

Consultation Report

Appendix 11 - Report to Scrutiny Committee for Community Planning & Development

December 2013

NEWPORT LOCAL DEVELOPMENT PLAN 2011-26



Report

Scrutiny Committee for Community Planning & Development

Part 1

24 April 2013

Item No. 4

Subject **Gypsy and Travellers Sites: Site Appraisal**

Purpose To consider the detailed site appraisals of the 11 short-listed sites.

Author Development Services Manager;
Overview and Scrutiny Officer.

Ward All wards are affected as part of the Local Development Plan (LDP)

Summary In June 2012, Cabinet asked this Scrutiny Committee to revisit the issue of identifying Gypsy and Traveller sites for inclusion within the Local Development Plan, to ensure that the sites included in the Plan were the result of a transparent and democratic process.

The five preferred sites identified by this review were agreed by the Scrutiny Committee on 29 October 2012 and reported back to Cabinet on 12 November 2012. At that meeting, Cabinet noted the recommendation from Scrutiny Committee and requested that Officers undertake a detailed site appraisal of the 11 short-listed sites to consider site deliverability.

At its meeting on 18 February 2013, Cabinet has asked for the Scrutiny Committee to be informed of the results of that appraisal process.

At the meeting held on 13 March 2013, the Scrutiny Committee agreed to endorse the site appraisal topics against which the potential Gypsy and Traveller sites were being appraised, as listed in the report subject to the inclusion of the public consultation response in the list.

The site appraisal information is provided within this report for consideration by the Scrutiny Committee.

Proposal **To consider the site appraisal information included in the report and make recommendations for consideration by the Cabinet and Council as part of the LDP Process.**

Action by Development Services Manager

Timetable As reported

This report was prepared after consultation with:

- Head of Law and Standards – Monitoring Officer
- Head of Finance – Chief Financial Officer
- Head of People and Transformation

1 Background

- 1.1 Under Sections 225 and 226 of the Housing Act 2004, the Council has a duty to identify and take steps to address the accommodation needs of Gypsies and Travellers residing within or resorting to its district. Many Gypsies and Travellers have a cultural aversion to living in bricks and mortar accommodation, and so an alternative housing solution must be provided for those families on the Council's housing waiting list.
- 1.2 Meanwhile, the Council as Local Planning Authority must prepare the statutory Local Development Plan (LDP) for its area. This Plan must identify sufficient land to meet the Council's housing needs. This includes identifying sites for Gypsy and Traveller families to meet the identified need.
- 1.3 The Council has identified its Gypsy and Traveller housing need via the Fordham Report in 2009 and through subsequent research, liaison and assessment of Gypsy and Traveller families in Newport by Housing Officers. This work has identified the following need:
 - **Family A** currently resides on an unauthorised but temporarily tolerated site in Lliswerry. This site is not suitable as a permanent solution being within an industrial estate and on land at risk of flooding, and the Local Authority has established that it has a duty to accommodate the family. The immediate housing need is 13 pitches, predicted to increase to **23 pitches by 2026**;
 - **Family B** currently resides on an unauthorised but longstanding site in Llanwern. This site is not suitable as a permanent solution being very remote and having no utilities (water, power, sewer connection) and the family is seeking alternative accommodation. The immediate housing need is 3 pitches, predicted to increase to **7 pitches by 2026**;
 - **Family C** currently resides on an unauthorised but temporarily tolerated site in Lliswerry. This site is not suitable as a permanent solution being within an industrial area and on land at significant risk of flooding, and the Local Authority has established that it has a duty to accommodate the family. The immediate housing need is 7 pitches, predicted to increase to **13 pitches by 2026**;
 - The Fordham Assessment identifies a need for **7 pitches on a transit site**. A transit site provides a temporary place for Gypsy and Traveller families who reside elsewhere to stay whilst passing through Newport on their way to or from work, cultural shows or other travel. An available, managed site will enable the Police and Council to move on unauthorised roadside encampments. The primary transit route through Newport runs along the A48 from the west and up the A449;
 - In addition, there are a number of privately owned sites on the Gwent Levels which have temporary planning permissions allowed at appeal. Although Inspectors have recognised the planning objections relating to issues such as countryside/rural location, green belt, flood risk and/or highway safety, temporary permissions have been given to allow the potential to identify suitable alternative sites through the LDP process, in the knowledge that dismissing the appeals would make the occupiers homeless. The temporary permissions mean that none of these families have yet presented themselves a homeless to the Council or been through the associated formal assessment of housing need. Planning Officers and Housing Officers have, however, sought as far as is possible at this time to assess the likely housing need arising from these sites. This work has identified one family that the Council does have a duty to house, and a second small family where a duty to house is possible but now appears unlikely. The site occupied by the first family was visited by the

Scrutiny Review Working Group, which concluded that this family might best be left at its present location subject to access improvements being made. Public consultation on this proposal would take place via the planning application process. The Working Group identified the Brickyard Lane site as the preferred potential option for the second family.

- 1.4 In June 2012, Cabinet asked this Scrutiny Committee to revisit the issue of identifying Gypsy and Traveller sites for inclusion within the Local Development Plan, to ensure that the sites included in the Plan were the result of a transparent and democratic process.
- 1.5 Following public consultation to seek suggestions of sites for consideration, over 240 sites were assessed against the relevant Welsh Government Circular and the Good Practice Guide criteria by a Policy Working Group. From these, over 40 sites were visited, and 11 sites were identified that best meet the relevant site-selection criteria. These 11 sites were the subject of an extensive public consultation exercise, which saw over 7000 replies. A summary of these replies, copied from the Scrutiny Committee report dated 29 October 2012, is provided at Appendix 1. Taking into account the consultation responses, five preferred sites were identified for inclusion in the Local Development Plan.
- 1.6 The Scrutiny Committee's conclusion was:
 1. **To include the following sites in the Local Development Plan as potential sites for residential sites for Gypsy and Traveller families for the reasons set out in this report:**
 - I. The Former Road Safety Centre and adjacent land at Hartridge Farm Road is recommended to be allocated in the LDP as the preferred site for residential accommodation. We consider this location offers potential and would be the preferred site to accommodate all 3 families, achieved by creating three independent sites within the curtilage of the whole site, provided that this can be accommodated, given the guidance about single sites and size.
(NB it has since been clarified that the Road Safety use has not ceased on site)
 - II. The former Ringland Allotments site is recommended to be allocated in the LDP as a back-up site that could potentially accommodate a family requiring no more than two pitches to the north of the site if required and as a contingency if it becomes necessary.
 - III. The site at Brickyard Lane is recommended for allocation in the LDP as a further contingency site in the longer term if considered necessary arising from the expiring of temporary consents.
 2. **To include the following sites in the Local Development Plan as potential sites for transit sites for Gypsy and Traveller families for the reasons set out in this report:-**
 - I. The yard adjacent to the A449, is recommended for allocation in the LDP as the preferred transit site; assuming access issues can be resolved.
 - II. Land at Celtic Way, Marshfield is recommended to be allocated in the LDP as a contingency transit site in the longer term if any issues prevented the development of the preferred site.
- 1.7 The five preferred sites identified by this review were agreed by the Scrutiny Committee on 29 October 2012 and reported back to Cabinet on 12 November 2012. At that meeting,

Cabinet noted the recommendation from Scrutiny Committee and requested that Officers undertake a detailed site appraisal of the 11 short-listed sites to consider site deliverability.

- 1.8 At its meeting on 18 February 2013, Cabinet has asked for the Scrutiny Committee to be informed of the results of that appraisal process.
- 1.9 At the meeting held on 13 March 2013, the Scrutiny Committee agreed to endorse the site appraisal topics against which the potential Gypsy and Traveller sites were being appraised, as listed in the report subject to the inclusion of the public consultation response in the list.
- 1.10 During and since the public consultation process, comments have been made regarding the provision of land for grazing and regarding Welsh Government guidance on the option of providing mixed residential and business sites. To clarify, the housing need being considered by the Scrutiny relates to three known families. The Council's duty relates to meeting the housing need. There is no obligation on the Council to provide land for grazing or keeping horses, or for running businesses. The same would apply to any other Newport resident on the Council's housing waiting list: living accommodation would be provided but not land for their horses or business. Moreover, none of the three families keep horses, and those that run businesses already have suitable business units within the area.
- 1.11 A summary of the site appraisal results, highlighting key outcomes, is provided below for consideration by the Scrutiny Committee. Further information is provided in the table at Appendix 3.
- 1.12 Following consideration of this matter by the Scrutiny Committee, it will be reported to Cabinet on 13 May 2013. The identified Gypsy and Traveller sites will then be inserted in a Revised Deposit Local Development Plan which will be presented to Full Council on 04 June 2013 to seek permission to place the Revised Deposit Plan out to public consultation for six weeks. Further information on the LDP process can be found on the relevant pages of the Council's website.

2 Site Appraisal Results

- 2.1 The following section summarises the main issues resulting from the site appraisal process. Further detail is provided in the table attached at Appendix 3.

2.2 Ownership

- 2.2.1 Former Ringland Allotments: Although this site is currently owned by Newport City Council, as part of the Section 106 planning agreement for the Llanwern Village development ('Gallaghers application' for up to 1100 dwellings), this site would pass to Gallaghers, with replacement allotments provided elsewhere on that development. It remains open to the Council to seek to vary the terms of the legal agreement, or to buy or compulsorily purchase the site.

2.3 Current Use

- 2.3.1 The Former Speedway site on Plover Close is now occupied by a container storage business and the new owner of the site advises that he will be relocating and consolidating from around the UK his haulage business with associated offices imminently. These uses are entirely appropriate for this industrial area. While it remains possible for the Council to seek to compulsorily purchase this site, consideration should be given to the desirability of doing so and the economic implications.
- 2.3.2 The land at Celtic Way, Coedkernew, remains vacant at present, although the Welsh Government advises that it has a potential investor interested in the site and the

surrounding land. It has not been possible to obtain further information about the potential investor or the likelihood of the investment going ahead.

- 2.3.3 It has been clarified that the Road Safety Centre at Hartridge Farm Road remains in use by a small number of organisations, primarily school-related uses. Whilst the relocation of this use will add to the costs of developing this site, it should be noted that this use would have to be relocated to allow for the sale of this land to a house-builder, as proposed under the current Deposit LDP residential allocation.

2.4 Local Development Plan

- 2.4.1 The table below shows the current allocation or status of each site in the Deposit Local Development Plan. In addition, information is provided on alternative land uses put forward during the LDP process, either as Candidate Sites or Alternative Sites.

