIL SALES FLOORSPACE* IN THE DISTRICT CENTRE; OTHER SMALLER CONVENIENCE STORES SERVING A LOCAL FUNCTION WILL BE ACCEPTABLE;**~~ ~~**ii) CLASS A1 RETAIL DEVELOPMENT WHICH INCREASES THE TOTAL NET FLOORSPACE IN THE DISTRICT CENTRE (AS MEASURED IN JANUARY 2013) BY MORE THAN 500 SQ M WILL BE REQUIRED TO DEMONSTRATE THAT THEY ACCORD WITH THE STRATEGIC OBJECTIVE OF PROVIDING LOCAL SERVICES FOR THE EASTERN EXPANSION AREA, COMPLY WITH THE SEQUENTIAL TEST AND DO NOT HAVE A HARMFUL IMPACT ON OTHER CENTRES;**~~ ~~**iii) THE TYPE OR RANGE OF GOODS SOLD DOES NOT THREATEN THE VITALITY OR VIABILITY OF THE CITY CENTRE;**~~ ~~**iv) THE INTRODUCTION OF OTHER CLASS 'A' SERVICES AND RELATED COMMUNITY FACILITIES WILL BE SUPPORTED WHERE THEY WILL PRIMARILY**~~	The Policy is to be deleted and Newport Retail Park District Centre incorporated into Policy R6 to apply standard criteria to all District Centres.

			~~**SERVE THE EASTERN EXPANSION AREA AND WILL BE SUBJECT TO CONTROL TO PREVENT THEIR CHANGE OF USE TO CLASS A1 USE;**~~ ~~**v) THE SITING AND DESIGN OF THE PROPOSALS SHOULD ENHANCE AND IMPROVE LINKS TO THE ADJOINING RESIDENTIAL DEVELOPMENT, PARTICULARLY FOR PEDESTRIANS AND CYCLISTS;**~~ ~~**vi) THE SURROUNDING HIGHWAY AND TRANSPORTATION NETWORK HAS CAPACITY TO SERVE THE DEVELOPMENT, AND THAT ACCESS AND SERVICING ARRANGEMENTS CAN BE ACCOMMODATED IN A SATISFACTORY MANNER;**~~ ~~**vii) THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT;**~~ ~~**viii) SATISFACTORY CAR PARKING ARRANGEMENTS EXIST OR CAN BE PROVIDED.**~~ ~~*Retail sales floorspace is defined as follows: the area within the shop or store which is visible to the public and to which the public has access, including fitting rooms, checkouts, the area in front of checkouts, serving counters and the area behind used by serving staff, area occupied by retail concessionaires, customer service areas, internal lobbies in which goods are displayed, customer cafés and toilet. For the application of policies in this Plan, the retail sales floorspace of shop units with a small customer area with limited display but a large back of house storage area (such as catalogue showrooms) will be treated as comprising 80% of the gross internal floorspace (GIA) of the unit.~~ ~~8.6 Newport Retail Park District Centre has successfully developed into a centre which provides shops, jobs and helps retain retail expenditure within Newport. However, Newport Retail Park has now developed to such an extent that it has more than sufficient floorspace and types of traders present to fulfil a role as District Centre, even allowing for the significant development planned to occur in the Eastern Expansion Area of the City (see Newport Retail Study and Capacity Assessment, Colliers International, July 2010 and Newport Retail Park supplement, January 2013). Given its location and critical mass, further development of the District Centre will pose a threat to the viability and vitality of the City Centre, not only in terms of any additional development~~	

			~~itself, but also in terms of increasing the cumulative attraction of the District Centre and therefore restrictions are placed on its further development.~~ ~~8.7 A boundary for Newport Retail Park District Centre is defined in Inset Plan 25. The defined area reflects the purpose of the policy designation, i.e. to provide local shopping facilities for the Eastern Expansion Area and surrounding settlements, and to limit the potential for competition with the higher tier 'town' centre.~~ ~~8.8 Within the boundary, Newport Retail Park District Centre will be assessed as a District Centre within the retail hierarchy for the application of the sequential test. Retail development in areas outside the defined District Centre will be subject to the sequential test, will have to demonstrate need and if those tests are met will have planning conditions restricting the range of goods sold. The application of these tests will help the vitality and viability of the City Centre and accords with National Planning Policy.~~ ~~8.9 The Colliers International Retail Study (July 2010) does not identify any significant quantitative need for additional convenience goods floorspace in the City during the Plan period, unless it were to enhance the City Centre's retail offer. With specific reference to Newport Retail Park, the study concludes that a further expansion of convenience retailing would change the function and character of the District Centre, expanding it beyond what is appropriate in a District Centre and thereby changing its position in the retail hierarchy to the detriment of the City Centre.~~ ~~8.10 In order to restrict the overall level of convenience store provision, additional convenience stores over 929 sqm retail sales floorspace within the centre will not be supported. This threshold is appropriate because based upon the current actual retail sales floorspace of operators, it would support smaller stores serving a local and possibly more specialised function, such as convenience stores, discounters and small supermarkets, but would prevent new superstores which would draw trade from a wider area and serve a~~	

function that is not commensurate with the District Centre's role.

8.11 Notwithstanding the above, all retail development that increases the net retail floorspace of the centre in excess of 500 sq m retail sales area will be subject to the sequential test and assessment of need to evaluate its impact on the City Centre and the District Centre. The threshold allows for a level of retail development that is appropriate for Newport Retail Park's justification as a District Centre, whilst provides a mechanism to assess additional retail development in a manner compatible with the retail hierarchy and national retail planning policy and allow for impact on the City Centre to be minimised.

8.12 Retail floorspace will be measured against the position calculated by the Council at January 2013:

Unit/Source	Gross Retail Floorspace	Notes
Tesco: figures from planning app ref: 08/0407	12,765 sq m 2,486 sq m Total: 15,251 sq m	2,486 sq m are Tesco concession units with consent for A1, A2 & A3.
Stadium: source RPS info submitted for planning app: 12/1242	27,597 sq m 376 sq m Total: 27,973 sq m	376 sq m – gross ancillary floorspace for M&S and Asda café which have been added to the gross A1 as they are ancillary A3 uses not dedicated A3 units.
Total gross retail floorspace for the LDP defined District Centre	43,224 sq m	

8.13 When applying the Policy to planning applications quoting a gross internal area, it may be necessary to make an assumption about the net to gross ratio in order to estimate retail sales floorspace. Whilst these ratios vary from retailer to retailer, the general convention is 65-70% for large foodstores and 80-85% for retail warehouses and larger units. The Council will require

			~~clarification from applicants as to the actual retail sales floorspace being sought. Where appropriate conditions may be used to control sales floorspace.~~ ~~8.14 The Colliers Study (July 2010) also recommends a restriction on the range of goods sold at the Newport Retail Park District Centre to avoid it evolving in a way which impacts adversely on the City Centre.~~ ~~8.15 The primary purpose of the Newport Retail Park District Centre is to serve the Eastern Expansion area. Proposals for non-retail Class A uses will be encouraged provided they are of an appropriate scale to serve the local area.~~ ~~8.16 The creation and enhancement of existing links between the District Centre and the Eastern Expansion Area are necessary to improve the functional connection between the two uses to justify its allocation as a District Centre. Where new development comes forward, the design and layout of the proposals should seek to facilitate and enhance movement between the District Centre and the residential development it will serve, particularly on foot and by bicycle.~~ ~~8.17 Proposals will need to demonstrate that the highway and transportation network can cope with new development, and that delivery and servicing requirements can be satisfactorily met. An appropriate provision of car parking will also need to be provided. In common with other development, the development should be accessible by non-car modes, i.e. footpaths, cyclepaths and bus routes. Pedestrian and cycle routes linking the District Centre to the Eastern Expansion Area should form an integral part of any proposals.~~	
MAC 8.4	R10 Change of Use to Non-Retail Uses Inside Local Centres	Page 101 Policy Text	**R10 Change of Use to Non-Retail Uses Inside Local Centres** **PROPOSALS FOR CHANGE OF USE OF EXISTING SHOP PREMISES TO FINANCIAL AND PROFESSIONAL SERVICES (USE CLASS A2), FOOD AND DRINK USES (USE CLASS A3), AND LEISURE AND COMMUNITY USES WITHIN LOCAL**	

			CENTRES WILL BE PERMITTED ONLY WHERE: **i) THE CONCENTRATION OF SUCH USES AT GROUND FLOOR LEVEL WOULD NOT PREJUDICE THE VIABILITY OF THE CENTRE'S RETAILING ROLE;** **ii) THERE WILL BE NO UNACCEPTABLE ADVERSE EFFECTS ON THE LOCAL HIGHWAY NETWORK; AND** **iii) THERE WILL BE NO UNACCEPTABLE EFFECTS ON LOCAL RESIDENTIAL AMENITY OR THE GENERAL CHARACTER OF THE AREA IN TERMS OF NOISE AND DISTURBANCE OR EXTRA TRAFFIC GENERATED.**	
MAC 8.5	R12 Development of Existing Out-of-Centre Retail Sites	Page 102 Policy Text	**R12 Development of Existing Out-of-Centre Retail Sites** **OUTSIDE THE CITY CENTRE AND DISTRICT CENTRES, PROPOSALS FOR REDEVELOPMENTS OF AND EXTENSIONS TO ~~LARGE~~ OUT-OF-CENTRE RETAIL OUTLETS, ~~INCLUDING~~ AND GARDEN CENTRES, ~~REFURBISHMENT OR REDEVELOPMENT OF EXISTING STORES AND EXTENSIONS TO EXISTING OUTLETS, AND INCLUDING~~ INVOLVING INCREASES IN FLOORSPACE TO PREVIOUS CONSENTS AND/OR CHANGES TO THE RANGE OF GOODS SOLD WILL ONLY BE PERMITTED PROVIDED THAT:** **i) NEED IS IDENTIFIED;** **ii) THE PROPOSED DEVELOPMENT WOULD NOT, EITHER IN ITS OWN RIGHT, OR CUMULATIVELY WITH OTHER OUT OF CENTRE DEVELOPMENTS AND OUTSTANDING PLANNING PERMISSIONS, HAVE AN ADVERSE EFFECT ON DEFINED RETAIL CENTRES AS A CONSEQUENCE OF THE TYPE OR RANGE OF GOODS SOLD;** **iii) THE SEQUENTIAL TEST CAN BE SATISFIED HAVING REGARD TO THE AVAILABILITY, SUITABILITY AND VIABILITY OF CITY AND DISTRICT CENTRE SITES, OR EDGE-OF-CENTRE SITES WHICH COULD ACCOMMODATE THE PROPOSED RETAIL USES;** **iv) THE PROPOSAL WOULD NOT INCREASE THE LAND AREA OF THE SITE;** **v) THE SURROUNDING HIGHWAY AND TRANSPORTATION NETWORK HAS CAPACITY TO SERVE THE DEVELOPMENT, AND THAT ACCESSING AND SERVICING ARRANGEMENTS CAN BE ACCOMMODATED IN A**	To add clarity to what types of developments the policy will apply to.

			vi)	**SATISFACTORY MANNER;** **THE PROPOSAL IS FULLY ACCESSIBLE ON FOOT, BY BICYCLE AND BY PUBLIC TRANSPORT.**	
MAC 8.6	R12 Development of Existing Out-of-Centre Retail Sites	Page 102 Supporting Text Paragraph 8.42	8.13	The desire on the part of retailers to improve the appearance and functioning of their premises is recognised, but care is required to ensure that there are not increases in floorspace for comparison goods, including convenience stores, that could adversely affect the City Centre or other defined retail centres. This Policy will also apply to the insertion of mezzanine floors, where planning permission is required. Conditions on ranges of goods to be sold will be imposed on new permissions, both for the new development and to bring up to date any existing consent.	To add clarity.

Chapter 9 – Community Facilities and Other Infrastructure

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 9.1	CF1 Protection of Playing Fields, Land and Buildings Used for Leisure, Sport, Recreation and Play	Page 105 Policy Text	**CF1 Protection of Playing Fields, Land and Buildings Used for Leisure, Sport, Recreation and Play** **THE REDEVELOPMENT FOR OTHER PURPOSES OF PLAYING FIELDS, OTHER LAND AND BUILDINGS USED FOR SPORT, RECREATION, AREAS OF PLAY AND COMMUNITY USES, WILL ONLY BE PERMITTED WHERE:** **i) ALTERNATIVE PROVISION OF THE SAME BENEFIT IS MADE AVAILABLE IN THE IMMEDIATE LOCALITY; OR** **ii) THE LAND OR BUILDING(S) IS SURPLUS TO ~~LONG TERM~~ REQUIREMENTS.** Paragraph 9.8.: 9.8 Proposals which involve the loss of recreational facilities will rarely be acceptable. In considering proposals for development, full account will need to be taken of the community needs for recreation space, having regard to current level of provision and deficiencies, and to the impact on the locality. To meet criterion ii) developers will be required to evidence that the land or building(s) is surplus to requirements. This can be done by utilising the Council's Assessment of Outdoor Play Space and site specific assessment of need.	To add clarity to how the Policy will be applied.
MAC 9.2	CF2 Outdoor Play Space Requirements	Page 105 Policy and Supporting Text	**CF2 Outdoor Play Space Requirements** **WHERE DEVELOPMENT RESULTS IN THE LOSS OF OPEN SPACE OR A**	To clarify that contributions will be sought in line with Policy SP13 and set out the basis on which the policy

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
			REQUIREMENT FOR OPEN SPACE IS DEMONSTRATED IN CONJUNCTION WITH POLICY SP13, PROVISION ~~OF OPEN SPACE~~ IN ACCORDANCE WITH THE FIELDS IN TRUST STANDARD (OR AS AMENDED) WILL BE SOUGHT. ~~TO SERVE ALL NEW HOUSING DEVELOPMENTS, AND~~ THE DEVELOPER WILL BE REQUIRED TO PAY A COMMUTED SUM TO COVER FUTURE MAINTENANCE. Support text Para. 9.14 will also be reworded: ~~9.14 Developers will be required to secure the provision of outdoor play space through planning conditions or a legal agreement with the Council. Wherever possible, provision should be made on site as an integral part of the development and in a location well related to the proposed residential properties. Where the site is too small to secure appropriate provision, or where a number of residential developments are proposed, consideration will be given to combining their open space provision to form a larger, more useable and more manageable area in the locality which will be of direct benefit to the proposed developments. Alternatively, where some or all of the provision needs to be made off site, a financial contribution may be appropriate to allow facilities to be improved in a suitable location nearby. Commuted sums will be sought from developers where the maintenance of the open space is to be the responsibility of the Council.~~ 9.14 The provision of open and play space is calculated on a site by site basis. If there is a deficit of open space or play space that serve the development, sites and/or contributions will then be requested from developers through a section 106 agreement, in accordance with Policy SP13. Wherever possible, provision should be made on site as an integral part of the development and in a location well related to the proposed residential properties. Where the site is too small to secure appropriate provision, or where a number of residential developments are proposed, consideration will be given to	will be utilised.

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
			combining their open space provision to form a larger, more useable and more manageable area in the locality which will be of direct benefit to the proposed developments. Alternatively, where some or all of the provision needs to be made off site, a financial contribution may be appropriate to allow facilities to be improved in a suitable location nearby. In addition, commuted sums will be sought from developers where the maintenance of the open space is to be the responsibility of the Council. 9.15 Following the adoption of CIL, a CIL Regulation 123 List will set out infrastructure requirements needed to support growth in the City. Any specific open space infrastructure that is identified on the List will not be the subject of a S106 planning obligation. Developers should contact the Local Planning Authority regarding precise requirements.	
MAC 9.3	CF13 School Sites	Page 113 Policy and Supporting Text	POLICY CF13: SCHOOL SITES NEW OR ENLARGED SCHOOLS ARE REQUIRED AT THE FOLLOWING SITES: i) FORMER WHITEHEAD WORKS, CARDIFF ROAD ii) FORMER NOVELIS SITE, ROGERSTONE iii) GLAN LLYN, LLANWERN (2 PRIMARY SCHOOLS) iv) LLANWERN VILLAGE ~~v) DUFFRYN HIGH~~ ~~vi) DUFFRYN JUNIORS AND INFANTS.~~	To reflect the latest position with regards to the delivery of new schools.

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
			~~vii) SOUTH OF PERCOED LANE, DUFFRYN~~ 9.52 There is a need for additional and enhanced school facilities to meet future educational needs. Where specific needs have been identified by Education Services, land has been allocated and is shown on the Proposals Map. The Council will seek S106 obligations, ~~contributions towards the cost of additional education provision~~ generated as a result of the associated residential development, towards the provision of additional educational facilities for the aforementioned sites. Negotiated contributions will be fairly and reasonably related in scale and kind to the proposed development. Where appropriate on site provision will be required. Detail regarding planning contributions is provided in Policy SP13 and will be further detailed in SPG. 9.53 The provision of two primary schools has been agreed as part of the Glan Llyn (former Llanwern Steelworks site) development. A further primary school has been agreed on the Llanwern Village element of the Eastern Expansion Area. 9.54 The former Novelis (Alcan) site at Rogerstone is identified as a ~~regeneration~~ site for a predominantly residential led development. ~~The provision of a~~ A primary school will be provided on-site as part of this development. 9.55 On site primary school provision will be required as part of the Whiteheads regeneration site. 9.56 ~~Additional Welsh medium primary school provision is going to be needed within the Plan period. The exact location of this facility will be~~	

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
			~~determined as part of an education provision review including the appropriate use of Duffryn High School, Duffryn Juniors and Infants and the South of Percoed Lane, Duffryn site.~~	

Chapter 10 – Minerals

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 10.1	M1 Safeguarding of Mineral Resource	Page 114 Policy Text	**Policy M1 will be updated to read:** **DEVELOPMENT THAT WOULD STERILISE OR HINDER EXTRACTION OF ~~IDENTIFIED~~ SAFEGUARDED MINERAL RESOURCE AREAS AS SHOWN ON THE PROPOSALS PLAN FOR;** **a) HARDROCK RESOURCES; OR** **b) SAND & GRAVEL RESOURCES;** **WILL NOT BE PERMITTED UNLESS;** **i) TEMPORARY DEVELOPMENT CAN BE IMPLEMENTED AND RESTORED WITHIN THE TIMESCALE THAT THE MINERAL IS LIKELY TO BE REQUIRED; OR** **THERE IS AN OVERRIDING NEED FOR THE PROPOSED DEVELOPMENT, AND;** **ii) THE RESOURCE IS RECOVERED BEFORE THE DEVELOPENT IS UNDERTAKEN;** **iii) THE DEVELOPER CAN EVIDENCE THAT WORKING THE RESOURCE IS IMPRACTICAL OR ENVRIONMENTALLY UNACCEPTABLE.**	Policy has been reworded to ensure that it is sufficiently clear in articulating the status of the safeguarded areas. The approach to development proposals in those areas and circumstances of overriding need.
MAC 10.2	M1 Safeguarding of Mineral Resource	Page 114 Supporting Text	**Paragraphs 10.2, 10.3 and 10.5 will be updated to read:**	To reflect the amended policy wording and source of aggregate safeguarding

		Paragraphs 10.2,10.3 & 10.5	10.2	The identified mineral resource areas are identified on the Proposals Map. These can be divided into two groupings - the ~~potential~~ Hardrock resource and ~~potential~~ land based Sand & Gravel resource. The resource layers are taken from the British Geological Survey Aggregate Safeguarding Map for Wales 2012. 10.3 Newport currently receives land won aggregates from cross-boundary sources, this is in part due to the lack of active aggregate workings and mineral resource within the Authority boundary. ~~Liason with adjoining authorities will be continued to ensure an adequate supply is maintained.~~ National planning policy (MPPW(2000) and MTAN1(2004)) require ~~potential~~ hardrock resources to be safeguarded. The ~~potential~~ hardrock resource blocks have been identified on the Proposals Map. Developers ~~would be~~ are required to provide information on the resource and satisfy national planning policy and the relevant policies within the Plan. Of particular note are those involving the natural environment and landscape due to the location of many of the resource blocks. Any workable deposits identified would need to be safeguarded or where an overriding need is evidenced they are to be extracted prior to development. 10.5 In addition, national planning policy (MPPW (2000) and MTAN1 (2004)) requires land-based Sand & Gravel resources to be safeguarded. The ~~potential~~ Sand & Gravel resource blocks have been identified on the Proposals Map. Developers are required to provide information on the resource including detailed borehole information and satisfy national planning policy and the relevant policeis within the Plan. Of particular note are those involoving the natural environment and landscape due to the location of many of the resource blocks. Any workable deposits identified would need to be safeguarded or where an overriding need is evidenced, they are to be extracted prior to	sites.

			development.	
MAC 10.3	M2 Mineral Development	Page 115 Policy Text	Policy M2 will be updated to read: **PROPOSALS FOR MINERAL EXTRACTION OR SIMILAR DEVELOPMENT WILL BE PERMITTED PROVIDED THEY SATISFY ~~WILL BE CONSIDERED AGAINST~~ THE FOLLOWING CRITERIA;** **i) EVIDENCE OF LOCAL, REGIONAL OR NATIONAL NEED;** **ii) ANY ADVERSE IMPACT ON POLLUTION, DRAINAGE, LANDSCAPE, THE NATURAL AND HISTORIC ENVIRONMENT, AGRICULTUAL LAND QUALITY AND LAND STABILITY IS ADEQUATELY MANAGED;** **iii) ADJOINING AREAS ARE NOT ADVERSELY IMPACTED IN TERMS OF NOISE, DUST, VIBRATION AND TRAFFIC GENERATION LEVELS.**	To reword the policy so that it is more positively worded.
MAC 10.4	M3 Oil and Gas	Page 116 Policy Text	Policy M3 will be updated to read: **PROPOSALS FOR EXPLORATION, APPRAISAL AND PRODUCTION OF OIL AND GAS ~~CAN HAVE ADVERSE ENVIRONMENTAL IMPACTS. THE SITING AND CONTROL OF SUCH DEVELOPMENT WILL NEED TO ENSURE SENSITIVE AREAS AND POTENTIAL IMPACTS ON ADJOINING AREAS ARE AVOIDED, MANAGED AND RESTORED. EXPLORATION PROPOSALS WILL NORMALLY BE SUBJECT TO A ONE YEAR TIME LIMIT.~~ WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:** **I) ANY ADVERSE IMPACT ON POLLUTION, DRAINAGE, LANDSCAPE, THE NATURAL AND HISTORIC ENVIRONMENT, AGRICULTURAL LAND QUALITY AND LAND STABILITY IS ADEQUATELY MANAGED AND MEASURES ARE IN PLACE TO RESTORE THE SITE; AND,** **II) ADJOINING AREAS ARE NOT ADVERSELY IMPACTED IN TERMS OF NOISE, DUST, VIBRATION AND TRAFFIC GENERATION LEVELS.** **III) PROPOSALS FOR EXPLORATION ARE TIME LIMITED.**	The policy has been reworded to supply further detail as to what criteria will need to be satisfied to meet the policy objectives.