Site	Deposit LDP allocation	Candidate or Alternative Site suggestions from LDP process to date	Comment
Brickyard Lane	Countryside NB adjacent to area or Local Nature Reserve which is also allocated as Environmental Space		
Adjacent to Former Allt-yr-Yn Brickworks	Countryside NB adjacent to area or Local Nature Reserve which is also allocated as Environmental Space		
West of Llanmartin Primary School	Countryside, Environmental Space, Registered Historic Park or Garden		Development of this site would be contrary to Policy CE5. Strong Cadw objection.
Former Magor Nursery	Countryside	Residential	This site was put forward by the owner for residential development. Officers do not propose to take this suggestion forward because additional greenfield housing land is not required.
South of Langstone Cottage	Countryside NB adjacent to Scheduled Ancient Monument	Community centre and associated facilities	This site was put forward by Langstone Community Council for a new community facility. Officers do not propose to take this suggestion forward because it would be preferable for such a facility to be located within the urban boundary.

Site	Deposit LDP allocation	Candidate or Alternative Site suggestions from LDP process to date	Comment
Former Ringland Allotments	Countryside		
Hartridge Farm Road	Residential allocation within urban boundary H1(57)	Candidate site for residential development; Alternative site for Health Centre	The Candidate site for residential allocation has been included in the Plan; This site was put forward by a local resident for a proposed health centre (instead of being allocated for housing). The Health Board has confirmed that it intends to provide a health centre in Ringland but has not expressed an interest in this site.
Former Chicken Processing Plant, Marshfield	Countryside, Green Wedge	Residential	This site was put forward by the owner for residential development. Officers do not propose to take this suggestion forward because additional housing land is not required and this site lies outside the village boundary.
A449 Depot	Countryside, Special Landscape Area, adjacent to strategic cycle route		Suitable as a transit site only due to its location
Former Speedway site, Plover Close	Employment area (Queensway Meadows Industrial Estate)		Suitable as a transit site only due to its industrial surroundings
Land at Celtic Way, Coedkernew	Employment area (Imperial Park) EM1(i)		Site as a transit site only due to its industrial surroundings

2.5 Access and Highways Issues

- 2.5.1 Brickyard Lane and land adjacent to former Allt-yr-Yn Brickworks: The site appraisal work has confirmed a clear and very strong objection on highway safety grounds to the increased use of Brickyard Lane by vehicular traffic. This is due to vehicle speeds as they leave the Junction 27 roundabout, and the very poor visibility of oncoming traffic when egressing from Brickyard Lane.

- 2.5.2 A449 depot: The Welsh Government and Council's Streetscene Section have provided very clear objection to the use of the A449 slip-roads to access this site. The A449 junction slip-roads do not meet highway standards and the slip-roads are too short for vehicles to reduce speed when leaving the A449, or build up speed when joining the A449. Consequently events at the Ryder Cup must be accompanied by traffic management measures such as lane closures. This could not be provided whenever Gypsy and Traveller families wish to access the transit site due to practicalities and cost. Moreover, even if access could be provided via the slip-roads, it would not be possible to prevent access via the surrounding single width country lanes, which itself would result in highway safety problems.
- 2.5.3 Land west of Llanmartin Primary School: highways safety objections have been received on the basis that the lane accessing this site is a narrow single lane track. The access could result in conflict with school children accessing the adjacent school. Additional costs would be incurred in providing a road bridge over the reën to access the site. A medium pressure gas mains runs immediately below the access track, which would make any improvements to the access lane problematic.
- 2.5.4 The Hartridge Farm Road site will require improvements to the access road including the provision of a length of pavement.
- 2.5.5 South of Langstone Cottage: a public right of way runs along one edge of this site, and a bridleway along another edge. These do not preclude development but limit the developable area.
- 2.5.6 Former Chicken Processing Plant, Marshfield: there are no highways objections in terms of site access. However, the access road is within separate private ownership to the site itself. Legal advice confirms that it is possible to compulsorily purchase land required for site access. This issue is not insurmountable but might complicate site delivery and add to the development costs.

2.6 Ecology

- 2.6.1 A number of sites require further ecological surveys to be undertaken. It has not been possible to undertake these at this stage due to the duration of these surveys or seasonality. It is very unlikely that the results of these surveys would preclude development, although they may mean that mitigation measures are required. Likely costs for providing these surveys are provided in the table at Appendix 3.

2.7 Flooding

- 2.7.1 Land west of Llanmartin Primary School – the Environment Agency advises that this site has known drainage issues. Should it be progressed, a site-specific Flood Consequences Assessment is needed;
- 2.7.2 Former Magor Road Nursery – a site-specific Flood Consequences Assessment is needed;
- 2.7.3 South of Langstone Cottage – a site-specific Flood Consequences Assessment is required. Significant surface water flooding issues have been reported by local residents and evidenced with photographs. This is unlikely to be insurmountable but will add to the development costs.
- 2.7.4 Former Speedway Site, Plover Close – a site-specific Flood Consequences Assessment is required. Land-raising is required over the whole site. This is not insurmountable, but will add to the site development costs.

2.7.5 Hartridge Farm Road – there are no flood risk issues provided a buffer is left at the southern edge of the site adjacent to the railway (the draft site layout plan allows for this).

2.8 Utilities:

2.8.1 Brickyard Lane and land adjacent to former Allt-yr-Yn Brickworks: both of these sites would require the provision of an offsite sewer and offsite water mains.

2.8.2 Land west of Llanmartin Primary School: this site would require the provision of an offsite sewer and offsite water mains. Provision of these facilities might be complicated by the presence of a medium pressure gas mains under the access lane. This is likely to be the location where additional utilities would be laid.

2.8.3 South of Langstone Cottage: a trunk water main and sewers cross the site, significantly limiting the developable area.

2.8.4 Former Ringland Allotments: an offsite sewer is required for foul connection. A medium pressure gas main cuts the north-eastern corner of the site so the site access needs to avoid this area. The draft site layout allows for this.

2.8.5 Hartridge Farm Road: a high pressure gas main lies adjacent to the mainline railway, however this falls within a buffer area in the draft layout plan so is not a problem. There are no issues with water or sewer provision.

2.8.6 Former Chicken Processing Plant: requires a new offsite water mains and associated infrastructure. It should be noted that the access road to this site is in separate private ownership to the site itself. This is not insurmountable but might complicate the provision of utilities.

2.8.7 A449 depot: this site has no public water supply or public sewer connection. As part of the site appraisal work, it has become apparent that a temporary water connection was provided to this site to enable the A449 junction works, but this is no longer available for use. The significant distance from the nearest connection mean that provision of this infrastructure will cost in the region of £150,000.

2.8.8 Celtic Way: a new off-site water mains and associated infrastructure is required, along with an offsite sewer connection.

2.9 Police advice:

A copy of the comprehensive advice from Heddlu Gwent Police is provided at Appendix 4.

2.10 Noise

Noise assessments have been undertaken for the Hartridge Farm Road, Former Ringland Allotment, and Brickyard Lane sites. The final results of these surveys show that:

2.10.1 Brickyard Lane: a noise attenuation fence is required alongside the boundary with the M4. Provision of an effective noise barrier means it will need to be located on Welsh Government land (on the exit sliproad verge).

2.10.2 Former Ringland Allotments: a 2.5m high noise attenuation barrier is required alongside the SDR.

2.10.3 Hartridge Farm Road: a 1.8m high noise attenuation fence is required adjacent to the RSPCA Centre, alongside the mainline railway, and between the SDR and the north-eastern part of the site, should this area be occupied.

2.10.4 A noise assessment has not been undertaken for the site south of Langstone Cottage due to the other site constraints which reduce the deliverability and suitability of that site. However, should it be decided to progress that site, it is highly likely that a noise attenuation fence will be required to reduce noise from the M4 motorway.

2.11 Topography

Topographical surveys were undertaken for those sites where the existing topography appeared to present a challenge to site development. The results of these surveys have confirmed that some ground re-profiling works will be required at the Brickyard Lane, Former Ringland Allotments and Hartridge Farm Road sites. These works will add to the development costs but are not considered to be insurmountable. However, the topography of the land adjacent to the former Allt-yr-Yn brickworks means that substantial engineering works would be required, together with the construction of a significant retaining wall. The cost of the retaining wall alone is in the region of £1.25m.

2.12 Economic Implications:

Appendix 6 to the 29 October 2012 Scrutiny Committee report included a summary of comments made regarding economic implications from three major developers: Celtic Manor regarding the A449 depot; Savills (planning agent on behalf of St Modwen, developer of the Glan Llyn regeneration project) regarding the former Speedway site, Hartridge Farm Road and former Ringland Allotments; and Quinn Radiators regarding the Celtic Way transit site. Similar economic development concerns have been expressed by Turley Associates, acting on behalf of Gallagher Estates who is the developer of the Llanwern Village scheme for 1100 dwellings, in relation to the former Ringland Allotments site. Turley Associates also draws attention to the S106 agreement which secures the transfer of this site to Gallaghers, and raises concerns regarding highway access, pylons and topography.

2.13 LDP sustainability appraisal

2.13.1 As an iterative part of the LDP process, the Plan must be subject to a Sustainability Appraisal (SA). This work is being undertaken by an independent consultant for Newport's LDP. The consultant has been provided with information on the Scrutiny Committee review and details of all 11 sites, and it has provided an update to the LDP Sustainability Appraisal based on the inclusion of the proposed sites in the LDP as required to meet the identified housing need. A summary of the key issues raised by the SA is provided at Appendix 2.

2.13.2 One outcome of particular note is that the SA recommends that the Former Speedway Site be discounted from further consideration due to the likely economic impact (on Glan Llyn), its location within Zone C1 floodplain, its lack of accessibility to facilities due to its separation by a major dual carriageway, and its proximity to the Gwent Levels SSSI.

2.13.13 The SA also recommends that the A449 depot and former Magor Nursery be discounted if they are too small. It recommends that the land west of Llanmartin Primary is not allocated due to its location within a Registered Historic Park. It advises against the allocation of both Hartridge Farm Road and the former Speedway site due to their cumulative impact.

2.14 Site Layout and Capacity

2.14.1 In the light of the constraints identified above, indicative site layout plans have been drafted by Planning Officers to consider the likely site capacity of each site. This has been informed by a pitch layout plan, which has been based on Welsh Government guidance on pitch requirements, the size of amenity blocks, parking provision etc.

2.14.2 Of particular note, this work has shown that the only site capable of accommodating Family A at its current size is Hartridge Farm Road if this family is to be kept together. Similarly, the only site capable of accommodating Family C taking into account its potential growth to

2026 is Hartridge Farm Road if this family is to be kept together. The size of Hartridge Farm Road means that this site can accommodate both families including their potential growth up to 2026. It can also potentially accommodate Family B too.

2.14.3 One option could be to split the families. The draft indicative site layout plans show that many of the other sites can accommodate between 8 and 10 pitches. Splitting families A and C, together with accommodating Family B, means that 5 different sites are likely to be required. Housing Officers advise that it is not appropriate to split a family onto two or more smaller sites. If the families are not split up, it appears that the Hartridge Farm Road site is the only option.