Chapter 11 – Waste

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 11.1	Chapter 10 -Waste	Page 117 Paragraph 11.1	11.1 Newport has strict EU waste related targets to meet. Newport is aiming to meet these targets through a combination of approaches that ~~adhere to~~ aim to provide an integrated network of facilities ~~the proximity principle~~, dealing with waste as close to where it was generated as possible and to the waste hierarchy of reduce, reuse, recovery and disposal. At present Newport's municipal waste is dealt with through the following methods: • Recycling initiatives and collections carried out in partnership with Wastesavers (a community not for profit recycling group); • Food collections - Newport is currently working with Rhondda Cynon Taff and Merthyr Tydfil to procure an anaerobic digestion facility to treat food waste collections. Biogen has been announced as the preferred bidder for the anaerobic digestion hub at Bryn Pica, Aberdare. The build and commission process is expected to be complete for 2014; • A contract tender for the collection of green/card waste has been awarded to New Earth Solutions for 3 years with option for further 2 years without the need to re-tender. The Council's Docks Way Waste Disposal Site also accepts garden waste. • Landfill of residual waste at Docksway Waste Disposal Facility, Newport. The waste disposal site also accommodates a number of waste management facilities in addition to its landfill element. Facilities include household waste recycling centre, open windrow composting facility, landfill gas engines and a waste transfer station. Docks Way Waste Disposal site is a key waste management facility in	To provide a complete list of how Newport deals with its municipal waste.

			Newport and will continue to be for the life of the plan period. The landfill element of the site currently has 16 years capacity remaining.	
MAC 11.2	W1 – Waste Site Allocations	Page 117 Policy and Supporting Text	~~**W1 Waste Site Allocations**~~ ~~**LAND IS SAFEGUARDED FOR WASTE DISPOSAL PURPOSES AT DOCKS WAY WASTE DISPOSAL SITE.**~~ ~~11.2 Docks Way Waste Disposal site accommodates a number of waste management facilities in addition to its landfill element. Facilities include household waste recycling centre, open windrow composting facility, landfill gas engines and a waste transfer station. Docks Way Waste Disposal site is a key waste management facility in Newport and is therefore safeguarded for waste disposal purposes.~~	To reflect that Docks Way Waste Disposal Site is an existing waste facility rather than a new allocation.
MAC 11.3	W2 – Sites for Waste Management Facilities	Page 118 Policy Text	**W~~3~~2 Sites for Waste Management Facilities** **ALL ALLOCATED, PERMITTED AND EXISTING B2 INDUSTRIAL SITES ARE IDENTIFIED AS POTENTIALLY SUITABLE LOCATIONS FOR NEW WASTE MANAGEMENT FACILITIES SUBJECT TO DETAILED ASSESSMENTS.~~~~, TO MEET THE ESTIMATED LAND REQUIREMENT OF UP TO 12.6 HECTARES.~~**	To ensure the Policy accords with the requirements of TAN 21 Waste.
MAC 11.4	W3 – Waste Management Proposals	Page 118 Policy and Supporting Text	**W~~3~~2 Waste Management Proposals** **DEVELOPMENT PROPOSALS FOR SUSTAINABLE WASTE MANAGEMENT FACILITIES WILL BE PERMITTED ~~SUBJECT TO~~ PROVIDED THAT:** ~~**MEETING NATIONAL PLANNING POLICY CONSIDERATIONS;**~~ **i) THE PROPOSAL WOULD NOT RESULT IN AN UNACCEPTABLE HARM ON NATURE CONSERVATION INTERESTS OR OF ARCHAEOLOGIAL OR GEOLOGICAL IMPORTANCE;** **ii) THE RISKS AND CONSEQUENCES OF FLOODING CAN BE ACCEPTABLY MANAGED;** **iii) THE PROPOSAL IS OF A HIGH QUALITY DESIGN AND WOULD NOT**	To provide clarity on the criteria developments will be assessed against.

			RESULT IN AN UNACCEPTABLE IMPACT ON LANDSCAPE QUALITY. **iv) THERE IS NO IMPACT ON AMENITY THROUGH NOISE, AIR POLLUTION, ODOURS, DUST AND EMISSIONS THAT CANNOT BE APPROPRIATELY CONTROLLED BY MITIGATING MEASURES;** **v) THE DEVELOPMENT WOULD NOT RESULT IN UNACCEPTABLE HARM TO HEALTH;** **vi) THE TRAFFIC GENERATED CAN BE ACCOMMODATED SAFELY ON THE EXISTING HIGHWAY NETWORK OR SUITABLE ARRANGEMENTS ARE MADE FOF THE TRANSPORTATION OF WASTE BY RAIL;** **vii) THE NEED FOR PROPOSALS FOR DISPOSING OF THE TYPE, QUANTITY AND SOURCE OF WASTE ASSESSED AGAINST ~~THE LOCAL AND REGIONAL~~ REQUIREMENTS BEING ESTABLISHED.**	

Chapter 12 – Monitoring Framework

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 12.1	Chapter 12	121 – 131	Due to the number of changes suggested a revised Monitoring Framework Chapter is set out in Appendix 5.	To ensure the Monitoring Framework is appropriate and fit for purpose.

Chapter 13 – Infrastructure Requirement

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 13.1	Chapter 13	Page 132 Supporting Text Paragraph 13.1	13.1 This Chapter focuses on the delivery and implementation of the land use allocations contained in the retrospective Policies set out in the previous chapters. ~~This is a~~ The information provided is a summary to be used for indicative purposes only and has been provided to fulfil the requirement of Local Development Plan Wales (2005) paragraph 1.21 which emphasises the importance of ensuring that all proposals within the Local Development Plan (LDP) are 'realistic and likely to be implemented within the plan.	To clarify the indicative nature of the delivery and implementation information.
MAC 13.2	Chapter 13	Page 133 Table	Updated all Delivery and Implementation summary tables, set out in Appendix 6.	To ensure the summary reflect the most up to date information concerning all allocations within the Plan.

Chapter 14 – Procedures

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Page/paragraph as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 14.1	N/A	Following the Glossary on Page 146	Insert a list of all proposals/designations and constraints as shown on the Proposals and Constraints Maps **PROPOSALS PLAN DESIGNATIONS:** Environmental Spaces and Corridors CE4 Archaeologically Sensitive Area CE7 Conservation Area CE8 Local Nature Reserve CE9 Coastal Zone CE10 Leisure and Sporting Facilities CF1 Allotment CF6 Celtic Manor Resort CF9 Education Sites CF13 Employment EM1 Newport Docks EM2 Housing Policies H1 Gypsy and Traveller Transit Accommodation H15 Gypsy and Traveller Residential Accommodation H16 Safeguarding of Mineral Resource M1 Wharves and Rail M4 District Centres R6 Local Centres R9, R10 Urban Boundary SP5 Countryside SP5	To provide clarity as to the entire list of proposals/designations and constraints as shown on the Proposals and Constraints Maps

			Green Belt SP6 Green Wedges SP7 Special Landscape Area SP8 Eastern Expansion Area SP11 Major Road Schemes SP16 Proposed Railway Stations T1 Long Distance Walk/ Cycleway T5 **CONSTRAINTS PLAN DESIGNATIONS** Line of Relief M4 M4 Protected Corridor Site of Special Scientific Interest (SSSI) GP5 Special Area of Conservation (SAC) GP5 RAMSAR & Special Protection Area (SPA) GP5 TAN 15 Zone B GP1 TAN 15 Zone C2 GP1 TAN 15 Zone C1 GP1 National Nature Reserve GP5 Landscape of Outstanding Historic Interest CE5 Historic Park or Garden CE5 Newport Boundary Scheduled Ancient Monuments CE7 Local Nature Reserve GP5 RIGS CE9 Coal Authority Development Risk	
MAC 14.2	Procedures Supplementary Planning Guidance	Page 141 Table of Paragraph 14.2 Site Specific Development Briefs	The Proposed Actions and Priority set out for the Eastern Expansion Area, Supplementary Planning Guidance, will be amended to read:	To reflect the importance of the guidance concerning the Eastern Expansion area to the future development in the area.

				SPG	**Current Status**	**Proposed Action to link SPG to LDP**	**Priority**
				Eastern Expansion Area	Adopted May 2007	Revise with updated situation and re-adopt ~~with minimal changes.~~	High 2014-2016 ~~Medium 2016-2020~~

Changes to Proposals, Constraints and Inset Plans

Ref	Policy / Allocation as per the Submitted LDP Dec 2013	Plan as per the Submitted LDP Dec 2013	Matters Arising Changes	Reason
MAC 15.1	SP5 Countryside	Proposals Plan	The Urban Boundary has moved as a result of a reduced allocations at EM1 i), and increased allocation at EM1(ii), EM1 (iv).	A revised M4 safeguarded corridor impacted on the size of employment allocations within the Plan which consequently changes the Urban Boundary.
MAC 15.2	SP5 Countryside	Proposals plan and inset maps	The Council has assessed Newport's villages in order to identify the most suitable locations for development outside the main urban area. In the light of this review, the following villages will be retained in the Local Development Plan: • Bishton; • Castleton; • Christchurch (minor boundary amendment – see Appendix 7); • Llanvaches; • Llanwern; • Marshfield (minor boundary amendment – see Appendix 7); • Parc Seymour; • St Bride's Wentlooge (minor boundary amendment – see Appendix 7); and • Underwood. The following villages, by contrast, will cease to have	Inspector advised NCC to review the boundaries of its villages.

			boundaries in the Plan, and will be treated as countryside for the purposes of planning applications: • Goldcliff; • Llandevaud; • Lower Machen; • Nash; • Peterstone Wentlooge; • Penhow; and • Redwick. The proposals and inset maps will be updated in order to reflect these changes.	
MAC 15.3	SP6 Green Belt	Proposals Plan	Delete the proposed extension to designated Green Belt and allocate it as Green Wedge.	Due to on-going development pressure a Green Wedge allocation is considered necessary.
MAC 15.4	SP6 Green Belt	Proposals Plan	Delete the proposed Green Belt extension on the Proposals Plan	To reflect the deletion of the proposed extension to the Green Belt.
MAC 15.5	SP7 Green Wedge	Proposals Plan	The Proposals Plan is to be amended so that: The area at Newport and Cardiff (north of Druidstone road) is designated as a Green Wedge rather than the proposed extension to the Green Belt. The Rogerstone and Risca green wedge is to better reflect the corresponding allocation in the Caerphilly authority area. Pontymason Lane should form the eastern boundary of the green wedge. The Bettws, Malpas and Cwmbran green wedge is to be	Cross Boundary Consistency.

			amended so that the area to the west of Craig-y-Ceiliog Road is removed in light of the urban form of Newport and the neighbouring areas in Cwmbran.	
MAC 15.6	SP8 Special Landscape Areas	Proposals Plan	The Special Landscape has been modified as a result of changes to allocations at EM1(ii) and EM1 (iv).	The correct M4 safeguarded corridor impacted on the size of EM1(ii) and EM1 (iv) which consequently impacted on the Special Landscape Area.
MAC 15.7	SP8 Special Landscape Areas	Proposals Plan	The Special Landscape Area at Tredegar Park is to be deleted.	The area is already protected by the Historic Park and Garden allocation.
MAC 15.8	SP16 Major Road Schemes	Constraints Plan	Delete SP16 ii) and SP16 iv). Remaining Safeguarded Areas will be shown on the Constraints Plan.	To reflect changes to policy SP16
MAC 15.9	SP22 Minerals	Proposals Plan	Amend minerals safeguarding areas on Proposals Plan to replicate BGS safeguarding maps.	To reflect changes to policy SP22
MAC 15.10	CE10 Coastal Zone	Proposals Plan	The Undeveloped Coastal Zone Boundary has moved northwards as a result of the reduced allocations at EM1(ii) and EM1 (iv).	The correct M4 safeguarded corridor reduced EM1(ii) and EM1 (iv) which consequently changed the Undeveloped Coastal Zone Boundary.
MAC 15.11	EM1 i) Employment Land at Duffryn H15 Gypsy and Traveller Transit Accommodation	Proposals Plan	Delete the Gypsy and Traveller Allocation at Celtic Way and reallocate as Employment Land.	To reflect the deletion of Celtic Way as a Gypsy and Traveller site.
MAC 15.12	H1 – Housing Sites	Proposals Plan	Delete Housing Sites at: H28 – Church Street H35 – East of Usk Road H50 – Herbert Road/Enterprise House Add new H1 sites at: H61 – Postal Exchange	To reflect changes made to Policy H1 Housing Sites.

			H62 – Queens Hill School H63 – Telford Depot H64 – Uskside Paint Mills	
MAC 15.13	EM1 Employment Land Allocations	Proposals Plan	Update all Employment and Regeneration site allocations to reflect the updated position set out in Policy EM1 – including revising the allocations EM1(ii) and EM1(iv) to account for the amended M4 safeguarded route.	As a result of discussion at Hearing Session 6 and M4 safeguarded corridor changes.
MAC 15.14	T1 Railways	Constraints Plan	Delete allocations of Railway Stations. Add safeguarding areas for the Train stations onto the constraints plan.	To reflect the changes made to policy T1.
MAC 15.15	T5 Walking and Cycling	Proposals Plan	Update Proposals Plan to include agreed Long Distance Walkway and Cycleway associated with Housing Site H1(12) Former Tredegar Park Golf Course.	To reflect the up to date position in terms of an agreed route associated with the housing permission at Tredegar Park Golf Course.
MAC 15.16	T8 All Wales Costal Path	Proposals Plan	Update Proposals Plan to include All Wales Costal Path	To show the spatial extent of the Coastal Path identified in Policy.
MAC 15.17	Local Centres	Proposals Plan/Inset Plans	A set of Inset Plans defining the Local Centres is attached at Appendix 8. Local Centres that have been agreed but not implemented at Glan Llyn (H47) and the Former Alcan Site (H54) are shown indicatively on the Proposals Plans and on Inset 9 for Llanwern Village (H3).	Local Centres have been defined in order for Policy R9 and R10 to be applied spatially.
MAC 15.18	CF13 School Sites	Proposals Plan	Indicative areas have been allocated on the Proposals Plan for the following schools: FORMER NOVELIS SITE, ROGERSTONE GLAN LLYN, LLANWERN (2 PRIMARY SCHOOLS) LLANWERN VILLAGE The following School sites have been removed from the	To clarify the allocation of proposed education sites in the Plan.

			Proposals Plans: v) Duffryn High vi) Duffryn Juniors and Infants vii)South of Percoed Reen	
MAC 15.19	M1 Safeguarding of Mineral Resource	Proposals Plan	The Proposals Map will be updated to reflect both category 1 & 2 of the British Geological Survey Aggregate Safeguarding Map for Wales 2012.	To include both Category 1 & 2 resources because Newport has a limited supply of aggregate.
MAC 15.20	M1 Safeguarding of Mineral Resource	Proposals Plan	The legend of the Proposal Plans wil be amended to read: Hardrock Resource Safeguarding Area M1(a) Sand & Gravel Resource Safeguarding Area M1(b) The Proposals Plan will identify if the polygon is safeguarded for Hardrock Resources (M1(a)) or Sand & Gravel Resources (M1(b)).	To clarify the difference between Hardrock and Sand& Gravel resources.
MAC 15.21	M4 Wharves and Rail	Proposals Plan	The following rail siding will be denoted on the Proposal Plans to provide clarity as to which sites are required for the transportation of aggregate by rail: • Newport Docks	To clarify the exact location of the safeguarded rail sidings.
MAC 15.22	W1 – Waste Site Allocations	Proposals Plans	Remove W1 Waste Allocation at Docks Way from the Proposals Plan.	To reflect the Docks Way Waste Disposal Site is an existing waste facility rather than a new allocation.

Appendices

Appendix 1 Revised Policy SP17 Employment Land

Appendix 2 Revised Chapter 5 Housing – Introduction and Policy H1

Appendix 3 Affordable Housing

Appendix 4 Revised Chapter 6 Employment – Entire Chapter

Appendix 5 Revised Chapter 12 Monitoring Framework – Entire Chapter

Appendix 6 Revised Chapter 13 Infrastructure Requirement – Summary Tables

Appendix 7 Minor Amendments to Village Boundaries

Appendix 8 Local Centre Boundaries

Appendix 1 – Updated SP17 Employment Land

SP17 Employment Land

PROVISION WILL BE MADE FOR APPROXIMATELY 173 HECTARES OF EMPLOYMENT LAND FOR THE PERIOD 2011 - 2026.

2.67 This requirement has been assessed taking into account:

- labour supply projections, reflecting the population projections;
- historic take-up of employment land; and
- employment sector projections.

2.68 The employment forecasts for Newport have been based on Experian Economic forecasts. Newport's economy is therefore expected to grow by an additional 7,400 jobs over the LDP period.

2.69 In terms of allocating space to support delivery of these jobs, it has been identified that Newport requires a minimum of 21.5 hectares of employment land specifically for Class B uses, including offices and industrial/warehousing uses. There needs to be sufficient suitable warehousing land to meet the gross requirements coming forward in advance of industrial land disposals projected by the decline in industrial employment over the Plan period. For this reason an additional 13.5 hectares of land has been allocated on the grounds of being the type of land which is fit for purpose by today's market standards.

2.70 Therefore, in total, the Plan has a minimum requirement of 35 hectares for net employment land for the Plan period. The Plan identifies a total supply of 173 hectares of employment land which exceeds the minimum requirement, but is required so that sufficient flexibility can be provided to promote growth and also take account of various constrained sites which cannot be considered as 'normal supply'. For example, EM1 (i) Duffryn and EM1 (ii) East of Queensway Meadows are controlled by the Welsh Government and only designated for single large user projects of at least 10ha at a time. Similarly, EM1 (iv) Solutia will only be released for development if it is within Solutia's interest and does not compromise their existing facility. Therefore, 173ha is considered an appropriate land supply to provide sufficient flexibility for future employment growth. The take-up of land for the various types of employment uses will continue to be monitored.

2.71 The land allocated under Policy EM1 relates to net additional requirement for employment land. The land is needed to accommodate net growth in the stock and any losses from the existing employment stock will need replacing. Policy EM3 will be used to assess proposals for the redevelopment or alternative uses of existing employment sites.

2.72 The Plan has a focus on urban regeneration, and seeks to provide employment on such sites. These tend to be relatively small in scale, though may sustain high density uses. There may, however, be a need at some time for larger sites with lower density uses, which could not be accommodated within the urban area. More peripheral locations, adjacent to other employment uses and good transport links, may therefore be the only realistic prospect if such uses are to be located in the Newport area at all. Provision is made therefore, in order to facilitate the achievement of the Economic Development Strategy.

2.73 Sites within the inner urban area, although they tend to be small, provide valuable opportunities for higher density development in sustainable locations. The recent office developments in the George Street area and Cambrian Centre provide good examples of the value of such locations. They are accessible by a choice of means of transport, including walking, cycling and public transport, and they are close to the City Centre, which helps to sustain and improve the City Centre's viability and vitality.

2.74 The sites in west Newport are close to major arterial routes, which make them well-connected nationally, regionally and locally. Substantial development has already occurred in this area, and there are business advantages in locating near to other similar uses. If interested parties were to decide on a railway station in relative proximity to the site, then this could potentially enhance accessibility of the area. Where development may impinge upon the Site of Special Scientific Interest (SSSI), particular care will be needed to ensure the protection of the features of importance, which is primarily the network of reens and the associated flora and fauna. Paragraphs 2.61 – 2.63 set out how this will need to be addressed. More information can be found in Policy GP5.

2.75 South East Newport is one of the older industrial areas of the City, but there are opportunities for further development and redevelopment. This area is well connected to the transport network, and if interested parties were to decide on a railway station in relative proximity to the site, then this could potentially enhance accessibility of the area. With major housing growth proposed locally, there will be clear benefits in the provision of employment in this area. Where development may impinge upon a (SSSI), particular care will be needed to ensure the protection of the features of importance, which is primarily the network of reens and the associated flora and fauna.

2.76 In addition to the potential impact on the River Usk Special Area of Conservation (SAC), developers must consider their potential impact on the Severn Estuary designated sites. The extent of activity of the birds that are features of the Severn Estuary Special Protection Area (SPA) and Ramsar site is unknown. Therefore developers will be responsible for carrying out a suitable bird survey to determine likely significant effects, if any. A sensitive working programme must be compiled to minimise disturbance to these species. The developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process.

Relevant Objectives and Background Paper
Objectives: 1. Sustainable Use of Land, 3. Economic Growth **Background Paper:** Employment Land Review, Roger Tym and Partner, 2013.

APPENDIX 2 – REVISED H1 POLICY

5 Housing

Housing Supply

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

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

H1 Housing Sites

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

See Table H1 overleaf for Housing Sites

5.2 Housing sites that are adjacent to the River Usk SAC may have implications on this European site through disturbance, loss of habitat, barriers to movement and water pollution. However, implications can be minimised/avoided through appropriate mitigation measures. In accordance with Policy GP5, the developer will be expected to provide sufficient information in order for a Habitat Regulation Assessment to be undertaken to ensure there are no likely significant effects upon the River Usk SAC.

TABLE H1 – HOUSING SITES

LDP Ref	Site Name	Hectares	Total Capacity of the Site	Completions 2011 – 2013	Under Construction @ 01/04/13	Estimated Remaining Units to be delivered between 2013 – 2026	Affordable Housing element of estimated remaining units within Plan Period	Site Status/Notes as @ 1st April 2013
H1	Adj. McReadys Ponthir Road	2.51	54	0	0	54	0	Planning permission in place
H3	Llanwern Village	44	1100	0	0	1100	253	Planning permission in place
H4	Pirelli	6.5	250	0	0	250	75	Planning permission in place
H5	Glebelands	2.83	153	0	0	153	0	Planning permission in place
H7	Bethesda Close	1.01	22	0	0	22	0	Planning permission in place
H8	Severn Stiles	0.30	23	0	0	23	23	Planning permission in place
H9	Frobisher Road	0.51	10	0	0	10	0	Planning permission in place
H10	Pencoed Castle	9.60	12	0	0	12	0	Planning permission in place
H11	Laburnum Drive	0.13	20	0	20	0	0	Under Construction
H12	Former Tredegar Park Golf Course	9.3	150	0	0	150	30	Planning permission in place
H13	Allt Yr Yn Campus	5.7	125	2	5	118	0	Under Construction
H14	Monmouthshire Bank Sidings	11.30	575	0	0	390	35	Planning permission in place
H15	Victoria Wharf	1.16	130	0	0	130	0	Housing Proposal
H16	Penmaen Wharf	0.83	160	0	0	160	16	Planning permission in place
H17	Former Hurrans Garden Centre	1.95	60	7	31	22	12	Under Construction
H19	Land at Hartridge High School	2.54	65	0	0	65	10	Planning permission in place
H21	Former Floors 2 Go	0.12	10	0	0	10	0	Subject to S106
H23	Traston Lane	0.76	21	0	0	21	0	Planning permission in place
H24	30-33 High Street	0.06	24	0	0	24	0	Subject to S106
H25	Taylors Garage	2	71	0	0	71	15	Planning permission in place
H26	Ty Du Works	0.41	26	0	0	26	8	Subject to S106
H30	Rear of South Wales Argus	2.30	82	0	0	82	16	Housing Proposal
H31	Roman Lodge Hotel	0.17	10	0	0	10	0	Subject to S106
H32	Former Sainsbury's	2.10	140	0	0	140	42	Subject to S106
H34	Bankside Coverack Road	0.49	38	0	0	38	12	Subject to S106

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

St Cadocs Hospital Site

5.3 The Welsh Health Estates and Gwent Healthcare Trust have made clear their long term intention to phase out the hospital use on the St Cadocs site. The Newport Unitary Development Plan allocated the site for a mix use scheme including 8 hectares of land for up to 250 residential units, Environmental Space, and a railway station. Given the uncertainty over the timing of the release of the land and deliverability within the Plan period, a housing allocation has not been made in the Local Development Plan. The site does not therefore contribute to the housing requirement figures and should it come forward for development would be considered as a windfall site.

5.4 If the site becomes available for development within the Plan period, the former housing allocation of the existing hospital buildings would be assessed as a brownfield site within the settlement boundary, and would have to satisfy relevant Policies of the Plan. The Council would seek a comprehensive approach to the development of the site, including the incorporation of the railway station and protection of the remaining western Environmental Space.

5.5 A full Transport Assessment will be required, including improved access points as appropriate and an assessment of the Caerleon one-way system and railway bridge. Opportunities for the retention and conversion of the historic buildings and important landscape elements should be explored as part of development proposals for the site.

Eastern Expansion Area Site

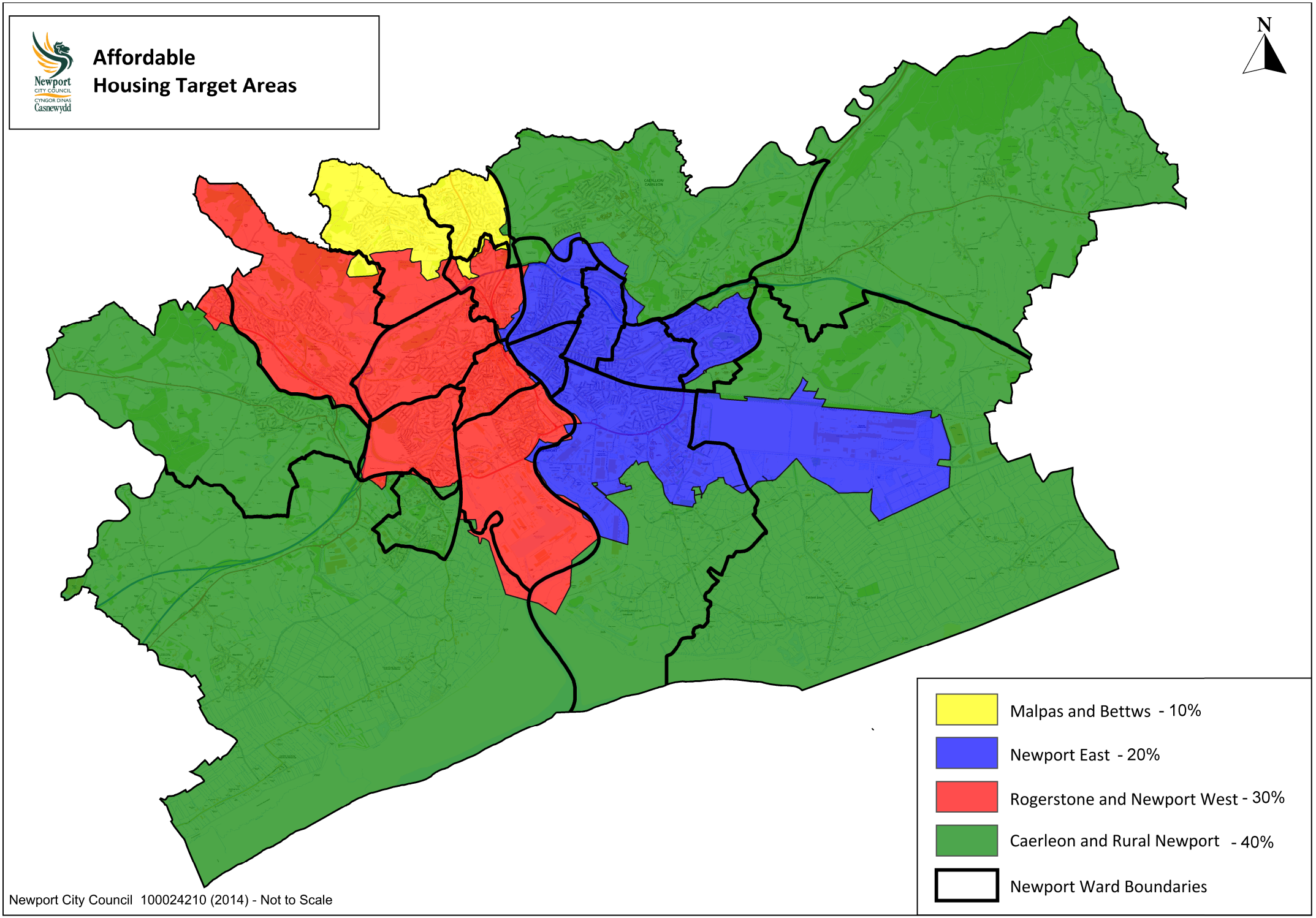
5.6 This is dealt with under Policy SP11 above.

SMALL SITES

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

INFILL AND WINDFALL SITES

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


Affordable
Housing Target Areas
Newport
CITY COUNCIL
CYNGOR DINAS
Casnewydd
N
Malpas and Bettws - 10%
Newport East - 20%
Rogerstone and Newport West - 30%
Caerleon and Rural Newport - 40%
Newport Ward Boundaries
Newport City Council 100024210 (2014) - Not to Scale

APPENDIX 3

AFFORDABLE HOUSING TARGETS MAP

APPENDIX 4 – EMPLOYMENT CHAPTER

6 Employment

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

Newport Economic Context

6.2 Newport has seen both significant declines and recoveries in the number of people in work over the decade to 2009[1]. This is symptomatic of an economy undergoing significant structural change or one highly exposed to the global economy, both of which apply to Newport. Manufacturing employment has declined, with base metal manufacturing particularly affected. Growth in employment has occurred, however, in four major sectors: health and social work, education, public administration, and transport and communication. Wholesale and retail is also a major employment sector for Newport, but in 2010 was only marginally above its proportion in 2000. Finance and real estate started with a higher proportion of total employment than wholesale and retail in 2000, surged to be the biggest sector in 2006, but then fell back significantly each year to 2009.

6.3 The City now needs to respond to the current and likely future economic circumstances, and in the context of its position in the wider world. Newport has advantages of connectivity, which have been important in the past in securing inward investment, and which continue to be a positive factor both in attracting new employers and in encouraging indigenous growth.

6.4 The allocation of 173 hectares for employment land is made to secure a supply of new, deliverable development land to allow Newport to respond flexibly to the future needs of business. It also provides land to offset any unforeseen losses to the Newport stock of sites.

6.5 It is considered that the Plan provides a good range of land allocations within EM1 so the right type of development can be located in the most appropriate location. For example, office development can be supported at City Centre locations, heavier industry will be more suited to locations at Solutia and east of Queensway Meadows, while medium sized prestige business park development can be supported at Duffryn and larger units for distribution located at Gwent Europark.

EM1 Employment Land Allocations

THE FOLLOWING SITES ARE ALLOCATED AS EMPLOYMENT LAND:

i) DUFFRYN – 38.5 HECTARES FOR B1, B2, AND B8 USES;
ii) EAST OF QUEENSWAY MEADOWS, SOUTH OF GLAN LLYN – 27 HECTARES FOR B1, B2 AND B8 USES;
iii) CELTIC SPRINGS – 6 HECTARES PRIMARILY FOR B1 USE;
iv) SOLUTIA – 43 HECTARES FOR B1, B2, B8 AND LEISURE USE;
v) GWENT EUROPARK – 16 HECTARES FOR B8 DISTRIBUTION USES;

[1] See page 8 of the Employment Context Paper prepared for the Council by Aecom, available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont636721.pdf
Newport City Council Economic Development Strategy 2011- 2015 is available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont639411.pdf

vi) LAND OFF CHARTIST DRIVE, ROGERSTONE – 2 HECTARES FOR B1, B2 AND B8 USES;

vii) CELTIC BUSINESS PARK (LLANWERN FORMER STEELWORKS EASTERN END) – 35.5 HECTARES FOR B1, B2, AND B8 USES;

viii) PHOENIX PARK (FORMER PIRELLI WORKS), CORPORATION ROAD – 2 HECTARES FOR B1, B2 AND ANCILLARY USES;

ix) GODFREY ROAD (REAR OF STATION) – 2 HECTARES FOR BUSINESS AND COMMERCIAL USES;

x) CARDIFF ROAD (MONMOUTHSHIRE BANK SIDINGS) – 1.2 HECTARES B1 USES.

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

Duffryn

6.6 This is a large scale strategic development area well connected to the M4, containing some of the most prestigious employment developments within Newport. It is a well established area that has proceeded over a number of years on the basis of the Council's informal Duffryn development strategy set out in the 1990's. There are some areas of development potential still available on this prestigious site for B1, B2, and B8 uses; however, the owner (Welsh Government) has designated the site for single large user projects of at least 10ha at a time.

6.7 The allocation at Duffryn may result in the loss of habitat (and disturbance of adjacent habitats) in particular it may impact upon the Percoed Reen. Paragraphs 2.61 – 2.63 set out how this will need to be addressed. Therefore, in accordance with Policy GP5, the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. Part of the allocation also lies within the St Brides Site of Special Scientific Interest (SSSI). Conservation and enhancement of the SSSI features will need to be central to the consideration of any future employment proposals for this area. The developer will also ensure there is no adverse impact on the Imperial Park substation operated by National Grid.

East of Queensway Meadows, South of Glan Llyn

6.8 This site is well connected to the Southern Distributor Road and is an excellent strategic location for B1, B2 and B8 uses. Development of this area is affected by a Welsh Government Direction safeguarding the route of the M4 relief road (see constraints map); any development proposals will need to reflect this. The Welsh Government's M4 Corridor Enhancement Measures Study is looking at a wide variety of options. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the planning application stage. This assessment would require hydraulic modelling to be undertaken.

6.9 The allocation at East of Queensway Meadows may result in the loss of habitat (and disturbance of adjacent habitats) in particular it may impact upon reens. Paragraphs 3.23 – 3.28 set out how this will need to be addressed. In accordance with Policy GP5 the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. The allocation lies adjacent the Nash and Goldcliff Site of Special Scientific Interest (SSSI), and proposals should have consideration of the designation. Similar to EM1 (i) Duffryn, this site is owned by Welsh Government and has been designated for single large user projects of at least 10ha at a time.

Cleppa Park/ Celtic Springs

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

Solutia

6.11 This site is well connected to the Southern Distributor Road and is an excellent strategic location for B1, B2 and B8 uses. Proximity to Newport International Sports Village also gives it potential for leisure uses related to the Sports Village. Development of this area is affected by a Welsh Government Direction safeguarding the route of the M4 relief road (see constraints map); any development proposals will need to reflect this. The Strategic Flood Consequence Assessment for the Plan identifies this site as requiring a Flood Consequence Assessment at the planning application stage. This assessment would require hydraulic modelling to be undertaken.

6.12 The allocation at Solutia may result in the loss of habitat (and disturbance of adjacent habitats); in particular it may impact upon Reens. Paragraphs 3.23 – 3.28 set out how this will need to be addressed. In accordance with Policy GP5 the developer will be expected to provide sufficient information to enable a Habitat Regulation Assessment of these works to be carried out as part of the planning process. The allocation lies adjacent the Nash and Goldcliff Site of Special Scientific Interest (SSSI), and proposals should have consideration of the designation. A SINC is located on part of the site, and measures may be required in order to mitigate any impact upon the designation. It is noted that this site will only be released, if the owner (Solutia), considers development will not compromise their existing facility and it is within their interest.

Gwent Europark

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

Land off Chartist Drive, Rogerstone

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

Celtic Business Park (Llanwern Former Steelworks Eastern End)

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

Phoenix Park (Part of the Former Pirelli Works)

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

Godfrey Road (Rear of Station)

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

Cardiff Road (Monmouthshire Bank Sidings)

6.18 Permission was granted on appeal in January 2011 for a residential redevelopment scheme, (Site H1(14) Monmouthshire Bank Sidings) located south of this employment allocation. This employment site was part of the same planning appeal and is now subject to a Unilateral Undertaking. The Unilateral Undertaking identifies this 1.2 ha site for possible employment purposes. The developer is required to undertake a joint marketing strategy for a period of two years to secure and promote the land for employment purposes. The Unilateral Undertaking restricts the end user(s) to B1 planning uses only. In the event that a marketing strategy does not identify a commercial developer who is willing to proceed, then the developer will discuss the potential future planning uses of the land with the Council, including B8, Health Trust and residential development could be an option.

EM2 Newport Docks

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

6.19 There is a surplus of land within Newport Docks which could better meet Newport's economic development objectives if brought into alternative, productive, employment generating uses within Use Class B1, B2 or B8. Proposals should be in accordance with Technical Advice Note 18 which sets out guidance on the assessment of development in docks areas. Complementary uses should relate to the primary purpose of the port operation namely bulk handling, warehousing and storage facilities. Complementary uses may also include energy and infrastructure projects.

6.20 Newport Docks provides a particular opportunity to provide for port related employment. One aspect of this is in energy generation, where it has certain locational advantages, including accessibility for fuel and distance from residential or other uses upon which there might be an impact. Recent schemes granted planning permission have included a biomass powerplant, the erection of wind turbines and the installation of solar PV panels. Development that reduces emissions of greenhouse gases in a sustainable manner similar to those already permitted, including renewable and low carbon energy generation, will be supported.

6.21 A Welsh Government Direction concerning a safeguarding corridor for the M4 relief road affects the site (see constraints map). The route is still subject to consultation, and has not at this stage been confirmed. Development proposals will need to have regard to this.

6.22 The allocation at Newport Docks may result in barriers to movement and disturbance of features of the River Usk as well as the qualifying bird species of the Severn Estuary SPA and Ramsar site. Effects can be avoided or minimised through appropriate mitigation measures. In accordance with Policy GP5, the developer will be expected to provide sufficient information in order for a Habitat Regulation Assessment to be undertaken to ensure there are no likely significant effects upon the River Usk SAC and the Severn Estuary SPA and Ramsar site.

6.23 The plan sets out within its Mineral Policies the need to safeguard wharves and rail for the continued transportation of aggregate. Proposals within the dock area will need to consider their impact upon the future transportation requirements as the majority of aggregate supply for Newport is based on marine won sand and gravel supply.

EM3 Alternative uses of Employment Land

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

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

6.24 The Policy relates to the assessment of alternative development proposals on business, industrial and warehousing land. It applies to all land and buildings within the B1, B2 and B8 Use Classes Order. The Policy should be used in relation to established employment areas; alternative proposals on new employment allocations set out in Policy EM1 will be resisted.

6.25 In relation to Criterion i), proposals for alternative uses should include information that demonstrates that the site and property has been marketed for a new employment use and that an on-going use for employment purposes is no longer viable.