2.15 Site valuation rank order

2.15.1 The Council's Property Services Section has undertaken a site valuation of all 11 sites to allow a comparison of the likely site acquisition costs or, in the case of Council-owned land, any likely loss in land-sale receipt. Due to the commercially sensitive nature of this information, the valuations are provided in a Part 2 confidential report. However, the table below provides a ranking in terms of valuation, with 1 being the cheapest. These valuations do not factor in additional costs such as sewer connection, road improvements, noise attenuation fences, retaining walls, land raising or land re-profiling, or ecological mitigation measures.

2.15.2 Valuations for potential residential sites were based on the nature of the proposed use. Sites within the urban boundary as identified in the Local Development Plan were valued at full residential value, because the Scrutiny review has confirmed that these sites would be suitable in principle for residential development. Sites outside of the urban boundary were valued on the basis that affordable housing would be permitted as rural exception sites, with consideration given to the likely capacity of the sites. Open market housing would not normally be acceptable, in principle, on such sites. The site appraisal process has ruled out one site (Land west of Llanmartin Primary School) as being unsuitable in principle for any development, and consequently it has amenity land value. Whilst this makes it look impressive in terms of cost ranking, this site is not suitable as a Gypsy Traveller site and should be ruled out of the consideration process.

2.15.3 Transit sites have been valued based on their current or likely alternative use, taking into account LDP policies and the advice of Planning Officers. The A449 depot has limited development potential and therefore has a low value.

2.15.4 Residential Sites:

Address	Rank Order by Valuation	Families Accommodated*
Land west of Llanmartin Primary School	1 (site not suitable for development hence amenity value only)	B
Former Ringland Allotments	2	B
Langstone Cottage, Old Chepstow Road	3	B
Former Langstone Nursery, Magor Road	4	B (just)
Land at Brickyard Lane	=5	B
Adjacent to Former Allt yr Yn Brickworks	=5	B
Former Chicken Processing Plant, Marshfield	7	B

Hartridge Farm Road	8	A and B and C
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* Assuming each family is kept together and is not split up.

2.15.5 Transit Sites:

Address	Rank Order by Valuation	7 Pitches Accommodated?
A449 depot	1	Yes if woodland cleared (NB dormouse survey needed if woodland cleared)
Former Ringland Allotments	2	Yes
Newport Speedway, Plover Close	3	Yes
Land at Celtic Way, Coedkernew	4	Yes

- 2.15.6 The site appraisal information needs to be considered alongside the site valuations. In particular, having drawn up a possible pitch layout plan based upon Welsh Government guidance, carried out topographical surveys, and considered other site constraints, it has become apparent that unless each family is split up, the Hartridge Farm Road site is the only one of the short-listed residential sites capable of accommodating Family A or Family C. That is to say that no other short-listed residential site can accommodate either Family A or Family C as whole family units. Hartridge Farm Road can accommodate both families simultaneously.
- 2.15.7 Development of this site will incur additional site delivery costs including some land re-grading, highway improvements to provide a pavement, provision of a noise barrier, relocation of the existing Road Safety use, on-site facilities and site management. However, with the exception of on-site facilities and management, the other costs would be incurred for any development of the site, and so would be factored into the purchase price offered by any house builder.
- 2.15.8 Consideration must be also given to future site management costs and the likelihood of obtaining Welsh Government grant for site delivery.
- 2.15.9 It would in theory be possible to split the larger families and accommodate them in smaller family groupings on separate smaller sites. However, Housing Officers advise against this approach which is not advocated by the Welsh Government and does not reflect the strong family ties typically associated with Gypsy and Traveller culture. It is worth noting that if the families were to be split up to be accommodated on the smaller sites and avoid the need to use the Hartridge Farm Road site, it appears that six residential sites would be required (3 for Family A, 1 for Family B, and 2 for Family C).
- 2.15.10 In terms of site management, Housing Officers advise that typically on-site management is provided for a site of more than ten pitches or when sites contain more than one family. Whilst this will clearly mean that on-site management is required for the Hartridge Farm Road site, it should be noted that, in its own right, Family A already exceeds 10 pitches, and so technically wherever this family is located, management is advised, unless the family is split up. Similarly, by 2026 Family C will also exceed 10 pitches, so this family too may require management. As stated above, none of the other 10 short-listed sites is large enough to accommodate either family, but even if they were, and Families A and C were located completely separately, on-site management would be required for both sites. The Hartridge Farm Road offers an opportunity to share on-site management costs.

2.15.11 In terms of Welsh Government grant, it is understood that £1.75m is available from the Welsh Government for the whole of Wales this financial year. This cannot be used to offset lost land value for Council-owned land, but can be used towards purchasing privately owned land. It is understood that planning permission should be in place prior to a finding application being made.

2.15.12 Notwithstanding the absence of a suitably sized alternative site for Family A and Family C, when assessing the respective site valuation and delivery costs, consideration needs to be given to the costs of purchasing and developing two or three privately owned sites as an alternative to Hartridge Farm Road, and the likely delays and costs associated with compulsory purchase. Conversely it is known that use of the Hartridge Farm Road site would result in the loss of a substantial land-sale receipt.

2.16 Likely Officer recommendation

Notwithstanding the outcome of further public consultation associated with the respective planning applications, based on the information available to date, it is likely that Planning Officers would recommend refusal of a planning application at the following sites:

2.16.1 Brickyard Lane and land adjacent to former Allt-yr-Yn Brickworks: based on the information known to date, Planning Officers would be minded to recommend refusal of planning applications for these sites based on the clear highway safety objection.

2.16.2 Land west of Llanmartin Primary School: based on the information known to date, Planning Officers would be minded to recommend refusal of a planning application for this site due to its status as a Registered Historic Park or Garden and the clear objection from Cadw, making the proposal contrary to Policy CE5 of the Deposit LDP: The Sustainability Appraisal for the LDP advises against allocating this site in the LDP for this reason. Access is also problematic.

2.16.3 A449 depot: based on the information known to date, Planning Officers would be minded to recommend refusal of a planning application for this site on the clear highway safety objection from the Welsh Government and Council's Streetscene Service Area. The site also appears to be too small.

2.16.4 It should be noted that the above would form the likely Officer recommendation on a planning application, based on the information available to date. Planning Committee could disagree with this recommendation and grant planning permission, for example if it did not agree with the concerns raised, or considered that the need for a site outweighed any harm.

2.17 Conclusion

Based on the site appraisal results and information gathered throughout the Scrutiny Committee review, including public consultation responses, the following conclusions can be reached:

2.17.1 Land at Brickyard Lane: Officers consider that this site is unsuitable on highway safety grounds and should not be included in the LDP.

2.17.2 Land adjacent to former Allt-yr-Yn Brickworks: Officers consider that this site is unsuitable on highway safety grounds and should not be included in the LDP. The costs of providing the retaining wall are substantial.

2.17.3 Land west of Llanmartin Primary School: Officers consider that this site is unsuitable due to its status as a Registered Historic Park or Garden and highway safety concerns relating to the site access, which would be difficult to resolve due to the medium pressure gas mains. As such, it should not be included in the LDP.

- 2.17.4 Former Langstone Nursery: The site constraints are not insurmountable. The site can accommodate Family B only, although the draft site layout suggests this might be tight, or it could accommodate part of Family A or Family C.
- 2.17.5 Land south of Langstone Cottage: Development of this site is significantly limited, although the other site constraints are not insurmountable. The site can accommodate Family B only, or part of Family A or Family C. A noise attenuation fence is likely to be required along the boundary with the M4. Land raising and/or compensatory surface water storage is likely to be required.
- 2.17.6 Former Ringland Allotments: The site constraints are not insurmountable, and this site could be a reserve site for either residential use or as a transit site. Consideration should be given to the concerns raised on behalf of Gallaghers Estates in relation to its adjacent development proposal, as well as the presence of pylons. Some ground re-profiling will be required to create a flat area for the pitches. A 2.5m high noise attenuation fence will be required along the SDR boundary, and a sewer connection will be required.
- 2.17.7 Hartridge Farm Road: This site is the only site capable of accommodating Families A and C as complete family units. As previously reported, the potential land-sale receipt loss is substantial. Consideration needs to be given to the size of the overall site in the light of Welsh Government guidance, potential implications for Welsh Government funding and site delivery, existing and adjoining land uses, community cohesion, amenities and site management. Proximity to the RSPCA centre should be noted, however the same disturbance issues would arise with any residential development of this land. The draft indicative site layout shows that a significant buffer could be provided between the RSPCA centre and the pitches. A noise attenuation fence would be required around the boundary with the RSPCA centre, along the southern boundary with the mainline railway, and towards the north-east corner of the site. Some ground re-profiling would be required towards the east of the site. Some highway improvements would be required to Hartridge Farm Road including a length of pavement.
- 2.17.8 Former Chicken Processing Plant, Marshfield: The site constraints are not insurmountable. The site can accommodate Family B only, or part of Family A or Family C. The access road is in separate ownership to the site itself so two parcels of land would need to be purchased or access rights negotiated. A new off-site water mains is required to provide water to the site. Site management may be required depending on the number of pitches.
- 2.17.9 A449 depot (transit only): Officers consider that this site is unsuitable due to the Welsh Government's confirmation that it will not allow use of the A449 sliproads, for highway safety reasons. This site should not be included in the LDP.
- 2.17.10 Former Speedway site, Plover Close (transit only): This site is no longer vacant. Whilst this is not insurmountable, consideration should be given to the desirability and economic implications of compulsorily purchasing this site. Land-raising would be required to address flood risk. This is not insurmountable but would add to delivery costs. Despite a number of letters stating that this site is preferred by the families as a residential site, Scrutiny Committee Members are reminded that this site is located within an industrial area and as such is not considered suitable for a residential site. The LDP Sustainability Appraisal prepared by Atkins advises that this site should be discounted for the reasons summarised in paragraph 2.13.1, including the economic impact on Glan Llyn.
- 2.17.11 Land at Celtic Way, Coedkernew (transit only): There are no significant constraints for this site, although consideration should be given to the potential business investor referred to by the Welsh Government. A new off-site water mains and sewer would be required.

3 Financial Summary:

- 3.1 The cost of undertaking the required site surveys has been met by existing budgets for the Local Development Plan and Housing Strategy.
- 3.2 There is no other cost to adopting these as potential sites for Gypsy and Traveller accommodation in the LDP over and above the already identified LDP costs. There will however, be acquisition costs and / or development costs or loss of land sale receipt on Council-owned sites, as well as future site management costs.
- 3.3 Housing Officers advise that if a selected site is in Council ownership, funding would not be available to compensate for the loss of the land value. Funding would potentially be available to develop the site. If the Council were to purchase land from someone else, grant could be used towards the purchase price and the development costs. The Welsh Government grant is not unlimited though: it is believed to be £1.75 million this year for the whole of Wales. Newport City Council would have to bid for this money.