6.26 When submitting an application for the alternative use of an employment site, the Applicant or Agent will be expected to provide a statement to the Council to ascertain how long a particular site has been marketed for employment use and the degree of interest.

6.27 Information from the Agent or Applicant regarding demand (in relation to Criterion i)) will usually take the form of a marketing report or correspondence from the relevant property agent. The content should include:

- Details of existing occupiers, if any;
- If appropriate, the length of time a property or site has been vacant;

- The type of use which the property/site has been marketed for, and what the marketing strategy involved and its duration;
- The amount of interest in the site during the marketing period - this should detail the number of queries, the type of use sought, and if known, the reason for not pursuing the initial query; and,
- Whether the relocation of existing occupiers to other suitable accommodation will be facilitated.

6.28 If demand has been established on a site for employment use, this is taken as evidence of a need to retain the site for such purposes. The site should be marketed at a realistic price reflecting the employment status of the site, for a period of not less than 12 months. The demand information provided may be economically sensitive, and will normally be treated as confidential.

6.29 In relation to Criterion ii), proposals for alternative uses on either existing land in industrial/business use will need to consider the impact on future supply levels. Proposals affecting employment land must be closely scrutinised to assess the extent to which the loss of the site would itself, or cumulatively with other losses, have an adverse effect on the range and choice of development opportunities. The cumulative impact of other losses will include all extant planning permissions or applications with a resolution to approve subject to the signing of a legal agreement. The maintenance of a portfolio of sites, particularly of good quality, is vital to achieving successful economic development.

APPENDIX 5 – MONITORING FRAMEWORK

12 Monitoring Framework

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

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

- **Contextual Indicators**

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

- **Core Indicators**

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

- **Local Indicators**

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

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

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

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

Further Research (Yellow)
Where indicators are suggesting the LDP Policies are not being effective as they should further research and investigation is required.
Policy Review (Orange)
Where indicators are suggesting the LDP Policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.
Plan Review (Red)
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

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

Contextual Indicators

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

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

Core and Local Indicators

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

Objective 1 – Sustainable Use of Land

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

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINTS
OB1 MT1	SP1 SP5 SP7 H6 H12	**CORE** Amount of greenfield lost to development (ha) which is not allocated in the Development Plan or does not meet the requirements of the relevant Local Development Plan Policies.	NCC Development Management	No greenfield land is lost to development (unless it is in accordance with policies within the Plan)	1 (or more) application permitted for development in any year
OB1 MT2	SP1 CE4	**CORE** Amount of Environmental Space lost to development (ha)	NCC Development Management	No Environmental Space is lost to development (unless it is in accordance with policies within the Plan or exceptions set out in TAN16 (2009))	1 (or more) application permitted for development in any year
OB1 MT3	SP1 SP3 GP1	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN 15 (2004) tests (paragraph 6.2 i-v)	Natural Resources Wales	No permissions granted for highly vulnerable development within C1 and C2 floodplain area (unless it is in accordance with TAN 15)	1 (or more) permission is given which does not meet the requirements of TAN15 in any year
OB1 MT4	SP1 SP22 M1 M2	**LOCAL** Amount of development within a mineral safeguarding area	NCC Planning Policy	No permanent sterilising development will be permitted within a mineral safeguarding area (unless it is in accordance with policies within the Plan)	1 (or more) application permitted for development in any year

Objective 2 – Climate Change

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

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB2 MT1	GP1 CE11	**LOCAL** Number and capacity of renewable energy developments permitted	NCC Development Management	An increase in the number of renewable energy schemes permitted	No trigger identified[1]
OB2 MT2	SP2 SP9 GP1 GP5	**LOCAL** Number of planning permissions granted contrary to the advice of Natural Resources Wales on environmental grounds	NCC Development Management	No planning consents issued where there is an outstanding objection from Natural Resources Wales	1 (or more) permission recorded in any year
OB2 MT3	SP4	**LOCAL** Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	Dwr Cymru / Welsh Water Natural Resources Wales	No planning consents issued where there is an outstanding objection concerning provision of water quality and quantity and waste water from water supplier.	1 (or more) permission recorded in any year

Objective 3 – Economic Growth

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

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

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

	EM3	amount of land in hectares available for employment purposes in Newport.	NCC Development Management	plan period.	land supply falls below 5 years (53 ha).
OB3 MT3	SP17 EM1 EM3	**LOCAL** Job creation over the Plan period.	Regional Labour Market Statistics (ONS) and Stats Wales	7,400 jobs created within Newport over the Plan period Base of 72,500 jobs (Stats Wales 2011) 2012 +272 jobs (72,772) 2013 - 470 jobs (72,302) 2014 +460 jobs (72,762) 2015 +621 jobs (73,383) 2016 +670 jobs (74,053) 2017 +650 jobs (74,703) 2018 +580 jobs (75,283) 2019 +710 jobs (75,993) 2020 +661 jobs (76,654) 2021 +501 jobs (77,155) 2022 +501 jobs (77,656) 2023 +501 jobs (78,157) 2024 +511 jobs (78,668) 2025 +591 jobs (79,259) 2026 +641 jobs (79,990)	Job creation rates fall below the cumulative expected levels for 2 consecutive years.
OB3 MT4	EM1 EM3	**LOCAL** Amount of existing B class employment land or EM1 allocation land lost to other uses	NCC Development Management	No existing B class Employment Sites or EM1 allocations are lost to non-employment use unless in accordance with Policy EM3	1 (or more) permission recorded in any year
OB3 MT5	R1 R2 R3	**LOCAL** Total vacant commercial units in the City Centre (recorded April every year)	Business Services / Economic Development	Vacancy rates in the City Centre decrease (Base rate April 2014: 25% of commercial units within City Centre are vacant)	An increase in the vacancy rates is recorded for 2 consecutive years.
OB3 MT6	R1 R2 R3 R4	**LOCAL** Number of applications approved for non-retail use in primary and secondary frontage without meeting the requirements outlined in the relevant LDP Policies.	NCC Development Management	80% or more of Primary Shopping Frontage is in A1 use. 60% or more of Secondary Frontage is in A1 use.	Less than 80% of Primary Shopping Frontage has an A1 use. Less than 60% of Secondary Shopping Frontage has an A1 use.
OB3 MT7	R1	**LOCAL** Number of retail developments permitted outside of the City Centre not in accordance with an	NCC Development Management	No retail developments outside of the City Centre are permitted over the Plan period (unless in accordance	1 retail development is permitted outside City Centre in

		assessment of need and strict application of the sequential test.		with an assessment of need and strict application of the sequential test)	any year which is not in accordance with an assessment of need and strict application of the sequential test.

Objective 4 – Housing

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

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

				rates. Expected delivery rates are based on the JHLAS 2013 and developer intentions. 2011 – 358 2012 – 717 (+359) 2013 – 1,289 (+572) 2014 – 1,990 (+701) 2015 – 2,849 (+859) 2016 – 3,762 (+913) 2017 – 4,638 (+876) 2018 – 5,628 (+990) 2019 – 6,547 (+919) 2020 – 7,307 (+760) 2021 – 7,990 (+683) 2022 – 8,659 (+669) 2023 – 9,315 (+656) 2024 – 9,849 (+534) 2025 – 10,350 (+501)	
OB4 MT4	H1 (H3)	**LOCAL** Annual Dwelling Completions of a Strategic Housing Site – Llanwern Village	NCC Planning Policy	Deliver a total of 1,100 units over the Plan Period. Dwellings will be delivered in accordance with the breakdown identified below: 2011 – 0 2012 – 0 2013 – 0 2014 – 40 2015 – 120 (+80) 2016 – 240 (+120) 2017 – 360 (+120) 2018 – 480 (+120) 2019 – 600 (+120) 2020 – 720 (+120) 2021 – 840 (+120) 2022 – 960 (+120) 2023 – 1,080 (+120) 2024 – 1,100 (+20) 2025 – 0	The total number of dwellings delivered falls below the number identified for 2 consecutive years.
OB4 MT5	H1 (H47)	**LOCAL** Annual Dwelling Completions of a Strategic Housing Site – Glan Llyn (Former Llanwern Steelworks)	NCC Planning Policy	Deliver a total of 2,262 units over the Plan Period. Dwellings will be delivered in accordance with the breakdown identified below: 2011 – 10 2012 – 45 (+35) 2013 – 115 (+70)	The total number of dwellings delivered falls below the number identified for 2 consecutive years.

				2014 – 225 (+110) 2015 – 410 (+185) 2016 – 598 (+188) 2017 – 782 (+184) 2018 – 967 (+185) 2019 – 1,152 (+185) 2020 – 1,337 (+185) 2021 – 1,522 (+185) 2022 – 1,707 (+185) 2023 – 1,892 (+185) 2024 – 2,077 (+185) 2025 – 2,262 (+185)	
OB4 MT6	H1 H4 SP10	**CORE** The number of net additional affordable dwellings built in the LPA's area (TAN 2) (2006)	NCC Planning Policy	Provision of 2,061 affordable units over the Plan period, based on: 2011-2016 = 531 2016-2021 = 963 2021-2026 = 567	Delivering fewer affordable homes than: 531 by 2016 963 by 2021 567 by 2026
OB4 MT7	H4 SP10	**LOCAL** Changes in residual values across housing submarket areas of: • Caerleon & Rural Newport • Rogerstone & West Newport • East Newport • Malpas & Bettws	HM Land Registry House Price Index. RICS Building Cost Information Service (BCIS) Tender Prices. Development Appraisal Toolkit	Deliver the maximum level of Affordable Housing considered viable.	An increase or decrease of 5% of residual value in any submarket area in one year.
OB4 MT8	H1	**CORE** Percentage of housing development completed on H1 housing sites.	NCC Planning Policy	H1 Housing sites account for 85% of total delivery. Windfall and small sites account for 15%.	Less than 85% of housing is developed on H1 housing sites over 2 consecutive years.
OB4 MT9	H3	**CORE** Average density of permitted housing developments of 10 or more dwellings.	NCC Development Management	Developments of 10 dwellings or more will have a minimum density of 30 per hectare (unless in accordance with criteria set in Policy H3)	1 (or more) permission is given with an average density of <30 dwellings per hectare
OB4 MT10	H5 SP10 CE1	**LOCAL** Number of dwellings permitted annually outside the defined	NCC Development Management	No dwellings permitted outside the defined settlement boundaries that do not meet the	1 (or more) permission outside the defined

		settlement boundaries that do not meet the requirements of Policy CE1 of the LDP. *This excludes replacement dwellings and conversions*		requirement of the Plan	settlement boundary that does not meet the requirements of the Plan is recorded in any year
OB4 MT11	H16	**LOCAL** Delivery of Hartridge Farm Road (H16(i)) as a permanent residential site for Gypsies and Travellers.	NCC Planning Policy NCC Housing Service	Delivery of 23 pitches by 2016 to meet immediate need. Then an approximately: 10 pitches by 2021 & 10 pitches by 2026.	Less than 23 pitches have been developed at Hartridge Farm Road by 2016.
OB4 MT12	H16 H17	**LOCAL** Number of Gypsy/Traveller Sites for residential accommodation	NCC Planning Policy NCC Housing Service	Appropriate provision is made for Gypsy/Travellers that the Council has a statutory duty to accommodate.	Gypsy/Travellers registered as homeless will be assessed and added to the Council's Housing Waiting List
OB4 MT13	H15	**LOCAL** Delivery of the Former Ringland Allotments Site (H15(i)) as a transit site for Gypsies and Travellers.	NCC Planning Policy NCC Housing Service	Delivery of 7 transit pitches by 2016 to meet the immediate need.	Less than 7 pitches have been developed at the Former Ringland Allotments Site by 2016
OB4 MT14	H15 H17	**LOCAL** Number of Gypsy/Traveller Sites for transit accommodation	NCC Planning Policy NCC Housing Service	Appropriate provision is made for Gypsy/Traveller transit need	An increase in unauthorised sites (that cannot be accommodated on the transit site) is recorded by the biannual Gypsy/Traveller Count on a year on year basis over a 2 year period.

Objective 5 – Conservation and the Built Environment

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

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB5 MT1	SP9	**LOCAL** Number of applications permitted that will adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or conservations areas.	NCC Development Management CADW NCC Conservation Officer GGAT	No developments permitted over the course of the Plan when there is an outstanding objection from statutory heritage advisors	Further investigation if 1 (or more) planning permissions are given where there is an outstanding objection from statutory heritage advisors over any year[2]

Objective 6 – Conservation and the Natural Environment

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

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB6 MT1	GP5	**LOCAL** Development granted permission that leads to the loss of SSSI or SINC that does not meet the requirements of the LDP Policies.	NCC Countryside Team / NCC Development Management	No net loss of area of SINC to development (unless it is in accordance with policies within the Plan)	Any net loss of SSSI or SINC to development which does not meet the requirements of the Plan recorded over any year
OB6 MT2	SP9 GP5	**LOCAL** The amount of protected woodland and trees lost to development per annum (ha).	NCC Countryside Team	No net loss of protected woodland and trees (unless it is in accordance with	Loss of any protected woodlands and TPOs recorded in any year

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

				policies within the Plan)	
OB6 MT3	SP4 SP5 SP6	**LOCAL** The number of developments permitted within the green belt or green wedge that do not accord with the relevant Policies of the Local Development Plan.	NCC Development Management	No developments permitted (unless it is in accordance with policies within the Plan)	1 (or more) development permitted in any year

Objectives 7, 8 and 9

Community Facilities and Infrastructure (7)
Culture and Accessibility (8)
Health and Well-being (9)

12.14 Objectives 7, 8 and 9 help to ensure the provision of appropriate new, and/or enhanced existing community facilities which will provide cultural benefits. The merged objectives also aim to enhance accessibility to key services, particularly through walking and cycling which consequently help to enhance health and well-being.

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

Objective 10 – Waste

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

	RELEVANT LDP POLICIES	CORE AND LOCAL INDICATORS	SOURCE OF INFORMATION	MONITORING TARGET	TRIGGER POINT
OB1 MT1	SP21	Maintain sufficient land and facilities to cater for Newport's waste capacity	NCC Waste Section	Maintain a sufficient capacity to cater for Newport's waste (to be confirmed at a regional level in accordance with TAN 21)	No Trigger[3]

[3] No trigger identified as TAN 21 (2014) notes that waste capacity and targets will be set at a regional level. These regional targets have not yet been set.

APPENDIX 6 – INFRASTRUCTURE REQUIREMENTS – SUMMARY TABLES

Housing Allocation Summary Information

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
HOUSING ALLOCATIONS (H1)						
H1(1) McReadys, Ponthir Rd	54	54			Implemented and funded through the private sector(including Section 106)	Full Planning Permission
H1(3) Llanwern Village	1100	120	600	380	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(4) Pirelli	250	75	175		Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission
H1(5) Glebelands	153	51	102		Implemented and funded through the private sector	Full Planning Permission
H1(7) Bethesda Close	22	22			Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(8) The Severn Stiles	23		23		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(9) Frobisher Road	10			10	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
H1(10) Pencoed Castle	12	6	6		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(11) Laburnum Drive	20	20			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(12) Former Tredegar Park Golf Course	150	60	90		Implemented and funded through the private sector	Outline Planning Permission
H1(13) Allt Yr Yn	125	97	28		Implemented and	Full Planning

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

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
					~~private sector~~	~~Permission~~
H1(30) Rear of South Wales Argus	82	70	12		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(31) Roman Lodge Hotel	10		10		Implemented and funded through the private sector (subject to Section 106)	Planning Permission subject to S106
H1(32) Former Sainsburys	140		135	5	Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission subject to S106
H1(34) Bankside Coverack Road	38		38		Implemented and funded through the private sector (subject to Section 106)	Planning Permission subject to S106
~~H1(35) East Usk Yard~~	~~100~~			~~100~~	~~Implemented and funded through the private sector~~	~~Housing Proposal~~
H1(36) Farmwood Close	10	10			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(37) City Vizion	414	189	150	75	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(38) Lysaghts Village (Orb Works)	462	214	150	98	Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(39) Former Bettws Comprehensive	215	180	35		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(40) Westmark, Old Town Dock	154	64	90		Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(41) Trinity View	16	16			Implemented and funded through the private sector (including Section	Full Planning Permission

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
					106)	
H1(42) Black Clawson	63	63			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(43) Portskewett Street	25	25			Implemented and funded through the private sector (including Section 106)	Full Planning Permission
H1(44) Turner Street	32	32			Implemented and funded through RSL (including Section 106)	Full Planning Permission
H1(45) Lysaghts	100		100		Implemented and funded through RSL (including Section 106)	Planning Permission
H1(47) Glan Llyn	2262	410	927	925	Implemented and funded through the private sector (including Section 106)	Outline Planning Permission
~~H1(50) Herbert Road & Enterprise House~~	~~62~~		~~62~~		~~Implemented and funded through the private sector~~	~~Housing Proposal~~
H1(51) Whitehead Works	330	30	150	150	Implemented and funded through the private sector	Housing Proposal
H1(52) Old Town Dock Remainder	350	60	150	140	Implemented and funded through the private sector	Housing Proposal
H1(53) Bideford Road	35		35		Implemented and funded through the private sector	Housing Proposal
H1(54) Former Alcan Site	930	130	400	400	Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission subject to S106
H1(55) Woodland Site, Ringland	~~300~~ 200		125	~~175~~ 75	Implemented and funded through the private sector	Housing Proposal
H1(56) Opposite Belmont Lodge	122	40	82		Implemented and funded through the private sector (subject to Section 106)	Full Planning Permission subject to S106
H1 (57) Treberth Crescent	58		58		Implemented and funded through the private sector	Full Planning Permission subject to

LDP Reference	Total Units to deliver within LDP	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-16	2016-21	2021-26		
					(subject to Section 106)	S106
H1 (58) Panasonic	250	80	170		Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission subject to S106
H1 (59) 24 Crawford Road	10	10			Implemented and funded through the private sector (subject to Section 106)	Outline Planning Permission subject to S106
H1 (60) Parry Drive	15	15			Implemented and funded through the private sector	Full Planning Permission
H1 (61) Postal Exchange	70	30	35		Implemented and funded through the private sector	Identified in LDP
H1 (62) Queens Hill School	92	30	62		Implemented and funded through the private sector	Identified in LDP
H1 (63) Telford Depot	60		20	40	Implemented and funded through the private sector	Identified in LDP
H1 (64) Uskside Paint Mills	53		53		Implemented and funded through the private sector	Identified in LDP
TOTALS	**9474**	**2471**	**4420**	**2578**		

Gypsy and Traveller Accommodation Summary Information

LDP Reference	Total Pitches	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-2016	2016-2021	2021-2026		
H15 Former Ringland Allotments	7	7			Welsh Government and Local Authority	Identified in the LDP
H16 Hartridge Farm Road	43	23	10	10	Welsh Government and Local Authority	Identified in the LDP

Employment Land Allocation Summary Information

LDP Reference	Use	Phasing of Development			Implementation and Funding Source	Planning Status
		2011-2016	2016-2021	2021-2026		
EM1 (i) Duffryn	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (ii) East of Queensway Meadows, South of Glan Llyn	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (iii) Celtic Springs	B1				Implemented and funded through the	Identified in the LDP

					private sector	
EM1 (iv) Solutia	B1, B2, B8 and leisure				Implemented and funded through the private sector	Identified in the LDP
EM1 (v) Gwent Europark	B8 distribution				Implemented and funded through the private sector	Identified in the LDP
EM1 (vi) Land off Chartist Drive	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (vii) Llanwern former steelworks, eastern end	B1, B2 and B8				Implemented and funded through the private sector	Identified in the LDP
EM1 (viii) Phoenix Park (former Pirelli works) Corporation Road	B1, B2 and ancillary use				Implemented and funded through the private sector	Identified in the LDP
EM1 (ix) Godfrey Road (Rear of Station)	Business and Commercial uses				Implemented and funded through the private sector	Identified in the LDP
EM1 (x) Cardiff Road (Monmouthshire Bank Sidings)	B1				Implemented and funded through the private sector	Identified in the LDP

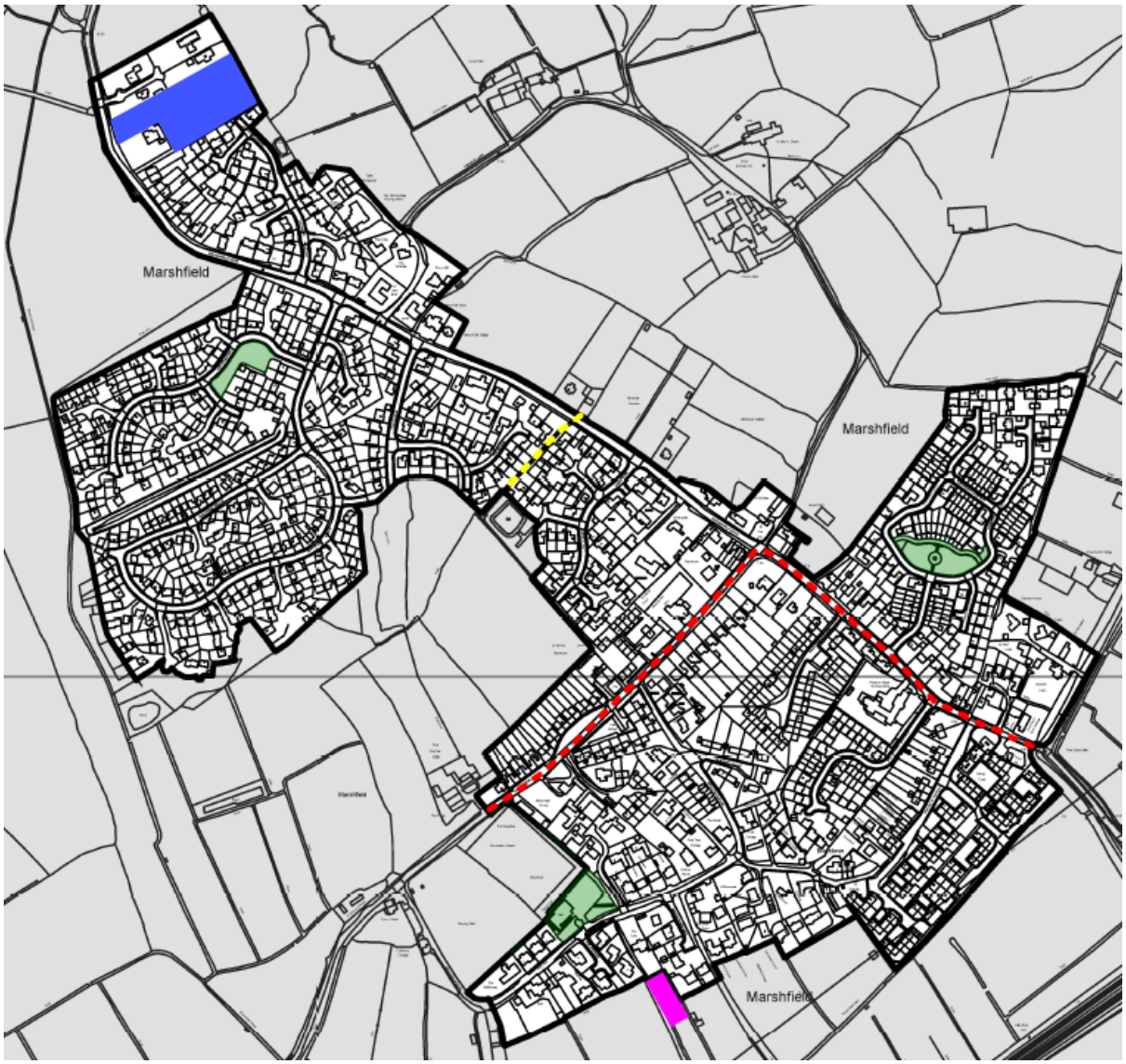
Education Allocation Summary Information

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

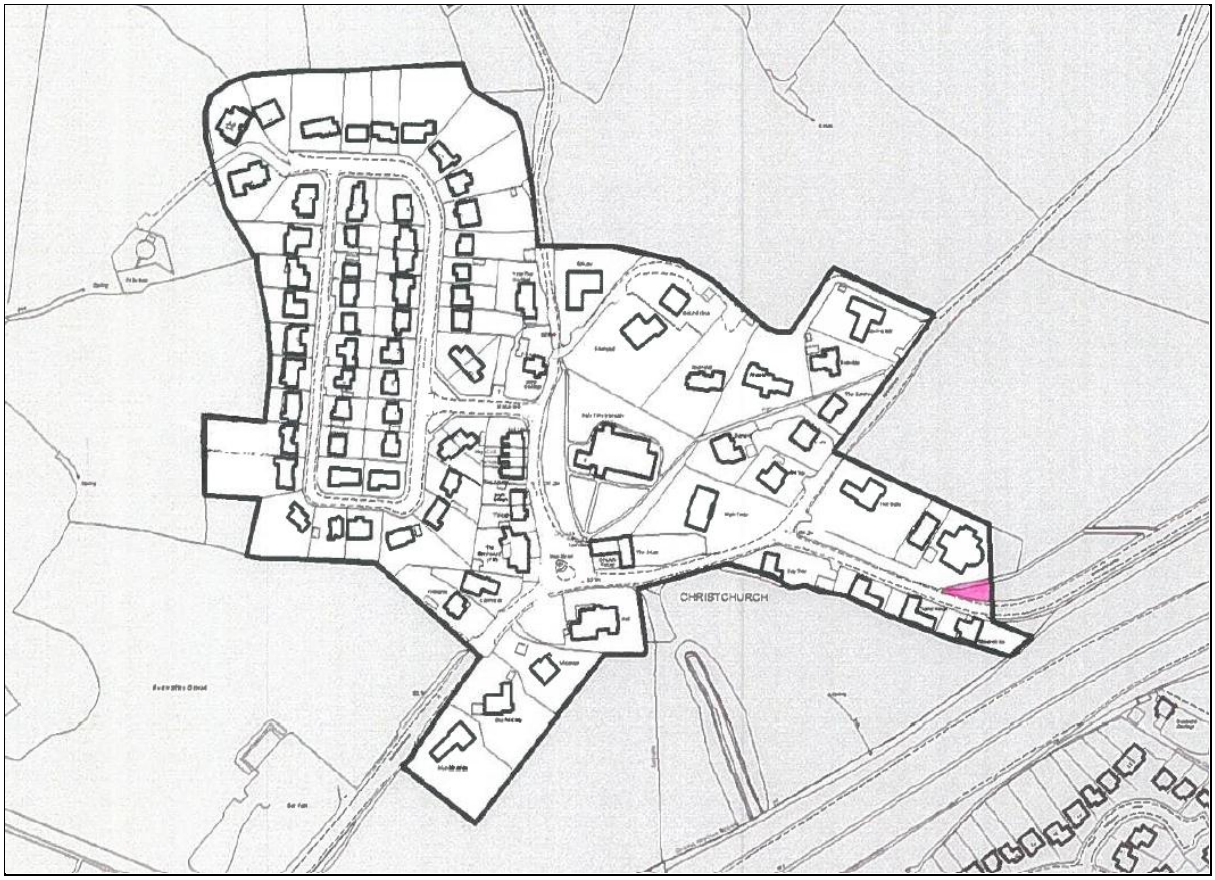
Village	School				funded through the private and public sector (including section 106)	outline planning permission

APPENDIX 7 – REVISED VILLAGE BOUNDARIES

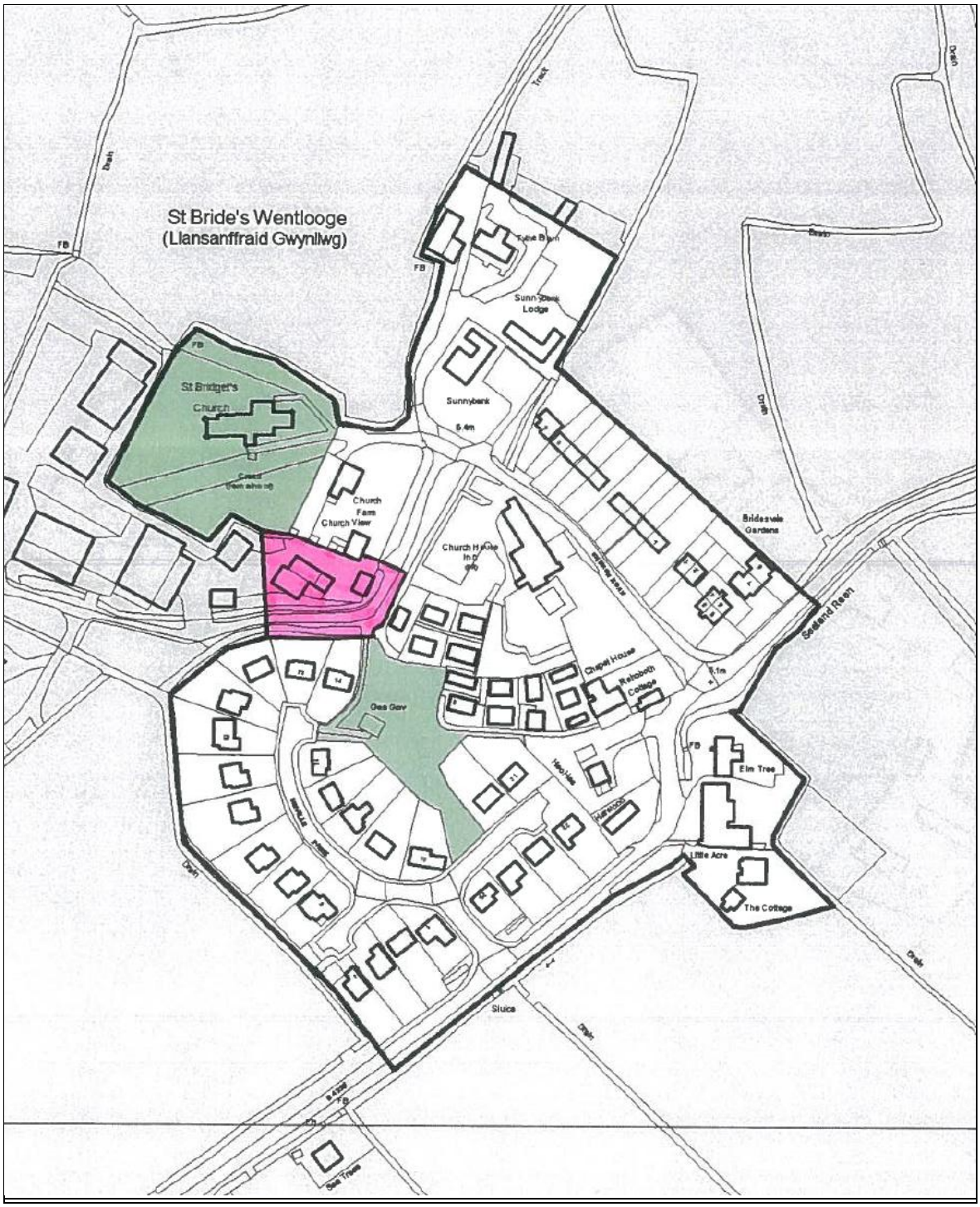
Marshfield: Land to the rear of 64 Marshfield Road included within the boundary to reflect recent planning permission (highlighted in blue) and delete the parcel of land to the south of "The Croft", Wellfield Road (highlighted in pink);



Christchurch: Delete the parcel of land to the south of “Spring Gardens”, Christchurch Road (highlighted in pink).

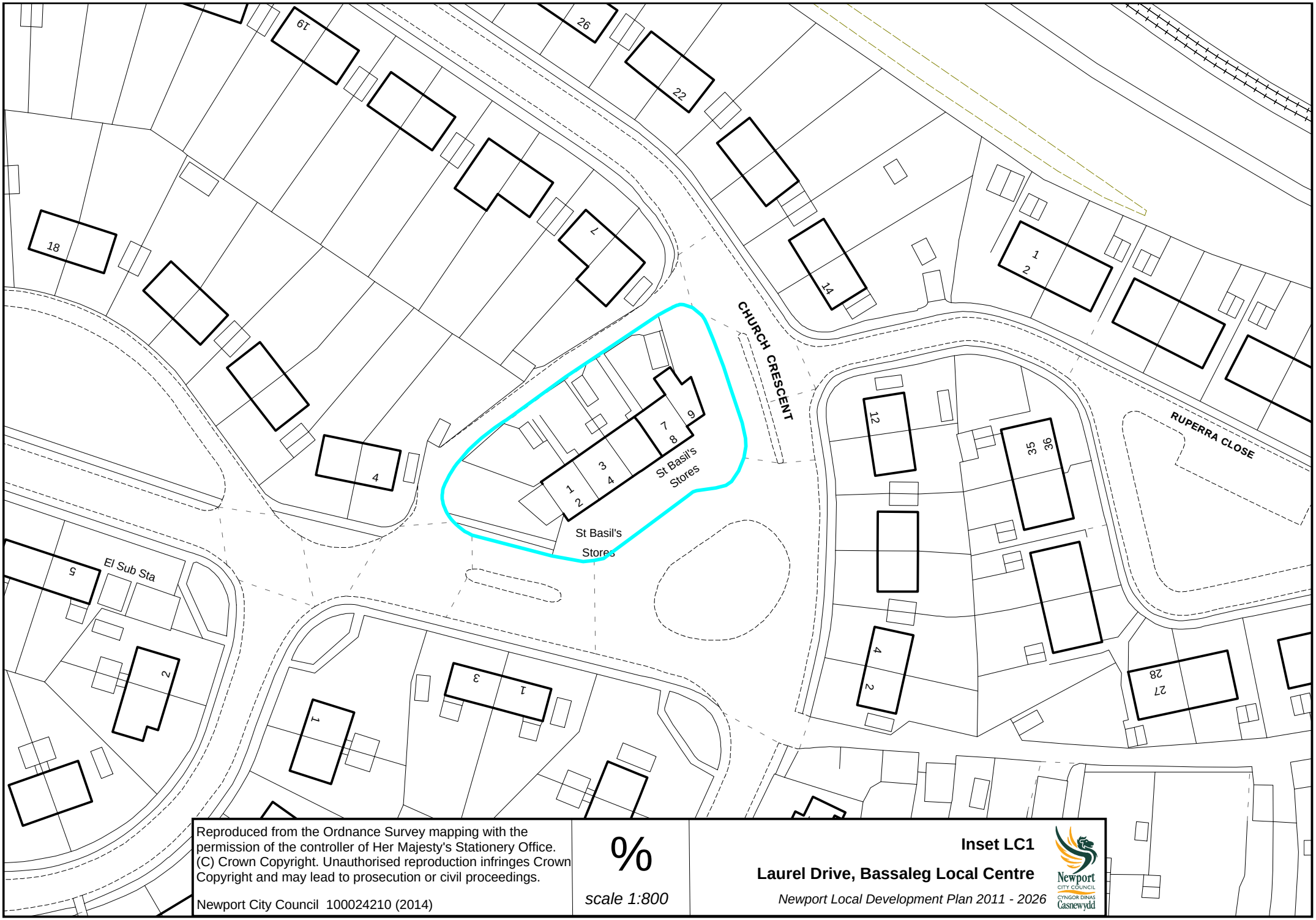


St Brides: Delete pink area to ensure that three agricultural buildings to the south of Church Farm remain in the countryside.



APPENDIX 8

LOCAL CENTRE BOUNDARIES



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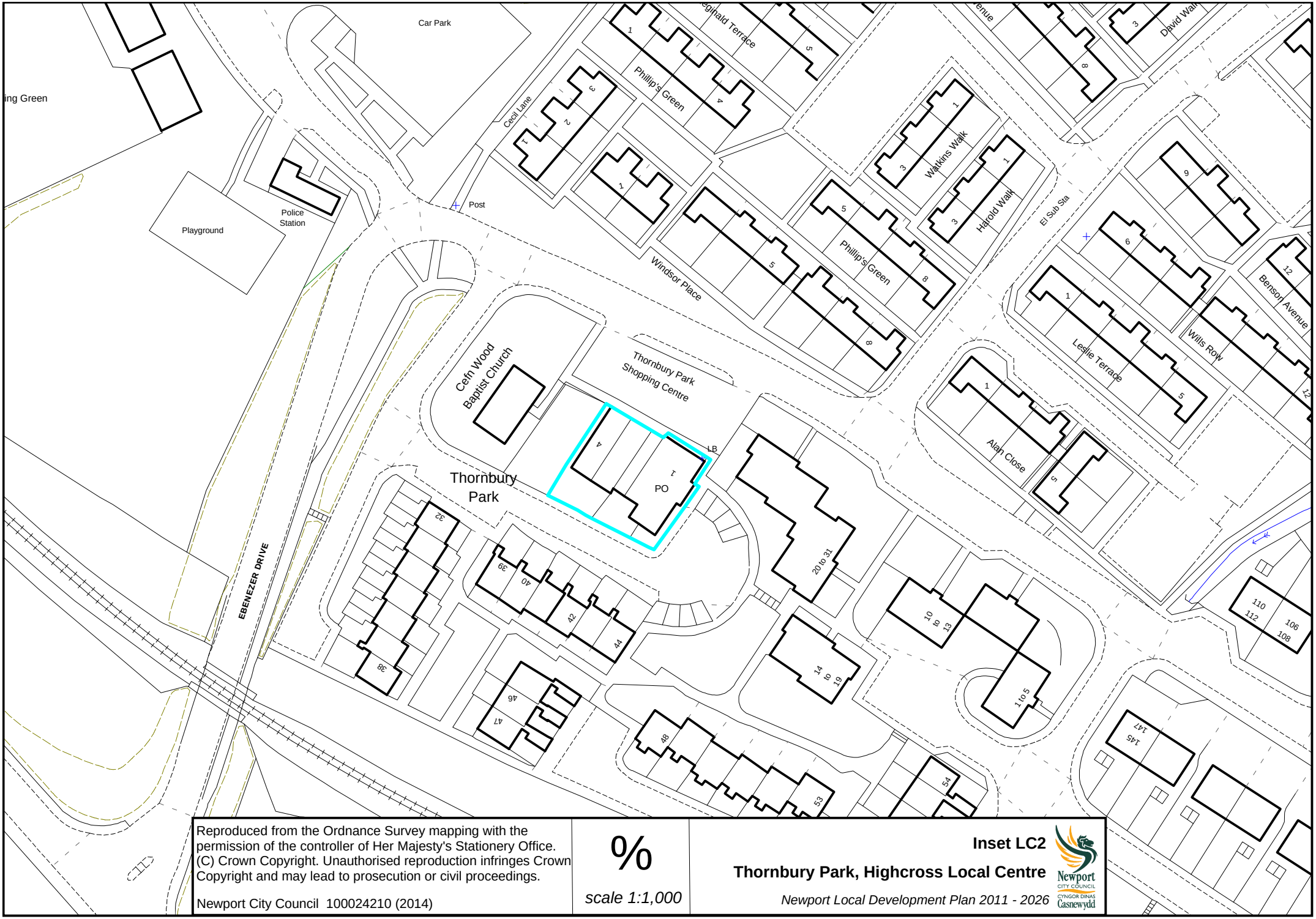
Inset LC1

Laurel Drive, Bassaleg Local Centre

Newport Local Development Plan 2011 - 2026

Newport City Council / Cyngor Dinas Casnewydd



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Thornbury Park, Highcross Local Centre