4 Risks:

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Sites are not identified in the LDP and the Plan is found unsound	H	L	The Council is meeting its duty to identify sites in the LDP to meet its identified housing need	Development Services Manager
The sites identified cannot be delivered	H	H	A detailed site selection and appraisal process has been undertaken to identify sites that best meet the criteria and are deliverable. Financial constraints of delivering the sites remain a significant concern. WG funding is currently available but will not cover much of the cost.	Development Services Manager and Housing and Regeneration Manager

* Taking account of proposed mitigation measures

5 Links to Council Policies and Priorities

- 5.1 The Council's Corporate Plan (2012-2017) identifies five corporate aims
- Being a Caring City;
 - A Fairer City;
 - A Learning and Working City;
 - A Greener and Healthier City;
 - A Safer City.

- 5.2 The provision of Gypsy and Traveller sites is required to meet identified housing need. This relates to being a Caring City and a Fairer City.

6 Options Considered/Available

- 6.1 The primary consideration is meeting the identified housing need for Gypsy and Traveller families for 43 pitches up to 2026 (the duration of the LDP). It has previously been recognised by the Scrutiny Committee that none of the 11 short-listed sites were perfect and meet all of the guidance or policy requirements. The Scrutiny Committee's recommendation must therefore seek to achieve the best possible outcome while meeting the identified need. Based on the public consultation responses, previous consideration by the Scrutiny Committee and Working Group, and the site appraisal process to consider deliverability, the following options are available:
- 6.2 **Option 1:** To note the site appraisal information on deliverability in the context of the previously identified five preferred sites, but make no change and therefore to include these five preferred sites in the Local Development Plan.
- 6.3 It should be noted that the Welsh Government has ruled out the A449 depot due to it precluding use of the A449 slip roads, and that the Brickyard Lane site is subject to a highway safety objection. The use of the Hartridge Farm Road site would potentially create one very large site and be contrary to Welsh Government guidance. It would also have the greatest financial implications;
- 6.4 **Option 2:** To note the site appraisal information on deliverability in the context of the previously identified five preferred sites, and to amend the sites to be identified in the Local Development Plan to delete reference to the A449 depot (which the Welsh Government has ruled out due to it precluding use of the A449 slip roads) and to delete reference to the Brickyard Lane site (which raises a highway safety objection and does not appear to be required to meet the identified housing need). The Hartridge Farm Road site would be included in the LDP as a residential site, land at Celtic Way would be included in the LDP as a transit site, and the former Ringland Allotments site would be included in the LDP as a contingency residential or transit site.
- 6.5 It should be noted that the use of the Hartridge Farm Road site would potentially create one very large site and be contrary to Welsh Government guidance. It would also have the greatest financial implications;
- 6.6 **Option 3:** To rule out the Hartridge Farm Road site due to the financial implications and/or concerns regarding the size of the site, and to split up Family A and split up Family C and accommodate the three families on the remaining short-listed residential sites.
- 6.7 It should be noted that, to accommodate the required number of pitches, this would require 6 of the 7 short-listed residential sites to be allocated. Three of these sites (Brickyard Lane, land adjacent to the former Allt-yr-Yn Brickworks, and land west of Llanmartin Primary School) are considered by Officers to be unsuitable due to highway safety objections and, in the case of Llanmartin Primary School, its location within a Registered Historic Park or Garden. It should also be noted that Housing Officers advise against splitting up the families on the basis that it is not appropriate and does not respect the strong family ties that are typically associated with Gypsy and Traveller culture.
- 6.8 **Option 4:** To rule out the Hartridge Farm Road site due to the financial implications and/or concerns regarding the size of the site, and to locate Family B on the former Ringland Allotments site, split up Family C and accommodate this family on two of the remaining short-listed residential sites, and to locate Family A on the former Speedway site.

- 6.9 It should be noted that the Speedway site was ruled out as a potential residential site due to its location within an industrial area and an area of flood risk. It was subject to public consultation as a transit site only. While consideration should be given to the interest by this family in living on this site, Welsh Government guidance advises that residential sites should be suitable for permanent residential accommodation. Officers advise that planning permission for houses on this site would not be recommended for approval due to noise disturbance and conflict with the adjacent industrial uses and HGVs. Unlike bricks and mortar accommodation, caravans and mobile homes cannot practicably be fitted with internal noise attenuation measures due to their structure (i.e. mechanical ventilation could make the whole caravan vibrate). Noise complaints could lead to the curtailment of the legitimate business uses on adjacent land.
- 6.10 It should be noted that this site is now occupied by a haulage and storage firm, which is to consolidate its business and associated offices from other locations in the UK to relocate at this site. Moreover, the independently prepared Sustainability Appraisal for the LDP advises against allocating this site (even as a transit site) for the reasons given in paragraph 2.13.1.
- 6.11 It should also be noted that Housing Officers advise against splitting up the families on the basis that it is not appropriate and does not respect the strong family ties that are typically associated with Gypsy and Traveller culture.
- 6.12 The residential occupation by Family A would be likely to require on-site management.
- 6.13 **Option 5:** To note the site appraisal information and to amend the sites to be included in the Local Development Plan in some other way to those options identified above.

7 Comments of Chief Financial Officer

- 7.1 Any decision to include potential sites in the LDP does not necessarily have a financial consequence for the Council. Subsequent specific decisions around the use of such sites for the intended purpose could have significant financial consequences depending on the site in question.
- 7.2 Limited grant aid is available for the acquisition and development of sites where they are not in Council ownership. Grant aid would not be available to compensate the Council for the value of its own land should it be used.
- 7.3 The use of existing Council land earmarked for sale would therefore impact on the level of capital receipt available from such sites whether by virtue of the reduced development area or non-disposal depending on the eventual decision arrived at. In particular, the use of the site at Hartridge Farm Road would result in the loss of a substantial land sale receipt which was intended to partially offset the cost of building Llanwern High School.

8 Comments of Monitoring Officer

- 8.1 The Council has a statutory duty under the Planning and Compulsory Purchase Act 2004 and Planning Policy Wales to prepare a Local Development Plan for its area, to provide the key policy framework for the determination of future planning applications and the provision of sustainable development. The Council also has a statutory duty under the Housing Acts 1996 and 2004 to provide suitable housing accommodation for the assessed needs of gypsy and traveller families within its area. Therefore, adequate provision must be made within the draft LDP for gypsy and traveller sites to meet the assessed needs of these families, otherwise the LDP will not be approved as being "sound". The Scrutiny Committee have previously reviewed the list of potential sites and have undertaken extensive public engagement and consultation with key stakeholders, to ensure that the process is open and transparent. Having regard to the statutory criteria set out in Circular

30/2007 and relevant representations received during the consultation process, the Scrutiny Committee arrived at a short-list of 11 sites and recommended to Cabinet the preferred sites identified in this Report, which were considered to be the most suitable locations for gypsy and traveller sites. Cabinet accepted the recommendations but asked officers to undertake further detailed sustainability appraisals and planning assessments on all 11 sites in case the preferred locations were not deliverable. Because the LDP timescale has now been extended by agreement with Welsh Government officials, there is now an opportunity for Scrutiny to review the outcomes of these appraisals before the LDP is reported back to full Council and placed back on deposit for further consultation. Therefore, Cabinet have referred the matter back to Scrutiny to undertake this review and the Committee is being asked to consider the detailed site appraisal information contained in the Report and make further recommendations to Cabinet and Council in the light of these findings.

9 Comments of Head of People and Transformation

- 9.1 There are no staffing issues resulting from the appraisal of site deliverability or from inserting the chosen sites into the Local Development Plan. There will be future site management staffing implications, however it appears that this will be required for the larger families regardless of where they are housed, in accordance with Welsh Government guidance.

10 Local issues

- 10.1 This issue affects all Wards via the Local Development Plan process.

11 Consultation

- 11.1 The site appraisal process included consultation with:
- the Environment Agency (now part of Natural Resources Wales),
 - Heddliu Gwent Police,
 - Utilities providers (Dwr Cymru Welsh Water and Western Power),
 - the Council's Streetscene Section regarding highways implications and species survey requirements,
 - the Council's Environmental Health Section to identify which sites require noise assessments, and a noise consultation to undertake those assessments,
 - the Council's Property Services Section to provide site valuations.

12 Other Relevant Consultation

- 12.1 Not applicable at this stage. The purpose of this report is to seek Scrutiny Committee's agreement of the site appraisal topics, prior to the appraisal results being reported back to a future Scrutiny Committee meeting.

13 Background Papers

- 13.1 Appendix 1 provides a summary of the public consultation replies, taken from the Scrutiny Committee report dated 29 October 2012.
- 13.2 A summary of key issues raised by the LDP Sustainability Appraisal in relation to the 11 short-listed sites is provided at Appendix 2
- 13.3 Appendix 3 provides detail of the site assessment results.
- 13.4 A copy of the comments received from Heddliu Gwent Police is provided at Appendix 4.

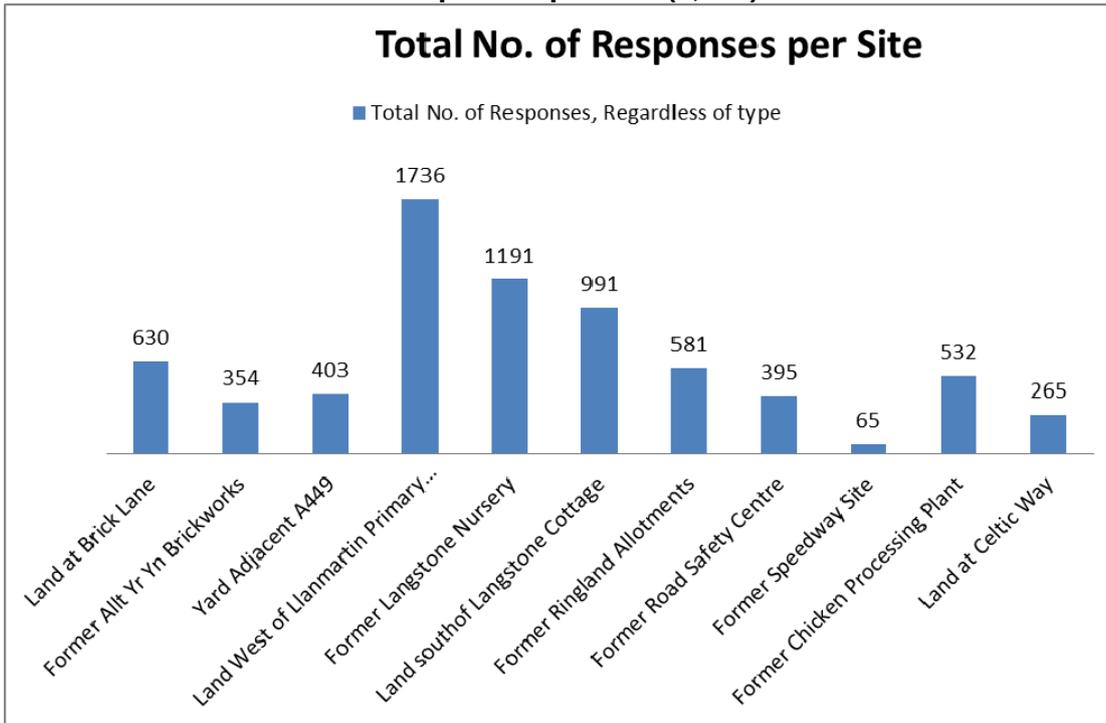
Appendix 1

Summary of Individual Responses and Issues Raised

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

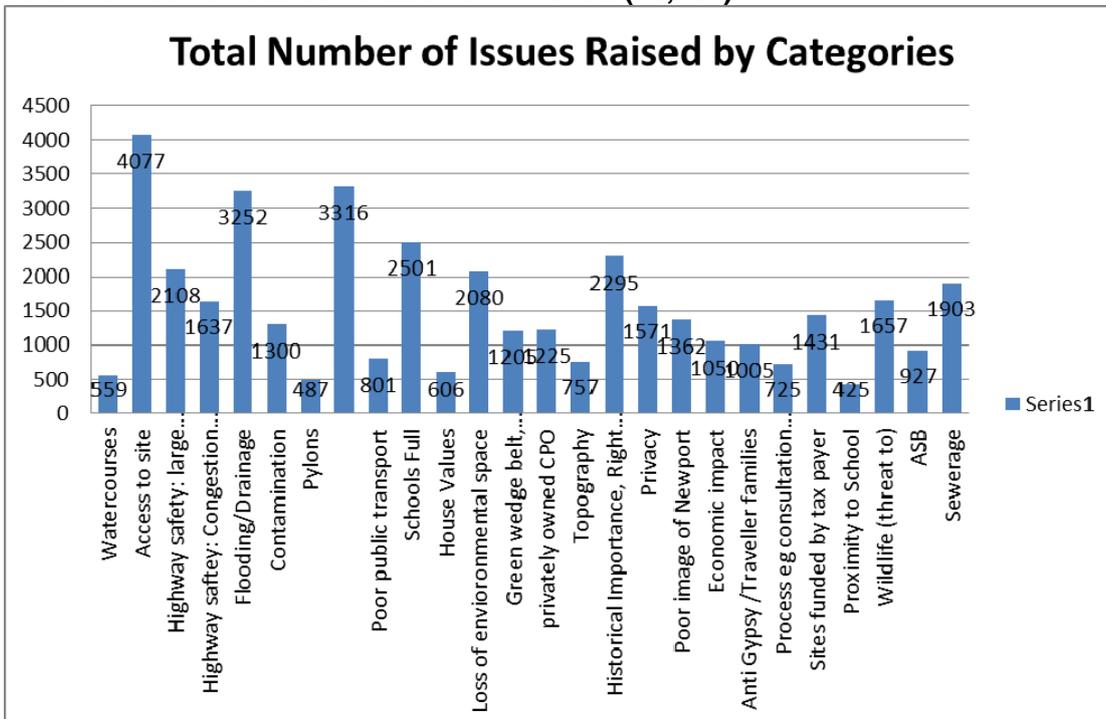
	Land at Brick-yard Lane	Former Allt Yr Yn Brickworks	Yard Adjacent A449	Land West of Llanmartin Primary School	Former Langstone Nursery	Land south of Langstone Cottage	Former Ringland Allotments	Road Safety Centre	Former Speedway Site	Former Chicken Processing Plant	Land at Celtic Way	Totals
Topography	13	18	4	8	161	155	377	19	0	0	2	757
Historical importance, Right of Way	48	28	33	999	462	612	16	6	1	71	19	2,295
Privacy	26	18	65	57	529	475	329	39	3	20	10	1,571
Poor image of Newport	66	46	235	100	341	330	46	28	14	16	140	1,362
Economic impact	85	58	155	86	161	133	46	43	21	78	184	1,050
Anti Gypsy/ Traveller Families	53	30	66	253	168	141	36	63	13	132	50	1,005
Process e.g. consultation exercise	36	15	112	92	217	212	14	4	3	14	6	725
Sites funded by tax payer	28	21	40	211	478	293	31	5	7	282	35	1,431
Proximity to school	1	2	4	198	14	3	28	83	1	88	3	425
Wildlife (threat to)	34	30	31	1,071	88	316	40	16	2	12	17	1,657
ASB	118	47	41	157	98	126	37	47	16	160	80	927
Sewerage	17	8	46	1,182	195	137	25	14	1	261	17	1903
Total number of times issues were raised per site	1,670	908	1,851	13,209	7,770	6,821	2,196	981	131	3,551	1174	40,262
Total No. of respondents per site	630	354	403	1736	1191	991	581	395	65	532	265	7,139

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

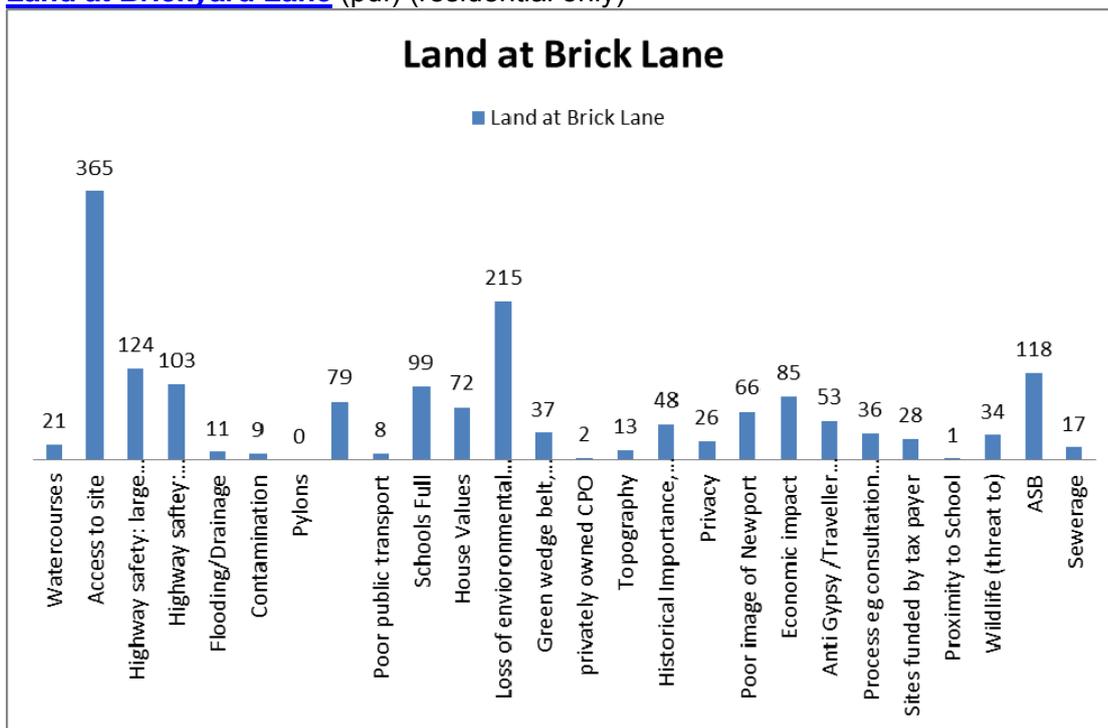


(NB the column without a label in the following graphs relates to 'Lack of/inadequate facilities')

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

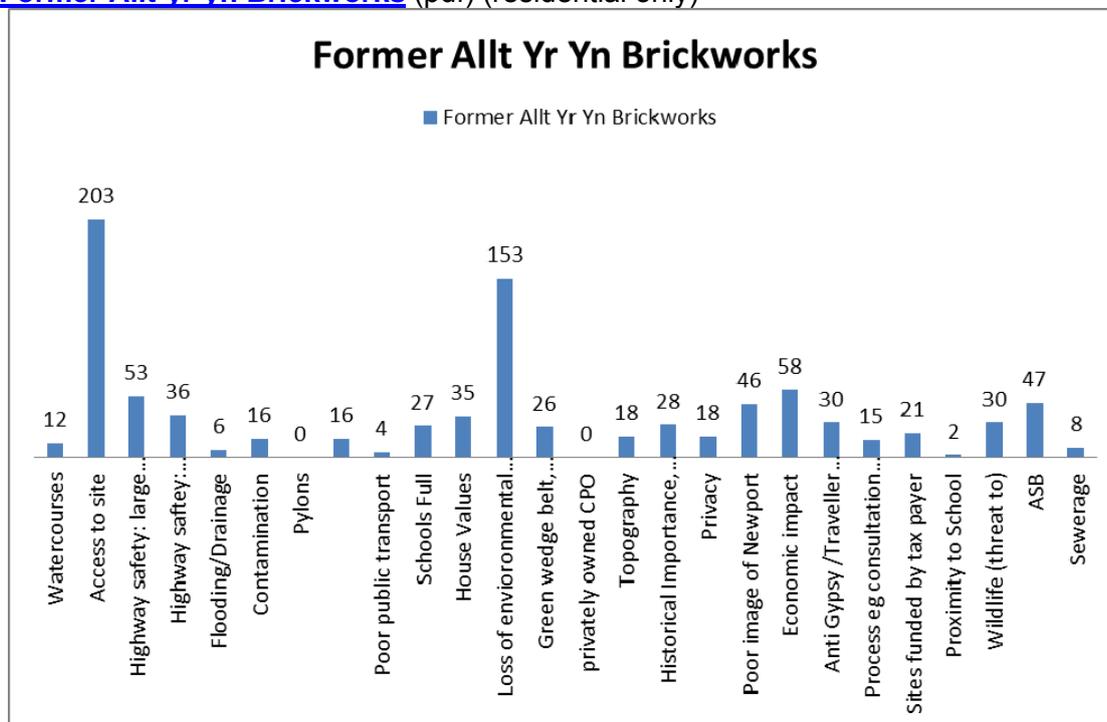


Number of Issues Raised by Category on Individual Sites
[Land at Brickyard Lane](#) (pdf) (residential only)