Newport Local Development Plan 2011 - 2026

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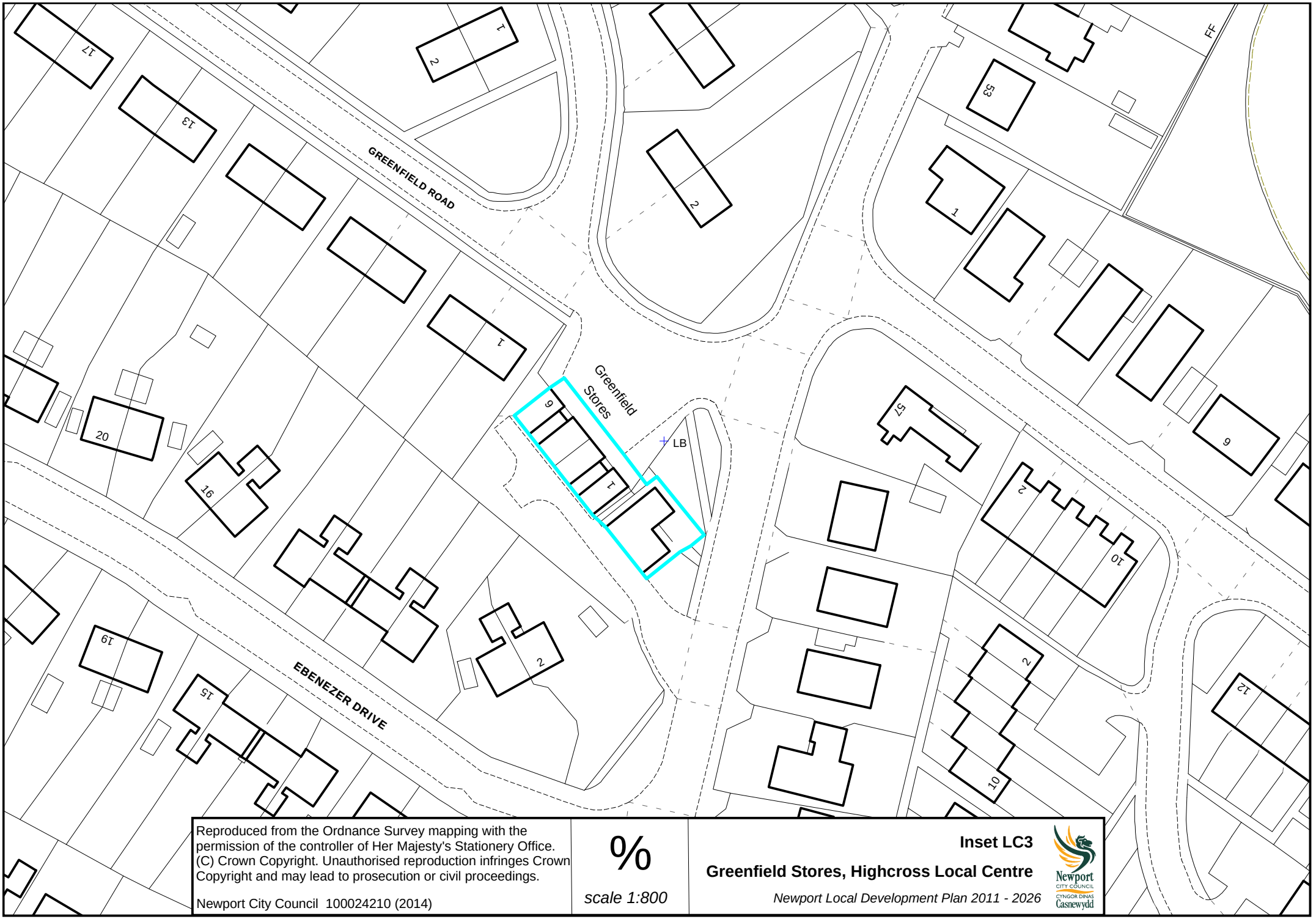

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Greenfield Stores, Highcross Local Centre

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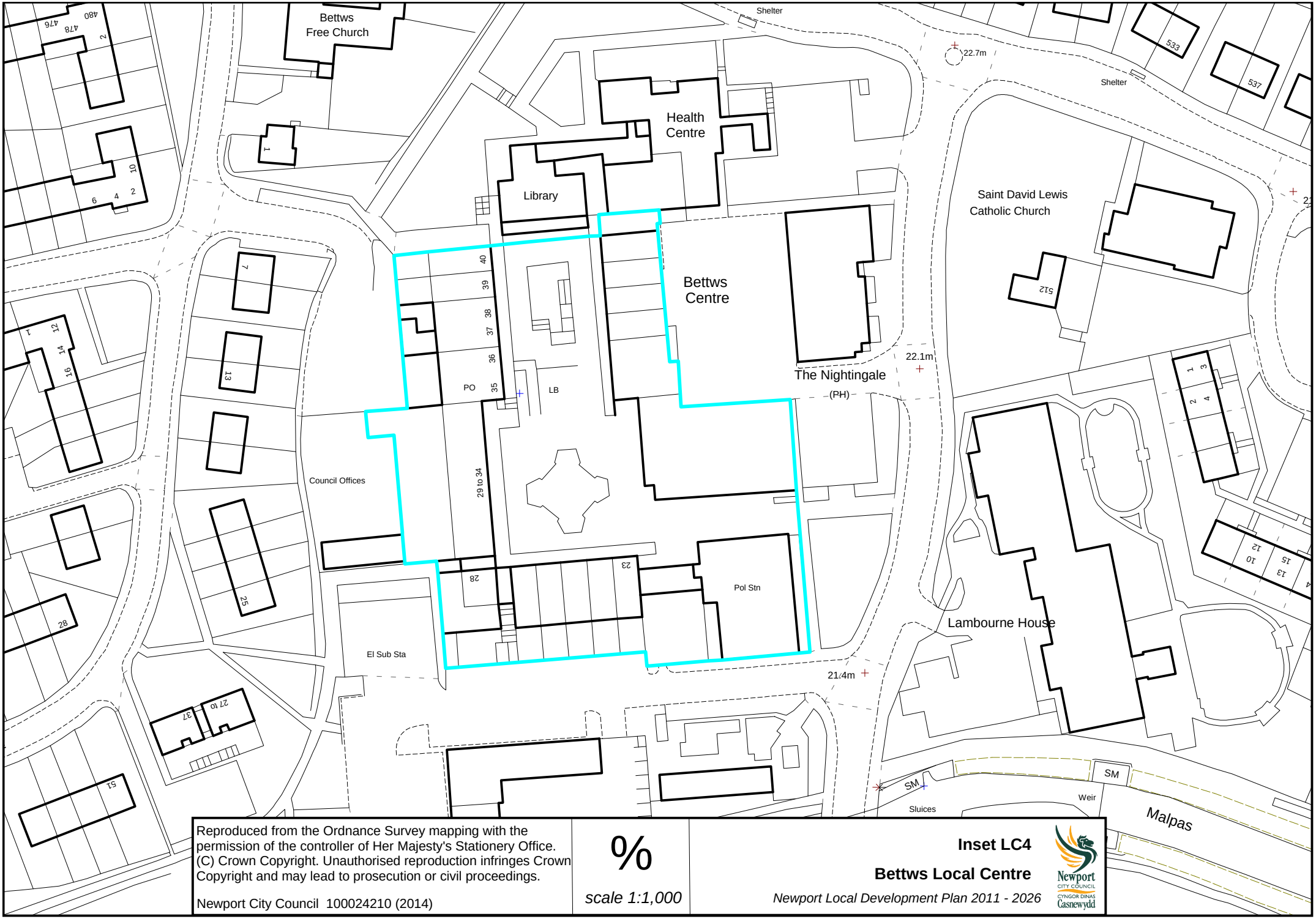

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Bettws Local Centre

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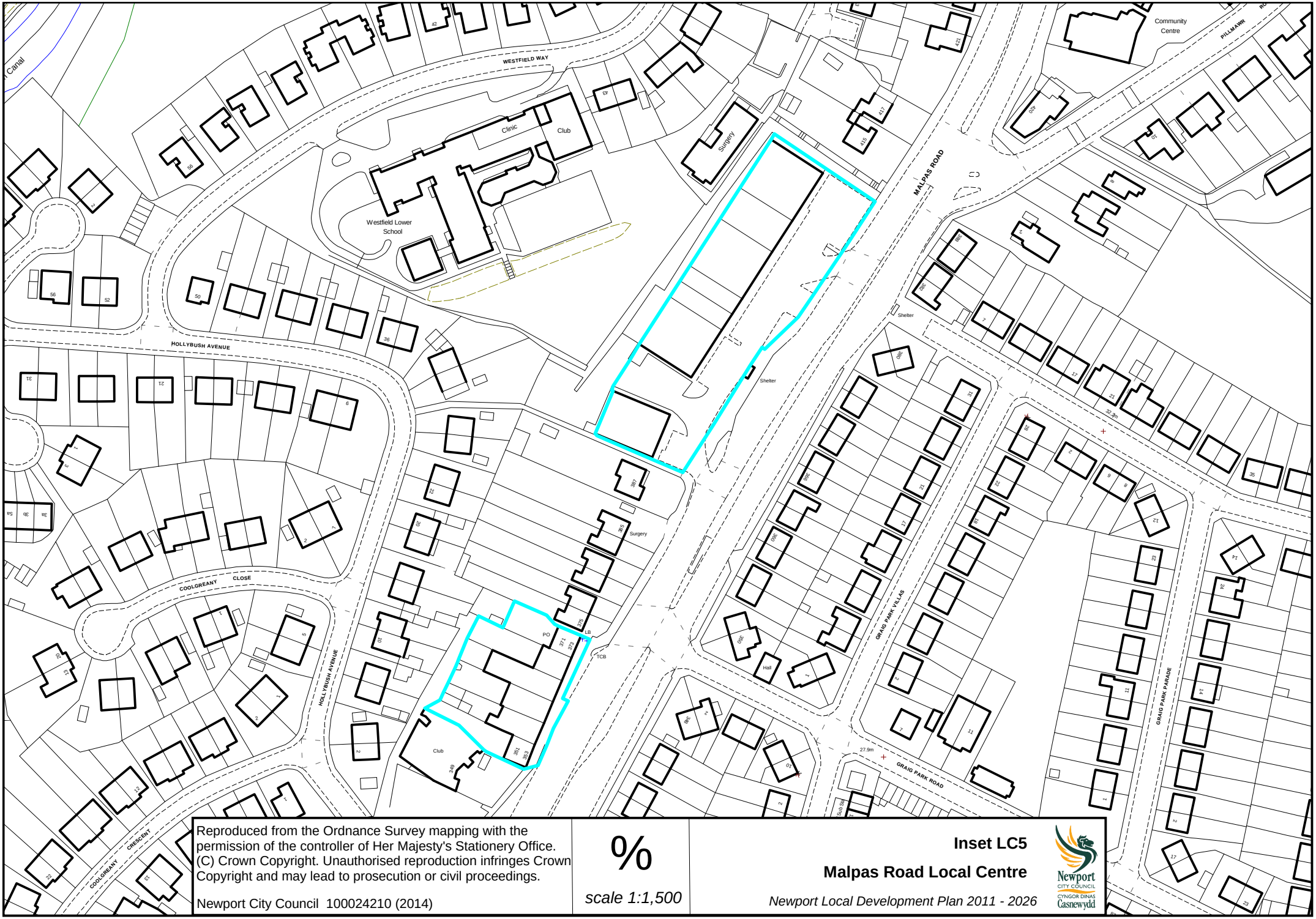

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Malpas Road Local Centre

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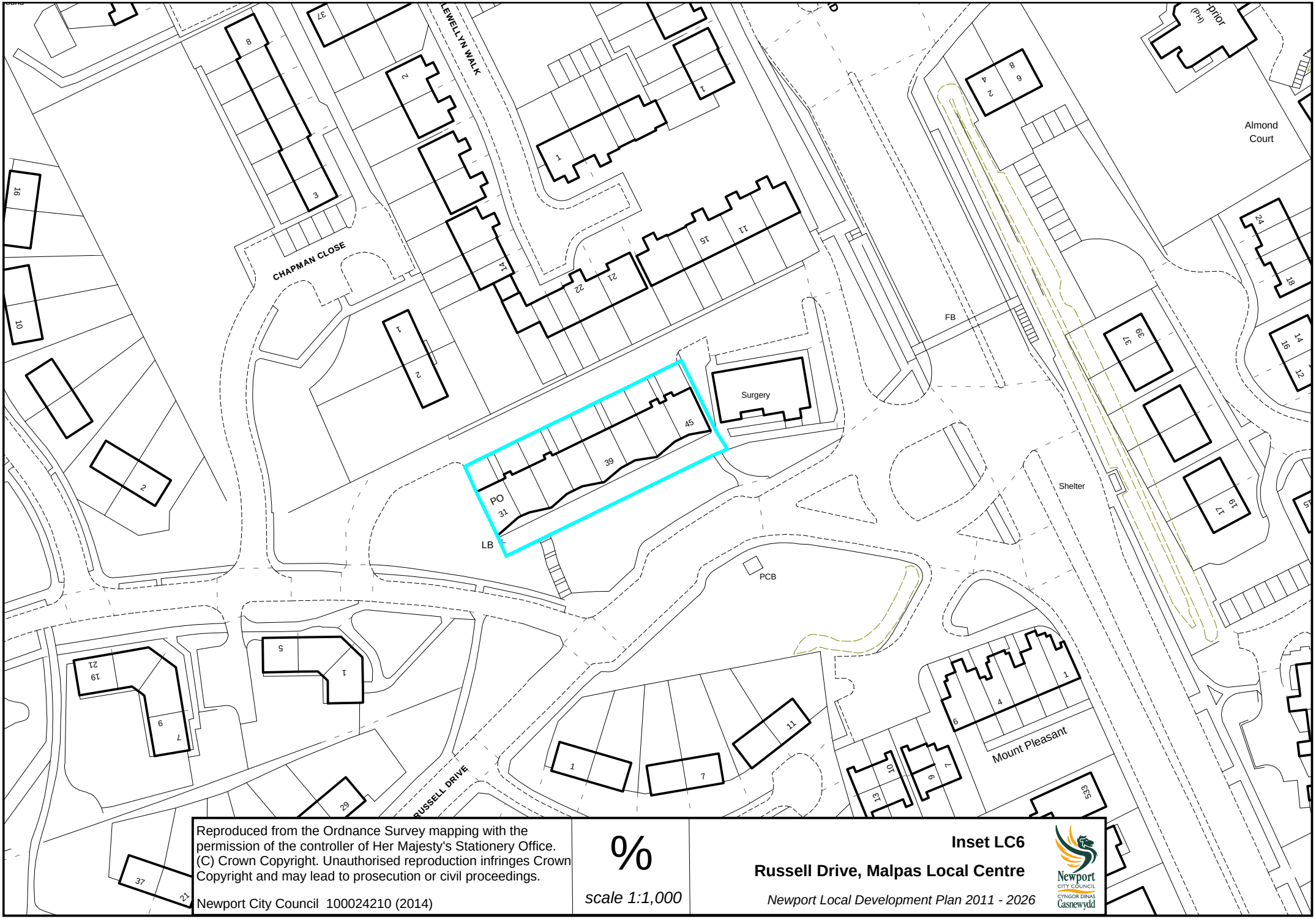

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Russell Drive, Malpas Local Centre

Newport Local Development Plan 2011 - 2026

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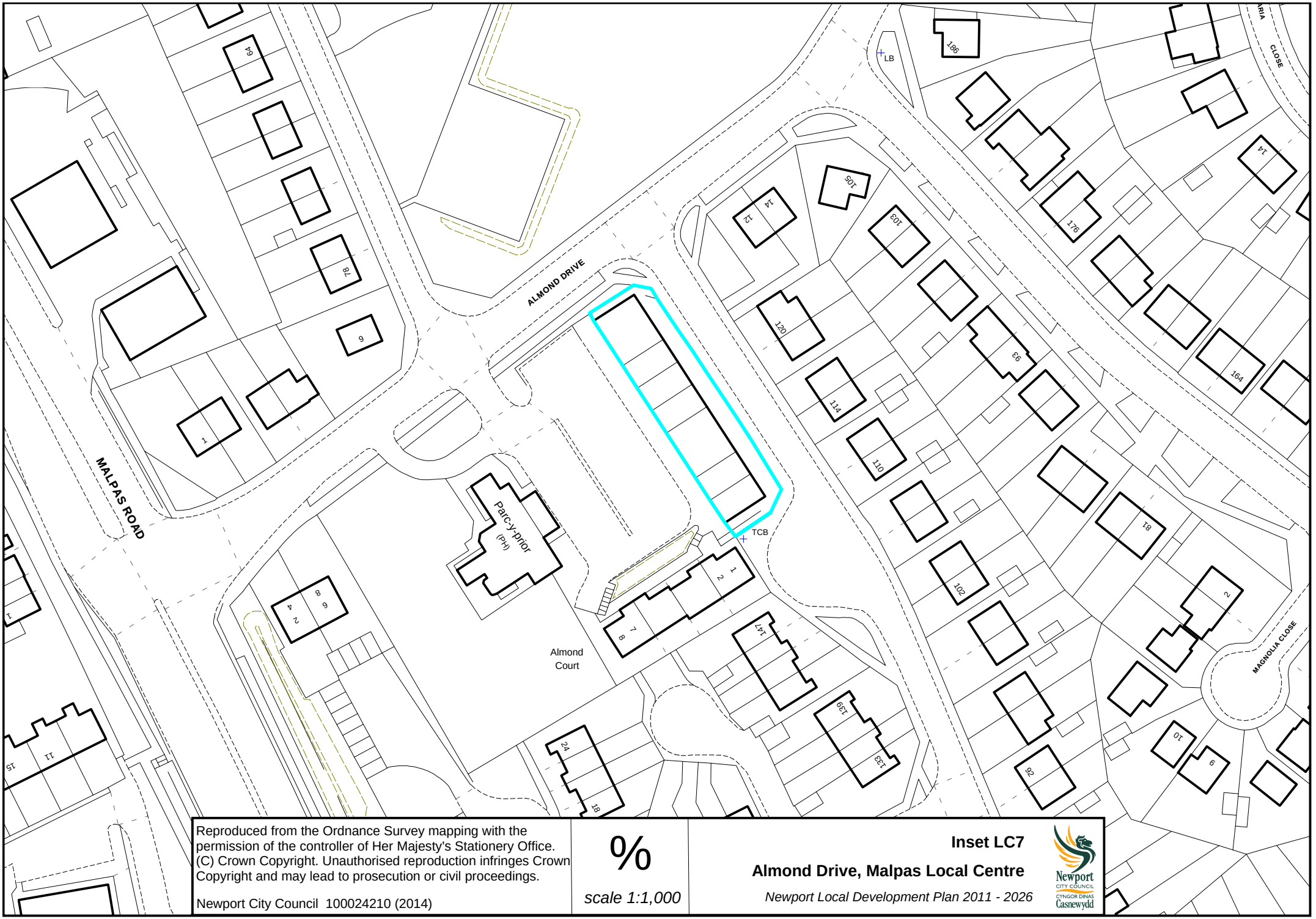

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Inset LC7

Almond Drive, Malpas Local Centre

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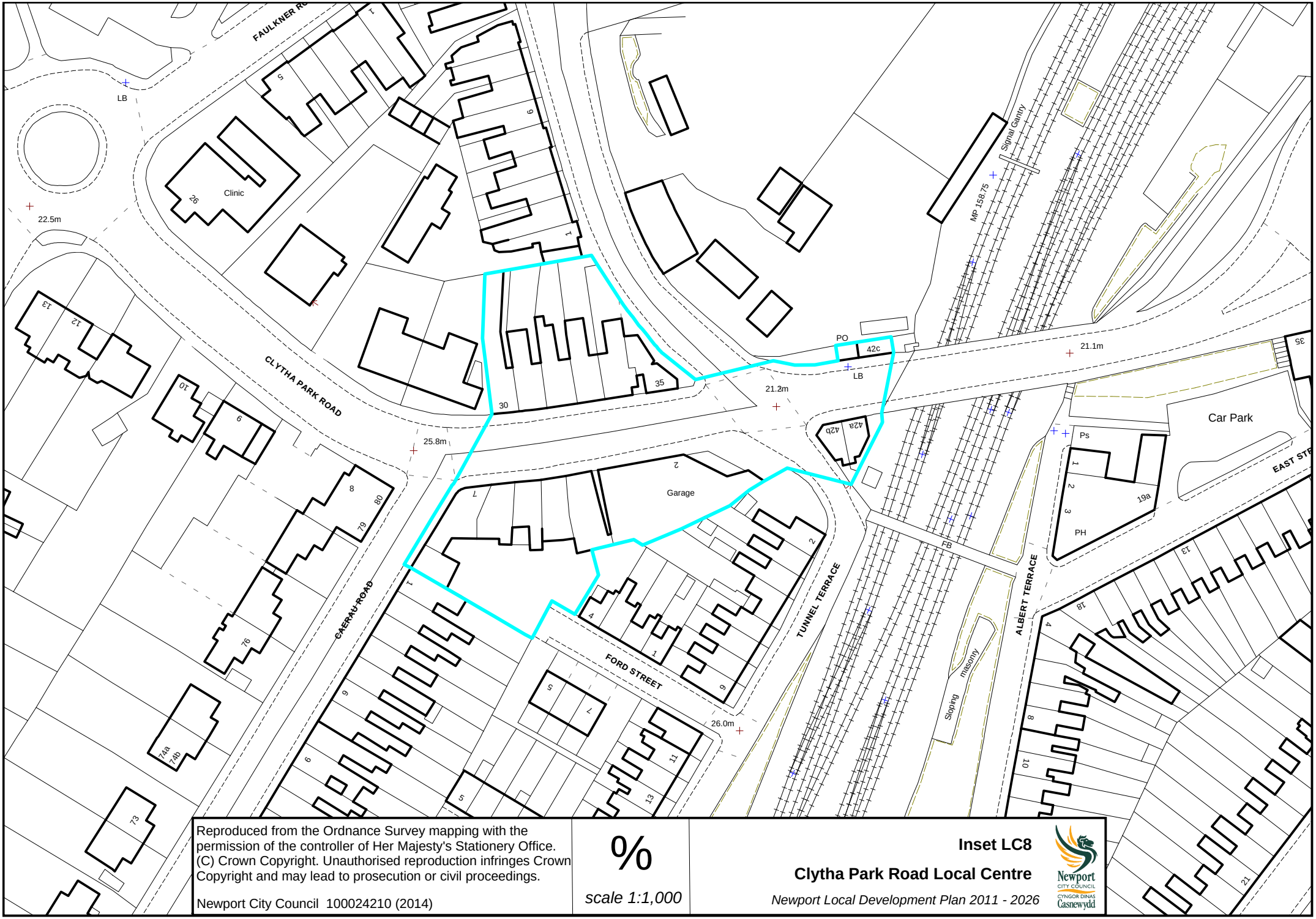