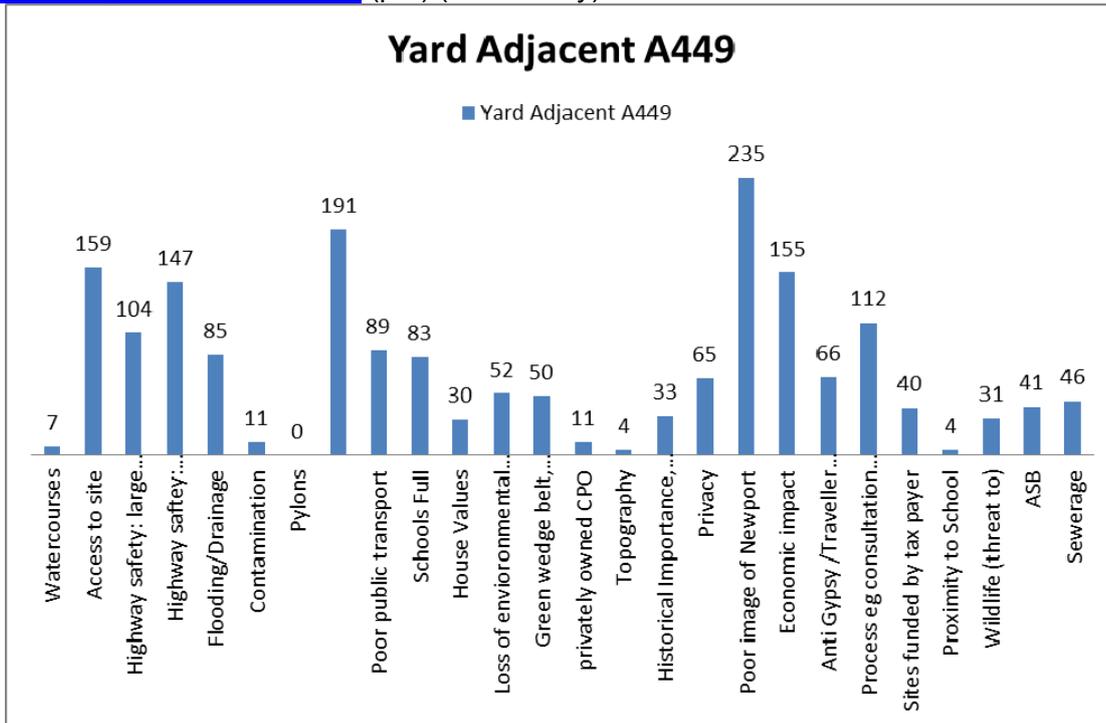
Total Number of Individual Responses: 630
 Total Number of Issues Raised: 1670

Former Allt-yr-yn Brickworks (pdf) (residential only)



Total Number of Individual Responses: 354
 Total Number of Issues Raised: 908

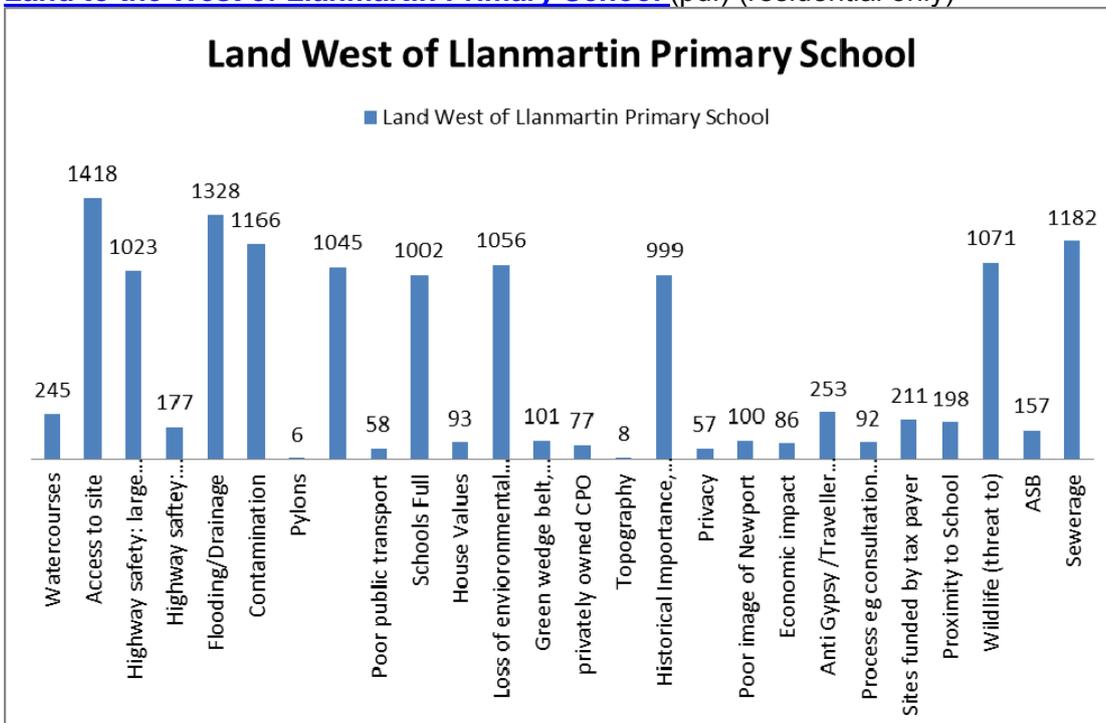
[Yard Adjacent to the A449](#) (pdf) (transit only)



Total Number of Individual Responses: 403

Total Number of Issues Raised: 1851

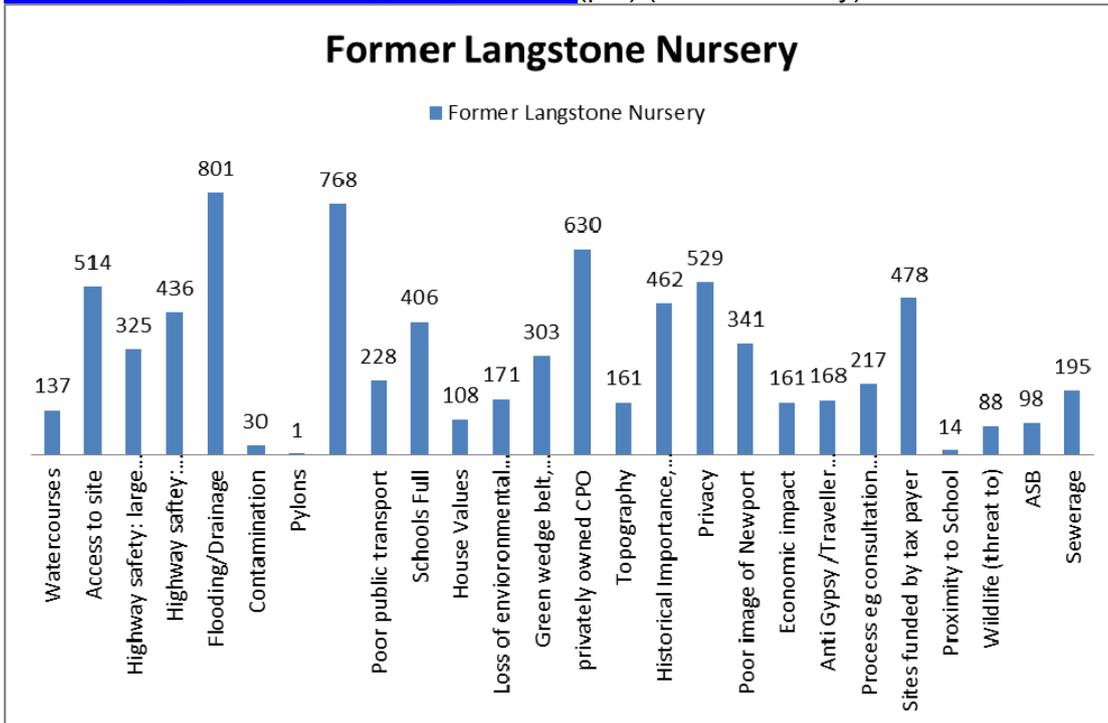
[Land to the West of Llanmartin Primary School](#) (pdf) (residential only)



Total Number of Individual Responses: 1732

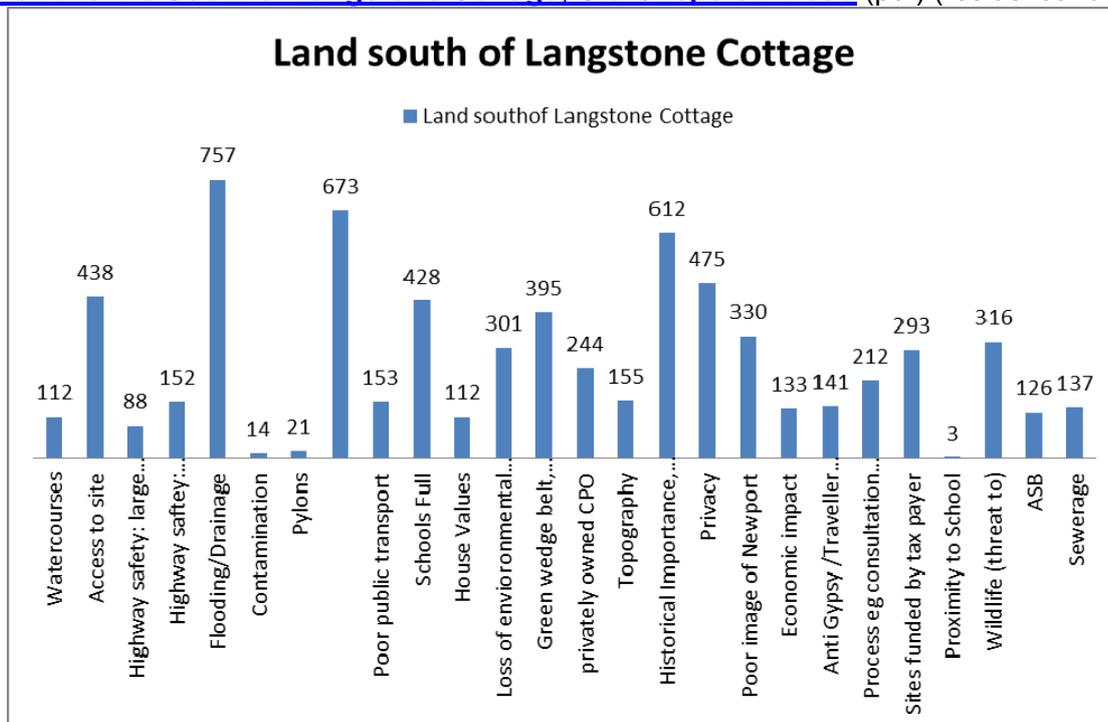
Total Number of Issues Raised: 13209

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



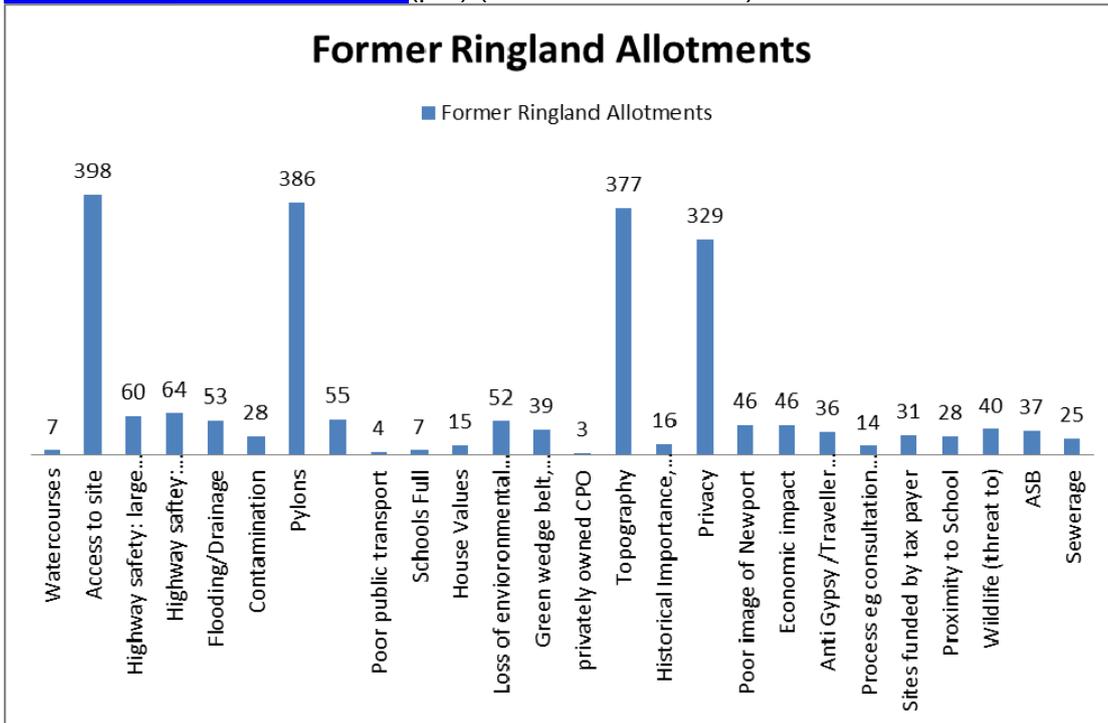
Total Number of Individual Responses: 1191
 Total Number of Issues Raised: 7770

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



Total Number of Individual Responses: 991
 Total Number of Issues Raised: 6821

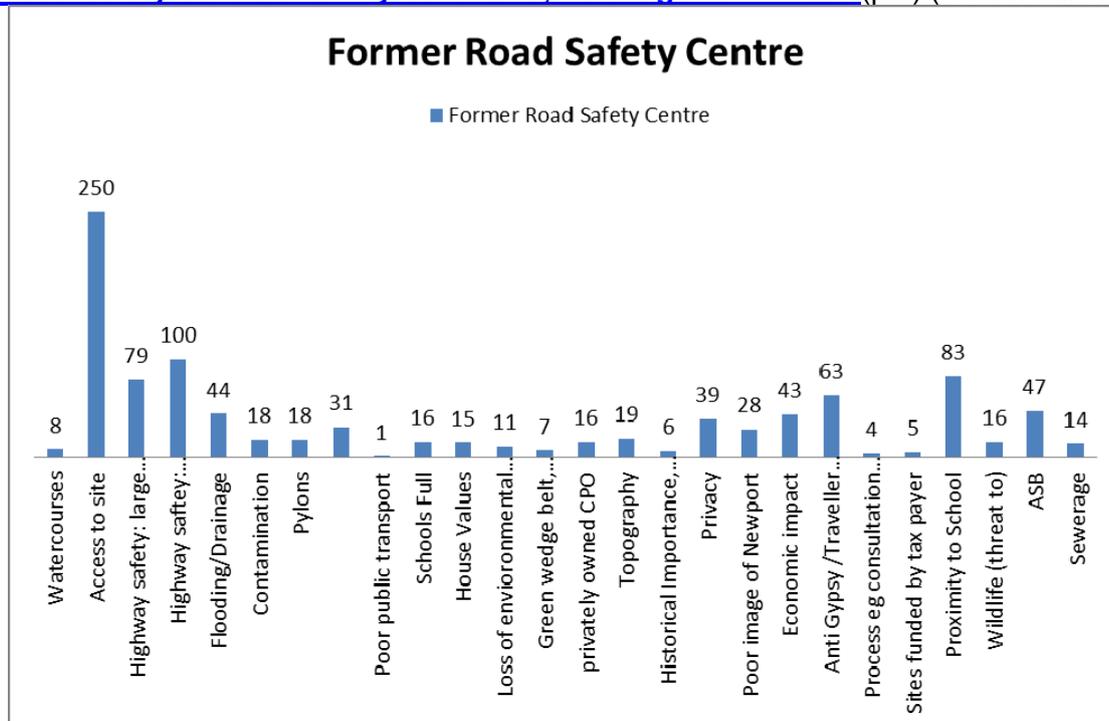
[Former Ringland Allotments](#) (pdf) (residential or transit)



Total Number of Individual Responses: 581

Total Number of Issues Raised: 2196

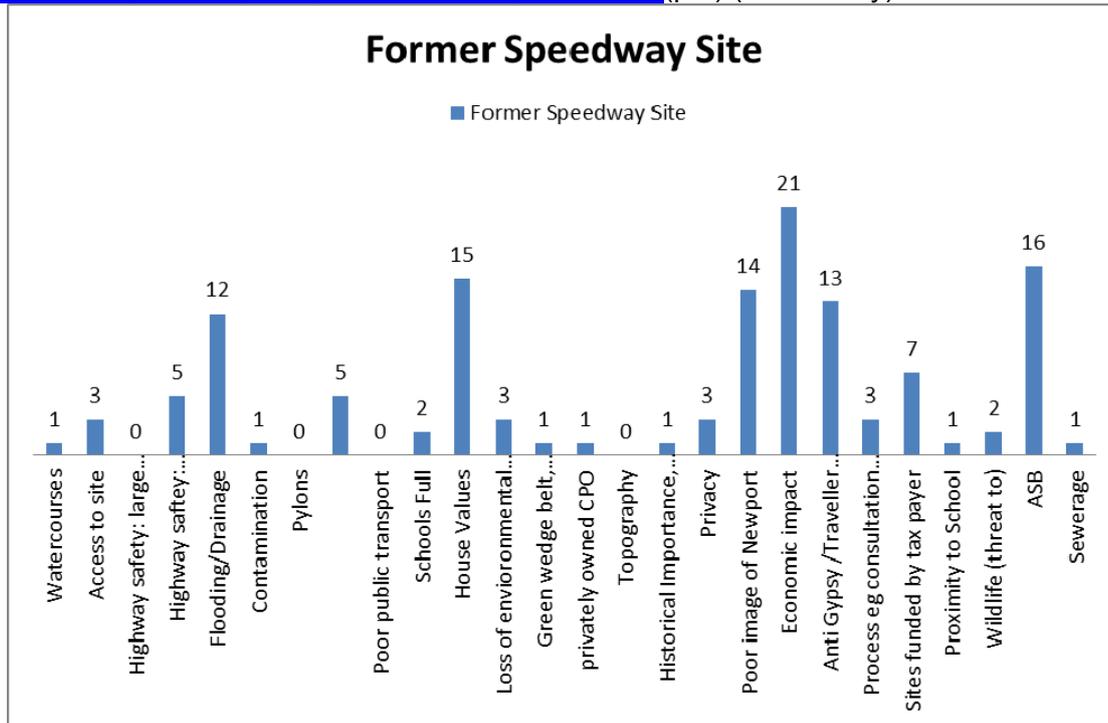
[Road Safety Centre and Adjacent Land, Hartridge Farm Road](#) (pdf) (residential only)



Total Number of Individual Responses: 395

Total Number of Issues Raised: 981

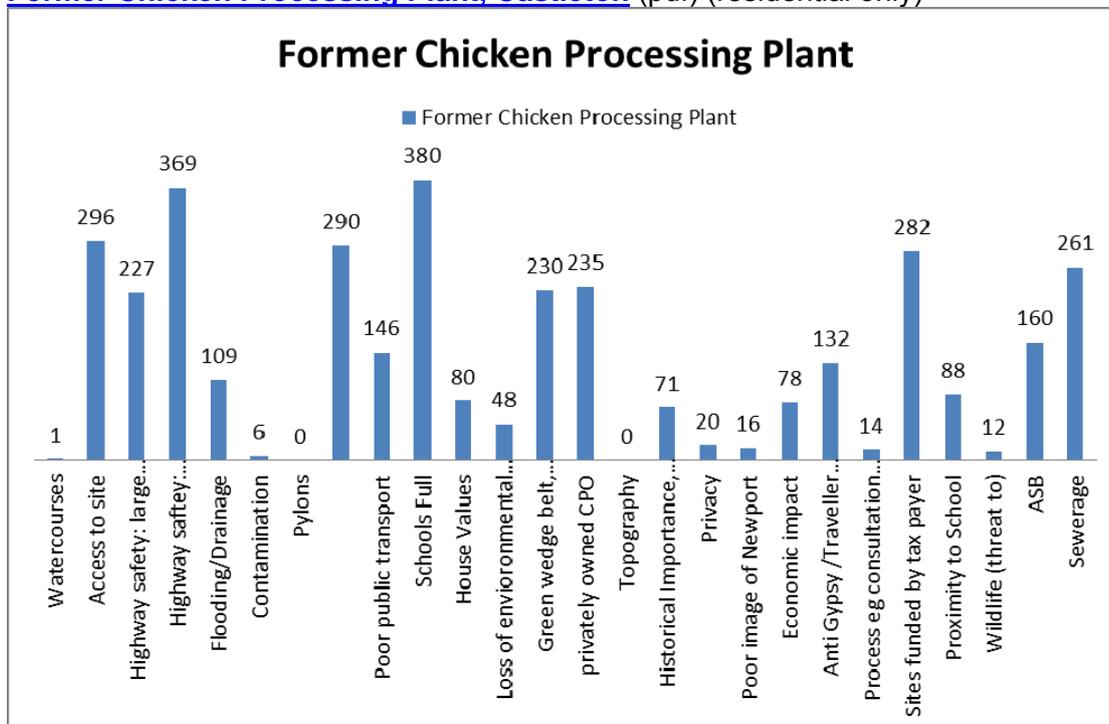
Former Speedway Site, Plover Close, Llanwern (pdf) (transit only)