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Clytha Park Road Local Centre

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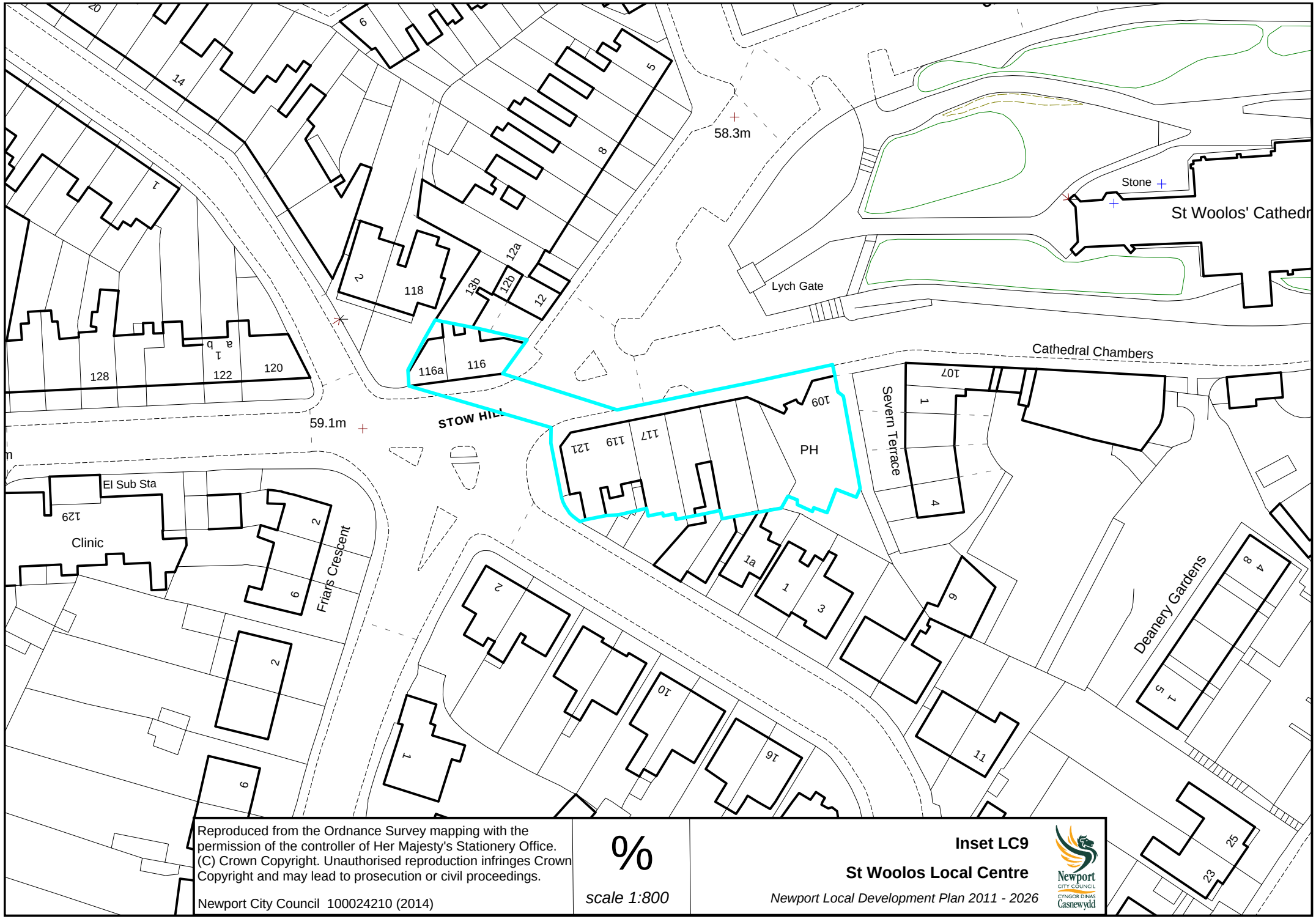
58.3m
Stone
St Woolos' Cathedr
Lych Gate
Cathedral Chambers
59.1m
STOW HILL
PH
Severn Terrace
El Sub Sta
Clinic
Friars Crescent
Deanery Gardens
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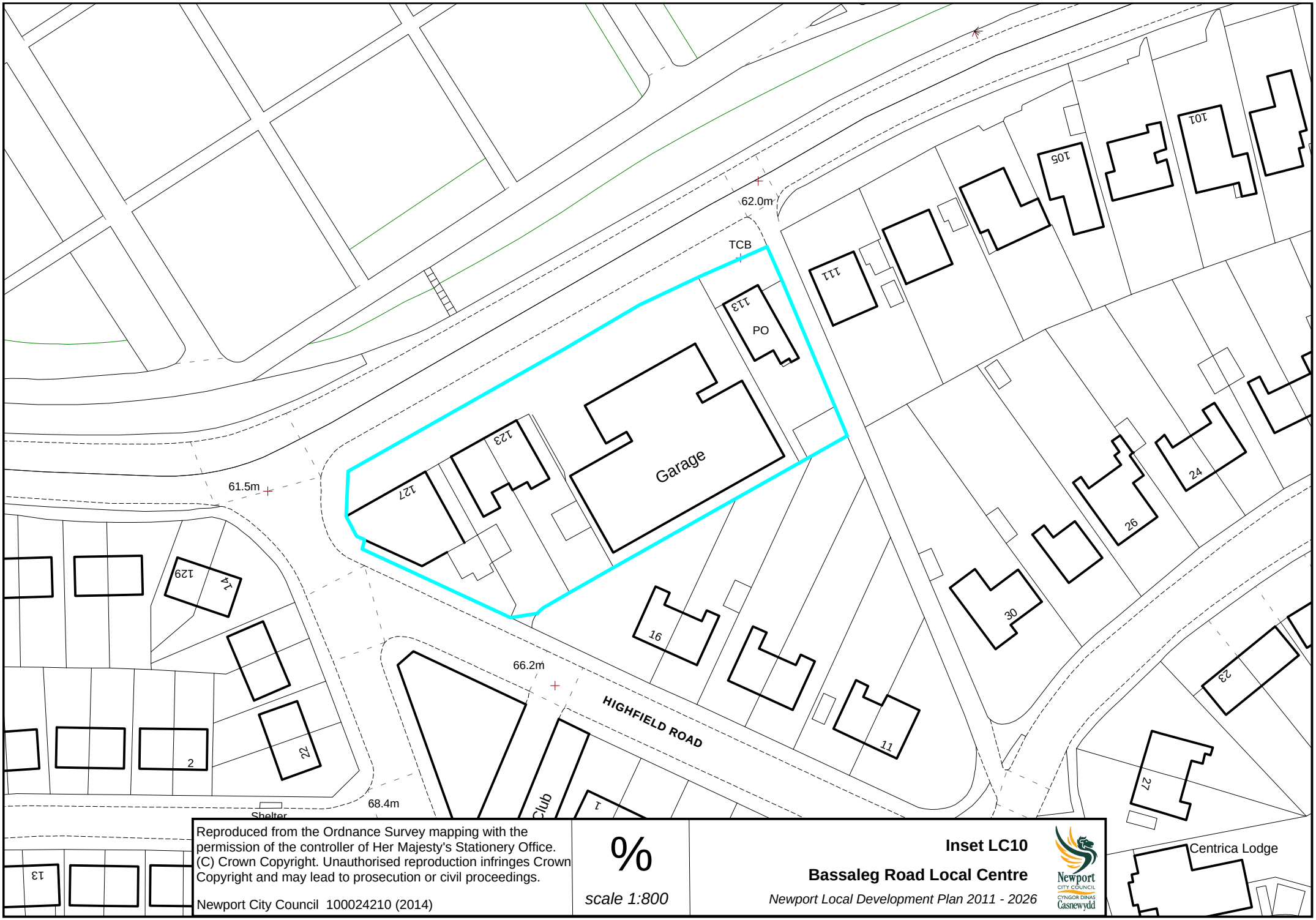
St Woolos Local Centre
Newport Local Development Plan 2011 - 2026
Newport City Council
Cyngor Dinas Casnewydd



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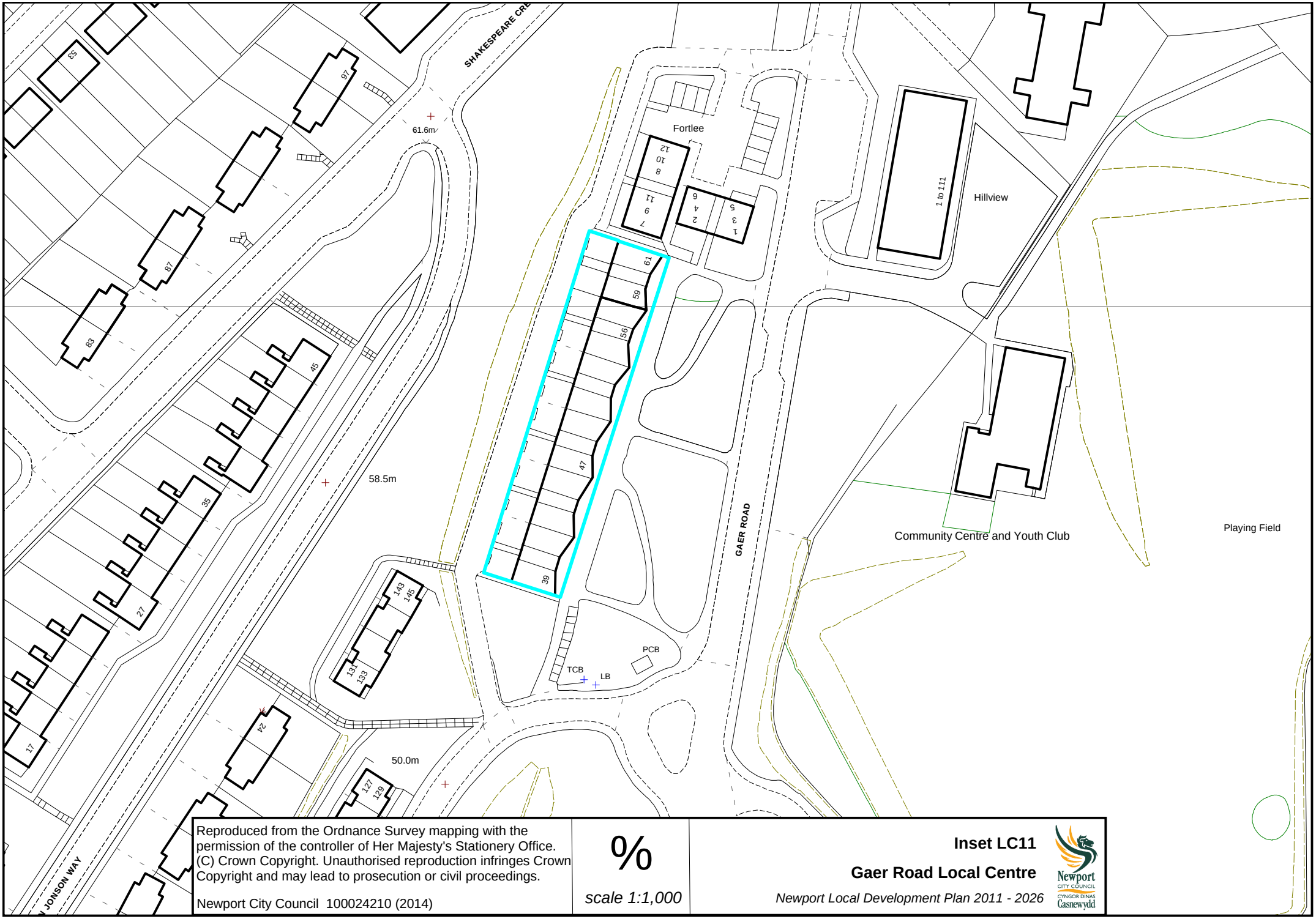
Inset LC10

Bassaleg Road Local Centre

Newport Local Development Plan 2011 - 2026

Newport City Council / Cyngor Dinas Casnewydd



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scale 1:1,000

Inset LC11

Gaer Road Local Centre

Newport Local Development Plan 2011 - 2026

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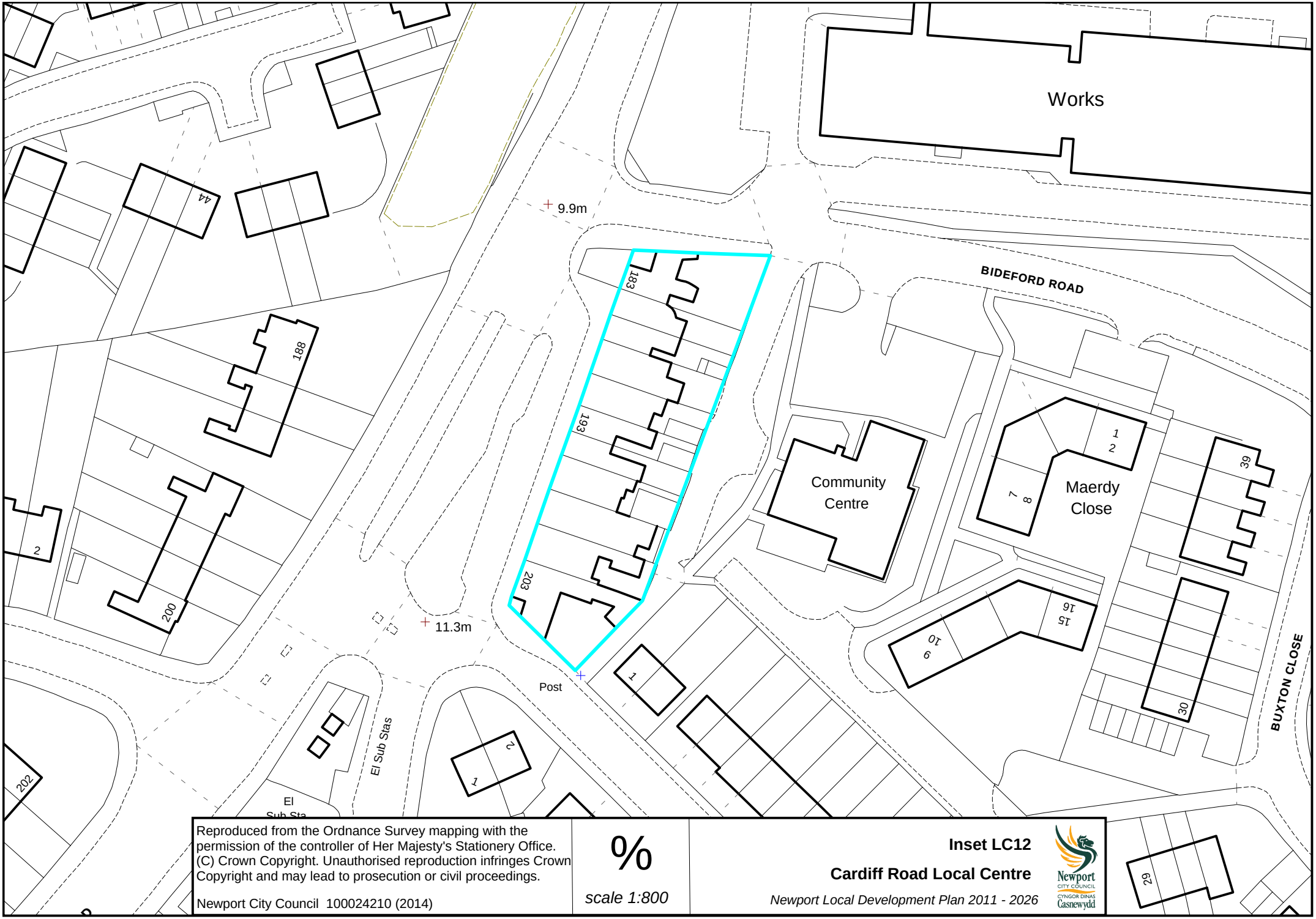

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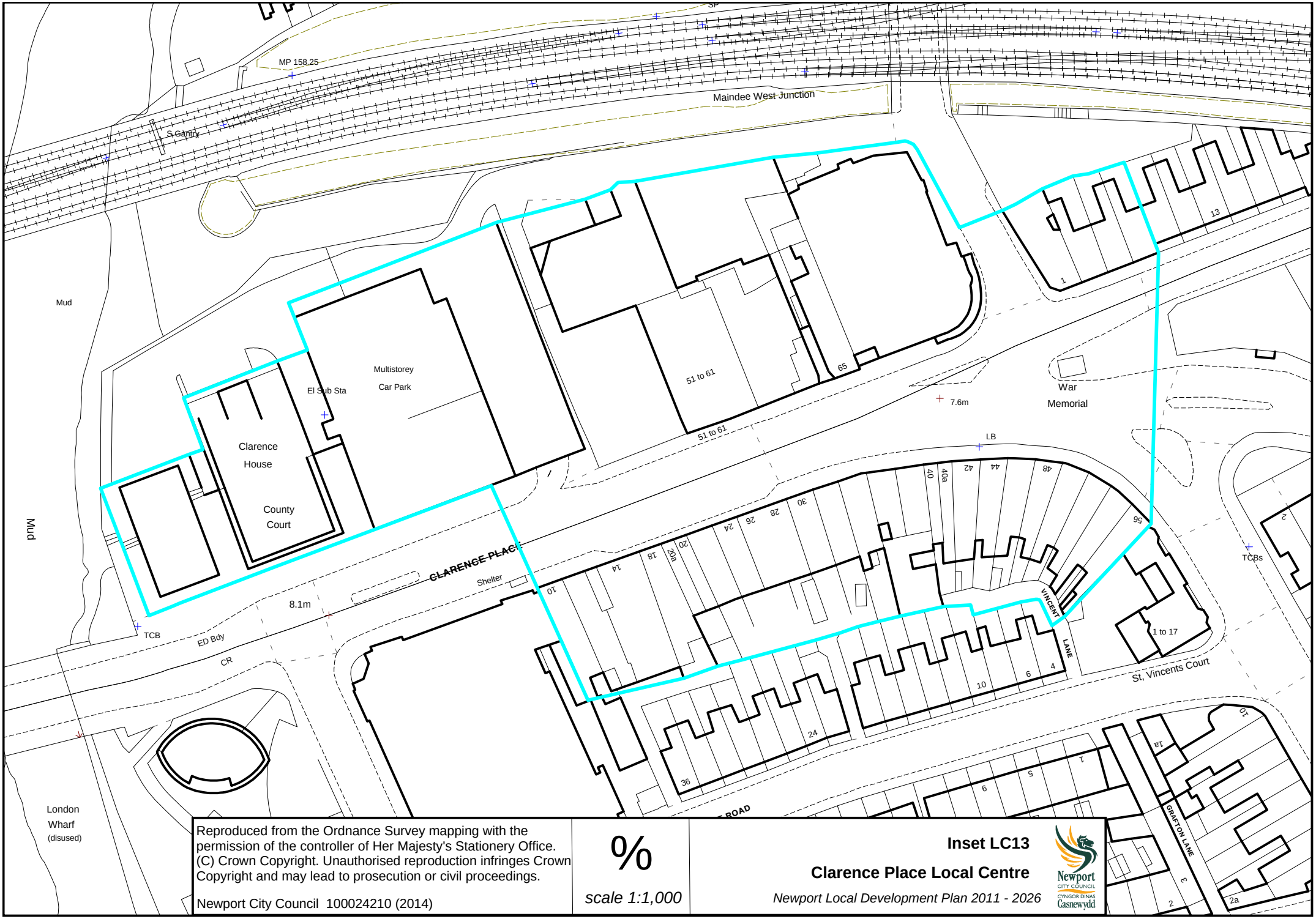
scale 1:800

Inset LC12

Cardiff Road Local Centre

Newport Local Development Plan 2011 - 2026

Newport City Council / Cyngor Dinas Casnewydd



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Newport City Council 100024210 (2014)

%

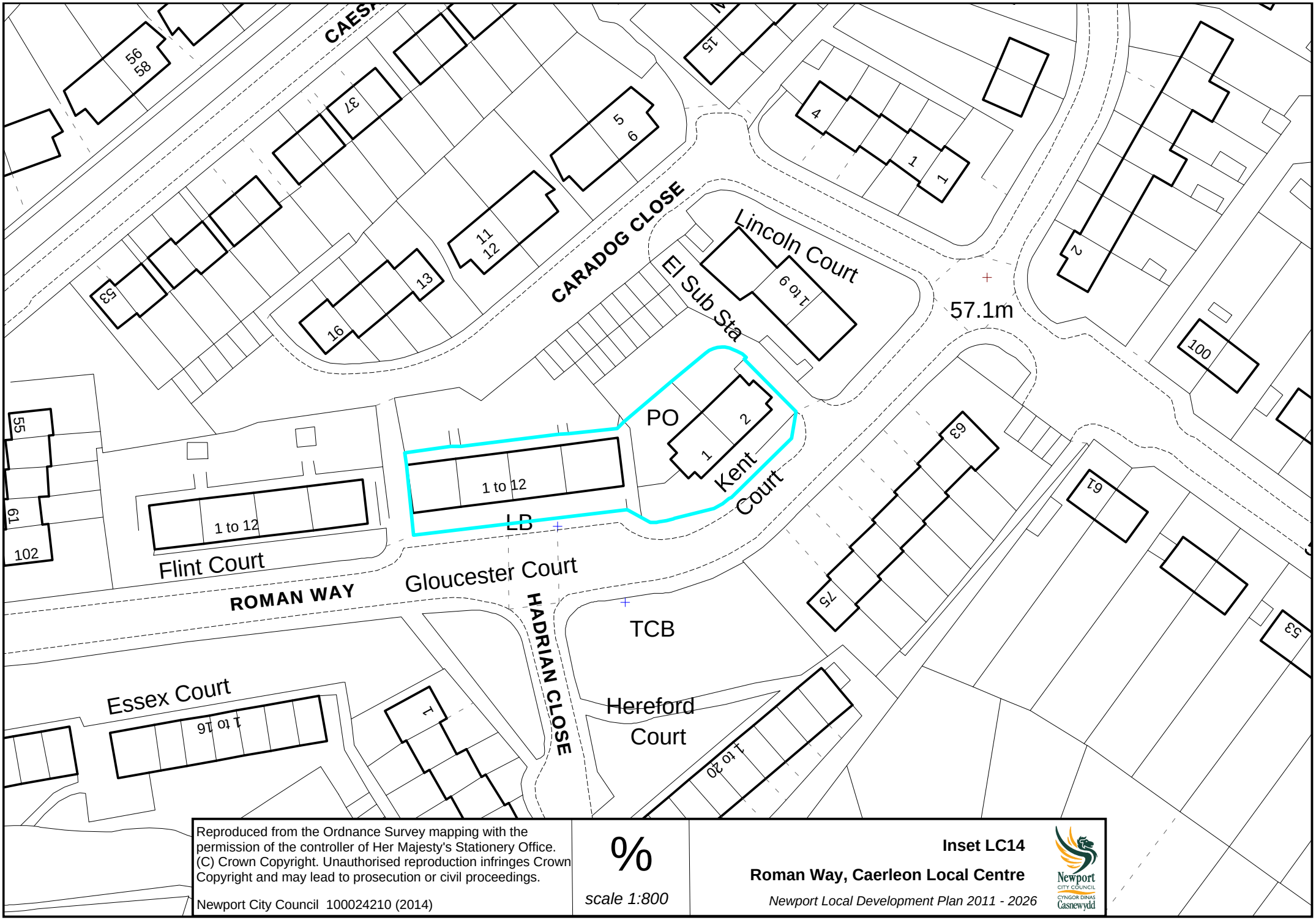
scale 1:1,000

Inset LC13

Clarence Place Local Centre

Newport Local Development Plan 2011 - 2026

Newport City Council / Cyngor Dinas Casnewydd



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Newport City Council 100024210 (2014)

%

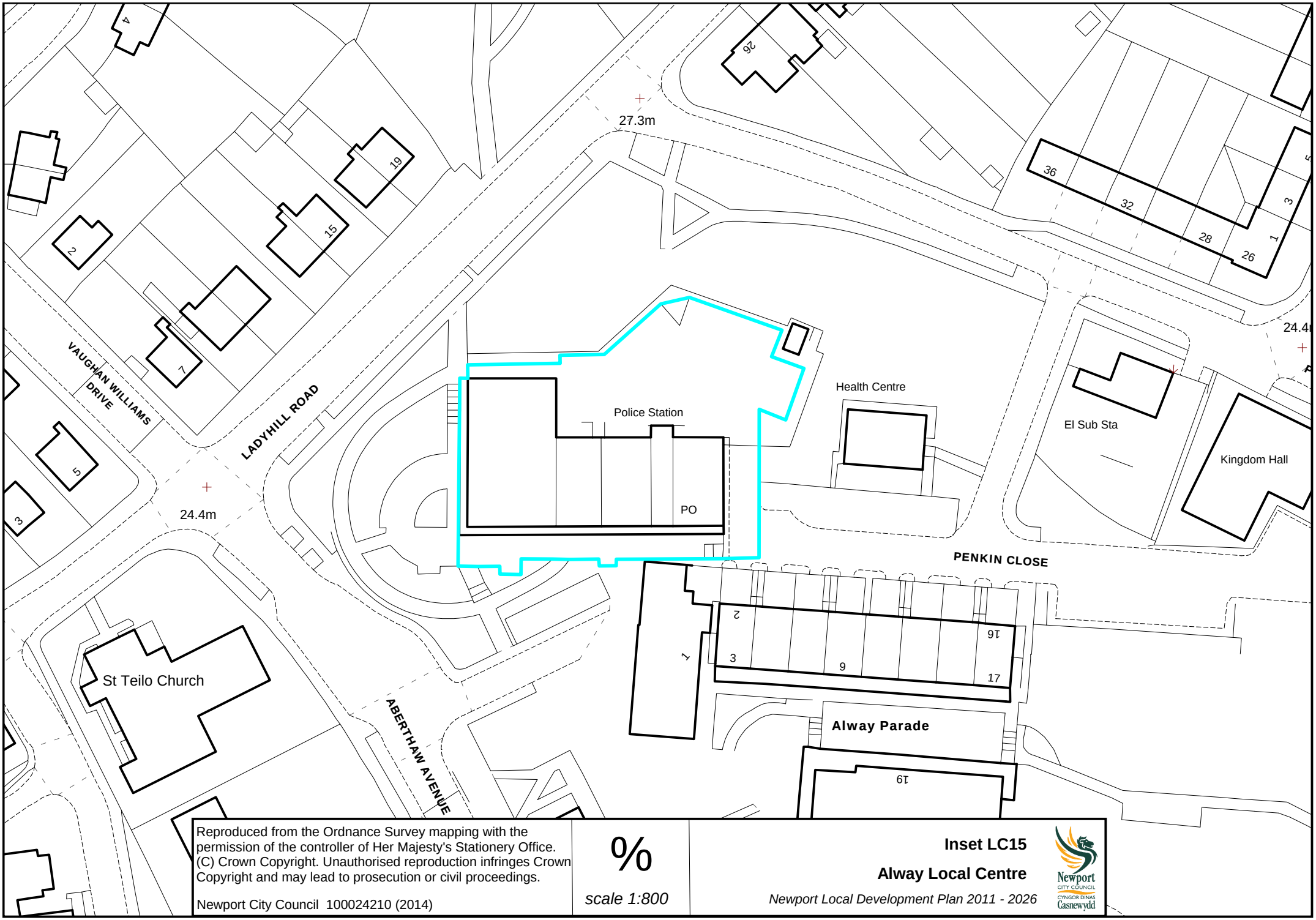
scale 1:800

Inset LC14

Roman Way, Caerleon Local Centre

Newport Local Development Plan 2011 - 2026

Newport City Council / Cyngor Dinas Casnewydd



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Newport City Council 100024210 (2014)

%

scale 1:800

Inset LC15

Alway Local Centre

Newport Local Development Plan 2011 - 2026

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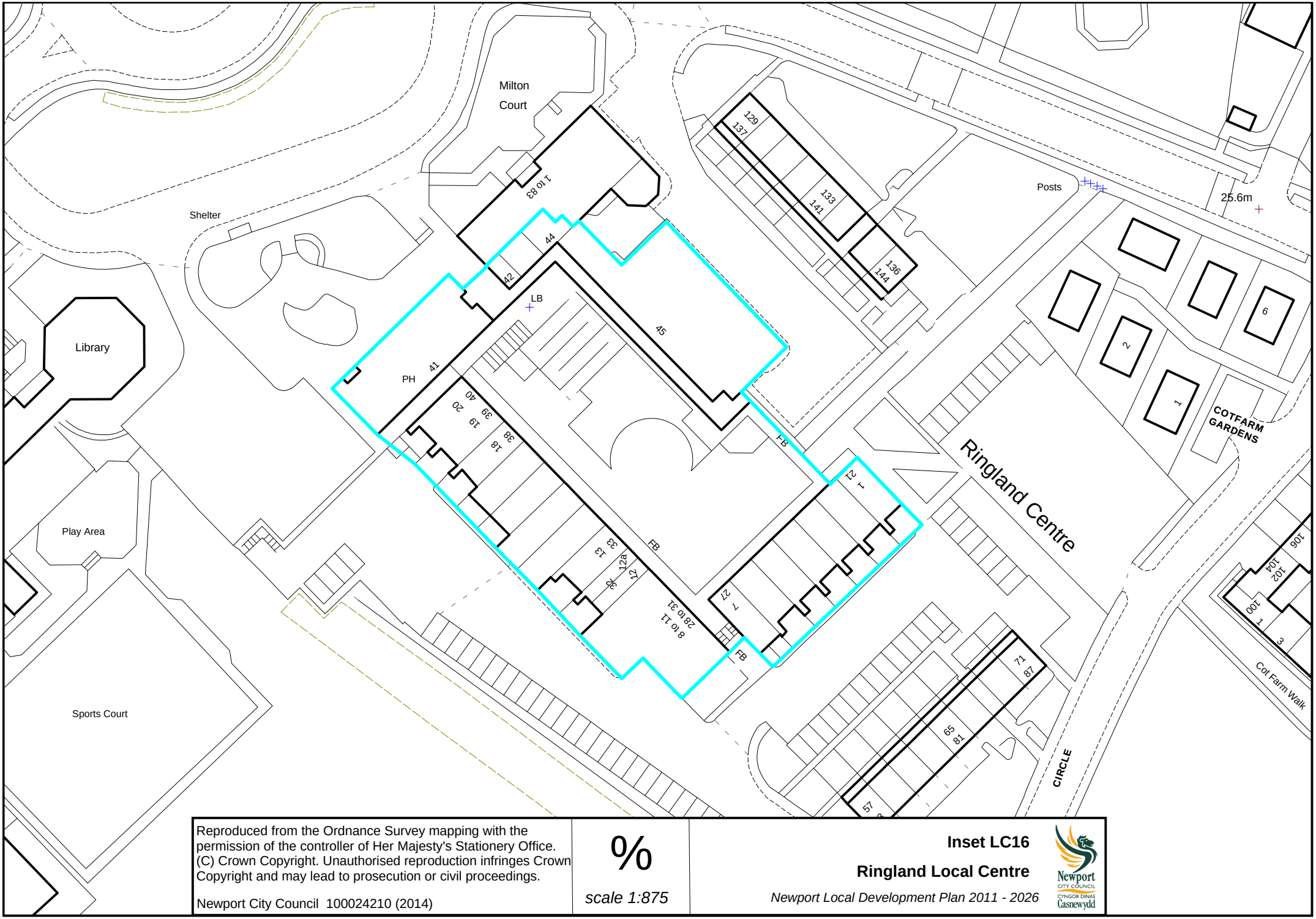

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Newport City Council 100024210 (2014)

%

scale 1:875

Inset LC16

Ringland Local Centre

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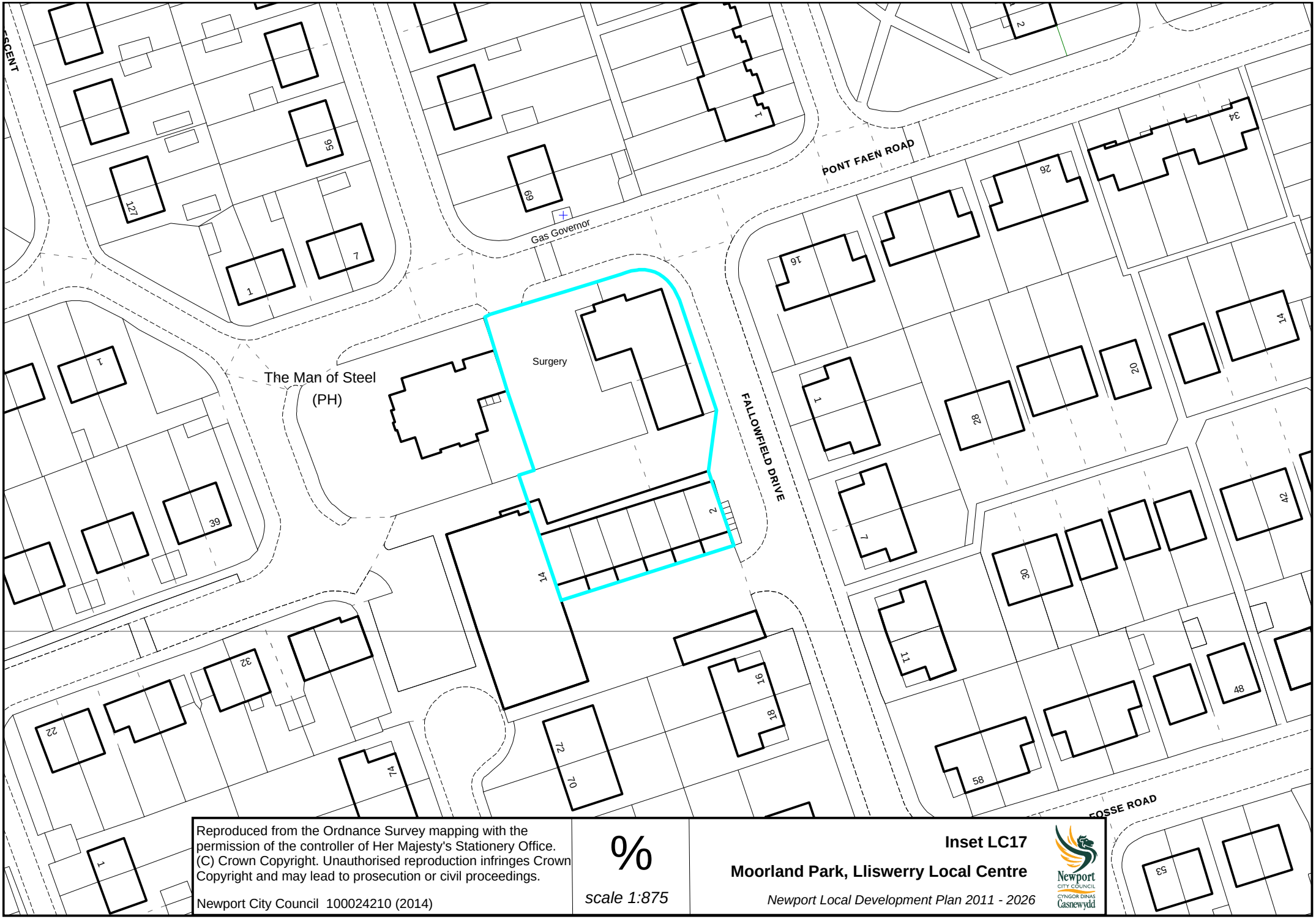
Newport City Council
Cyngor Dinas Casnewydd



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Newport City Council 100024210 (2014)

%

scale 1:875

Inset LC17

Moorland Park, Lliswerry Local Centre

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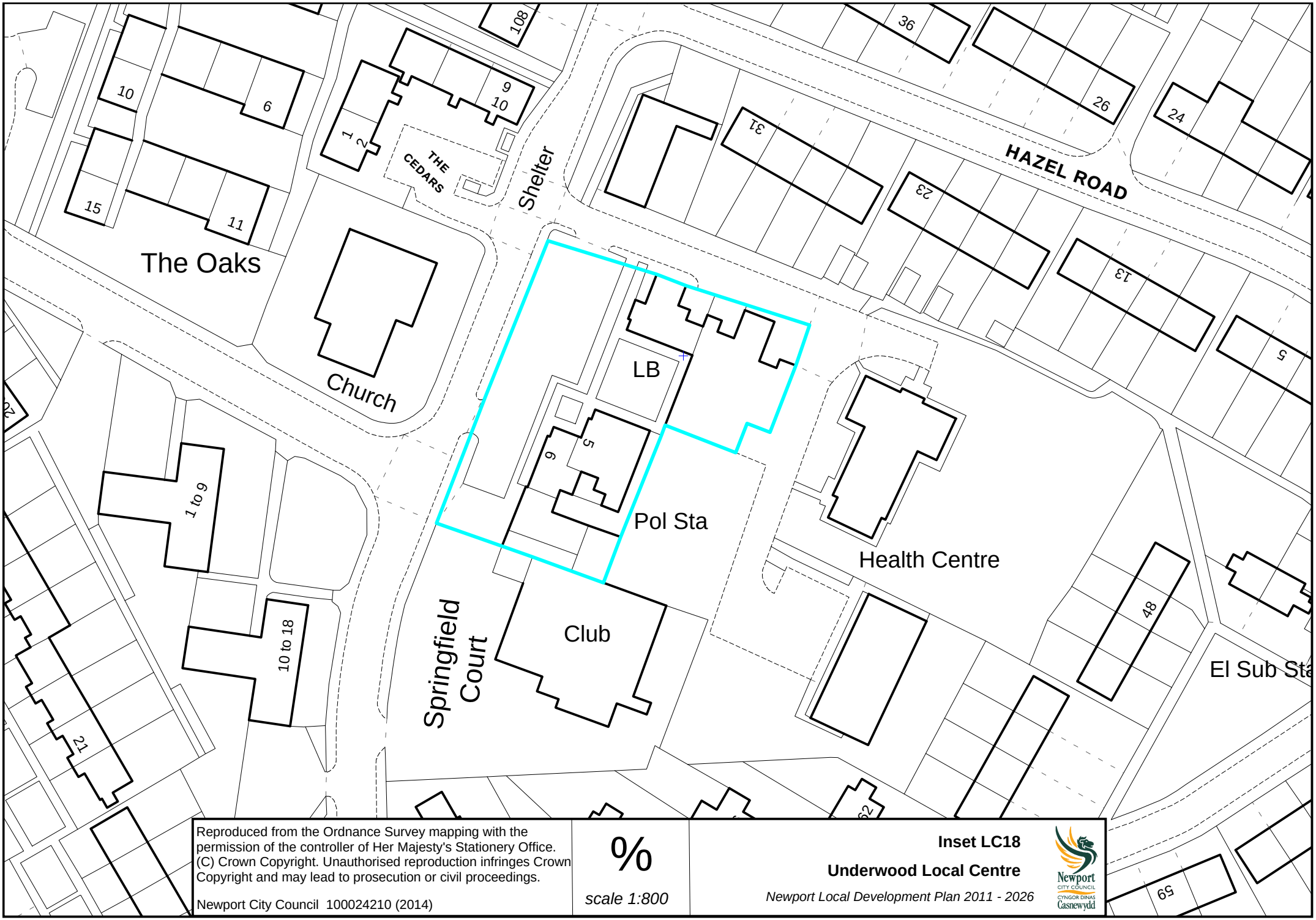

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Newport City Council 100024210 (2014)

%

scale 1:800

Inset LC18

Underwood Local Centre

Newport Local Development Plan 2011 - 2026

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LC19 – Former Alcan Site (H54)
LC20 – Glan Llyn (H47)
LC21 – Llanwern Village (H3)

Local Centres for LC19 – Former Alcan Site (H54) and LC20 – Glan Llyn (H47) are shown indicatively on the Proposals Plans and on Inset 4 (formerly Inset 9) for LC21 – Llanwern Village (H3).