Total Number of Individual Responses: 65

Total Number of Issues Raised: 131

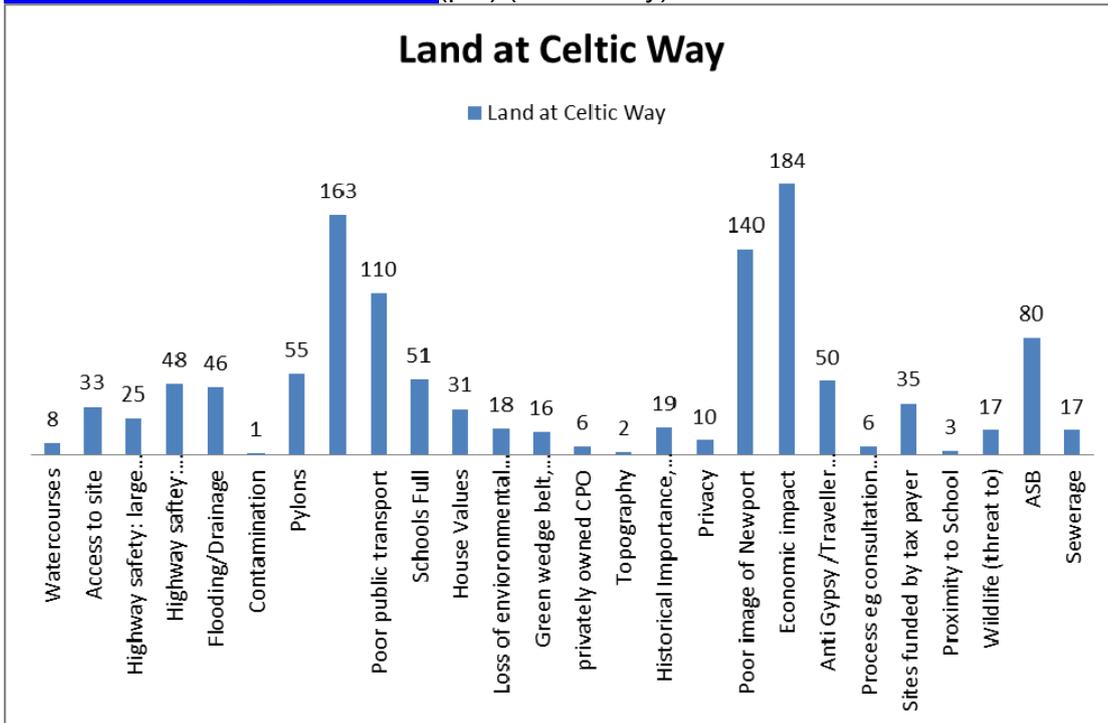
Former Chicken Processing Plant, Castleton (pdf) (residential only)



Total Number of Individual Responses: 532

Total Number of Issues Raised: 3551

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



Total Number of Individual Responses: 265

Total Number of Issues Raised: 1174

Summary of Petitions Received

Petition 1. Langstone

A petition from was received from Langstone Community Action Group.

The petition's signed front sheet states:

“Re Langstone Petition against proposed NCC Gypsy and Traveller Sites in Langstone. Please find enclosed the signed public petition of Langstone Residents against the proposed siting of the above Gypsy and Traveller Sites within our village.”

A further cover sheet enclosed states:

“Say No No No to Langstone Gypsy Sites

Formal Petition to object to Proposed Gypsy Traveller Sites in Langstone

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

Statement

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

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

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

Sheet 1

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

“Formal Petition to object to a Proposed Gypsy Traveller Site at the Old Nursery Magor Rd We the undersigned formally object to any Gypsy/ Traveller Residential Site being located at the Old Nursery Magor Road Langstone”

Sheet 2

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

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

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

Petition 2. Underwood-Llanmartin

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

The petition's front sheet states:

“PETITION OPPOSING POTENTIAL GYPSY/TRAVELLER SITE IN UNDERWOOD

PLEASE FIND ENCLOSED A PETITION OF OVER 900 SIGNATURES

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

WE CALL UPON THE COUNCIL TO

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

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

Sheet 1

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

“Petition opposing potential Gypsy / Traveller site In Underwood”

Petition 3. Marshfield

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

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

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

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

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

Petition 4. Hartridge Farm Road

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

The petition heading states:

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

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

Sites Suggested or Advocated for Gypsy and Traveller Site Use

Site Suggested/ Advocated	Number Supporting its Use
Former Speedway, Plover Close, Llanwern	59
Road Safety Centre, Ringland	16
<i>Queensway Meadows</i>	50
Land at Brickyard Lane	52
Land adjacent to Former Allt-yr-yn Brickworks	46
Gas Works Site	85
Glass Works, Crindau	71
<i>Yew Tree Cottage</i>	39
<i>Pye Corner Barracks</i>	47
<i>Pye Corner Army Barracks</i>	39
A449 Depot	7
Former Ringland Allotments	4
Chicken Processing Plant, Marshfield	9
Land at Celtic Way, Marshfield	4
Land West of Llanmartin Primary School	4
Wyevale Garden Centre,	4
Spencer Boys Club,	1
Collingborne Land Nr Caerleon	2
Llanwern Sports and Social Club	1
<i>Pound Hill, Coedkernew</i>	7
Area off West Way Road	1
Proposed Incinerator Site, Llanwern	1
Former Focus DIY Site, Rogerstone	1
Monkey Island, Opposite B&Q	1
6 Acres Traston Road South of Kwan Yik	1
Whitehead Works	1
Rear Cineworld, Spytty	1
Former Sainsbury's Site, Wyndham Street	2
Land Owned by Collingborne Family, Peterstone	1
Old Town Dock	2

**N.B. (Bold text relates to sites included in the 11 selected for public consultation)
*Italics identifies the sites currently included in the LDP Deposit Version***

Comments Received From Gypsy and Traveller Families

Land at Brickyard Lane

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

Land adjacent to Former Allt-yr-yn Brickworks

As above for this site.

A449 Depot

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

Land to the West of Llanmartin Primary School

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

Former Langstone Nursery, Magor Road

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

Land to the South of Langstone Cottage, Old Chepstow Road

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

Former Ringland Allotments

- No comments.

Road Safety Centre and Adjacent Land, Hartridge Farm Road

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

Former Speedway Site, Plover Close, Llanwern

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

Former Chicken Processing Plant, Castleton

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

Land at Celtic Way, Marshfield

- No comments.

Appendix 2

Sustainability Appraisal of Gypsy and Traveller sites – Atkins Consultants - main issues raised

Brickyard Lane

- Capacity of closest primary school
- Buffer needed to protected woodland
- Protect watercourses ahead of occupation
- Plant additional vegetation to prevent noise pollution from M4
- Need for a play area on site
- Drainage assessment needed
- Cumulative effects if both Brickyard Lane sites are taken forward.

Land adjacent to Former Allt yr yn Brickworks

- Need to protect land from pollution ahead of occupation
- LNR buffer required
- SINC within 0.2km of the site- need for buffer
- Consider existing equestrian routes
- Additional vegetation required to buffer M4 noise
- Capacity of closest school to be examined more closely
- Need to adequate water and sewerage infrastructure
- Need for suitable play space on site
- Drainage assessment needed

A449 Depot

- Lack of capacity at the site – this site should be discounted
- Necessary ecological surveys required – bats, dormice, reptiles
- 0.3km from SAC and SSSI
- School capacity issues
- Potential effects of health and wellbeing from A449 traffic

Land West of Llanmartin Primary School

- No potential to mitigate the impact of incursion into registered historic park which is of national importance
- Ecological surveys required
- Site allocated as Environmental Space in the LDP
- School capacity to be examined in more detail
- Surface water drainage
- Water pollution potential

Former Langstone Nursery

- Capacity of the site to be examined further. It should not be allocated if too small to accommodate the smallest family
- Hedges and trees to be retained
- SSSI and SINC designation 0.2km from site: protected species are likely
- Capacity of schools to be examined further

Land South of Langstone Cottage

- Be careful not to sever the ancient monument from its setting.
- Potential for land contamination should be addressed ahead of site occupation
- Drainage assessment needed
- Ecology surveys required as protected species are likely
- Capacity of schools examined further
- Plant additional vegetation

Former Ringland Allotments

- Potential for land contamination
- Ecology survey needed
- Buffer to rare grasslands required
- Drainage assessment needed
- Close to one of the most deprived super output areas in Newport (Ringland)

Hartridge Farm Road site

- This site is the only site that could accommodate the two larger families
- Potential perception of a large site could deter community integration.
- Archaeological evaluation would be required
- Buffer to neighbouring RSPCA use needed
- Buffer to dual carriageway required to avoid effects on health and wellbeing
- Potential pollution effects to be mitigated
- Ecology surveys required – extended phase 1, Bats, Invertebrates, Amphibian and Reptile.
- SINC adjacent to this site should not be included
- Secured By Design guidance and work with local Police to be taken into account in masterplanning the site.
- On site open space and other facilities to be provided.
- Drainage assessment required.
- Possible economic impact on Glan Llyn but separated by mainline railway

Former Newport Speedway

- Site should be discounted due to
 - Impact on economy of area
 - C1 flood risk area
 - Proximity to major road
 - Lack of accessibility to facilities via dual carriageway
- Adjacent to Gwent Levels SSSI and need for ecology survey
- Contamination and remediation measures prior to occupation
- Area of play needed if more than 12 pitches
- Should not allocate both this site and Hartridge Farm Road due to cumulative effect.

Former Chicken Processing Plant

- Contamination and remediation measures prior to occupation
- SLA
- Green Wedge
- Close to boundary of Gwent Levels Historic Landscape –ecology surveys needed
- Buffer to water courses
- School capacity of secondary school to be examined more closely

Celtic Way

- Close to Gwent Levels historic landscape, but site already built upon
- Ecology surveys may be required
- Drainage assessment needed
- Area of play needed if more than 12 pitches
- Communal building on site needed
- Mitigation of potential business park effects to be considered

Reference is made in relation to many sites regarding the capacity of local schools. However, it should be noted that the three families in question already live within Newport and children attend school already. Other forms of affordable housing are not required to make a planning contribution towards education and it is considered that the same rationale applies here.

Appendix 3

Site	Ownership	Accommodation Type	Land designations	Principle in policy terms	Access / highways	Ecology	Flood	Dwr Cymru Welsh Water	Gas	Heddlu Gwent Police	Noise	Surveys required	Cost of surveys	Availability	Site Valuation Ranking	Topography	Site	Site Layout (A, B, C or all)	Management Costs on Site	Any Funding Available?	Recommend Planning Approval
Brickyard Lane	Private - person lives in Wiltshire	Residential	Countryside	Acceptable	Strong objection	Badger Survey - £829.70	No issues	Off site sewer and off-site watermains required	No issues.	Letter provided as appendix	M4	Noise (undertaken), Topographical (£500)	£2,850	Yes	5	Regrading of land required but works not insurmountable	Brickyard Lane	7/8 plots so only family B will fit on site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	No due to highways objection
Land by former Allt-Yr-Yn brickworks	Private - owned by nearby riding school	Residential	Countryside	Acceptable	Strong objection	No surveys	No issues	Off site sewer and off-site watermains required	No issues.	Letter provided as appendix	M4	Noise (€800) - not to do after results of topo, Topographical (£500)	£1,300	Yes	5	The topography of the land adjacent to the former Allt-yr-Yn brickworks means that substantial engineering works would be required, together with the construction of a significant retaining wall. The cost of the retaining wall alone is in the region of £1.25m.	Land by former Allt-Yr-Yn brickworks	7 plots so only family B will fit on site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	No due to highways objection
Yard adjacent to A449	NCC	Transit	Countryside	Acceptable	Strong objection for access off the A449 or alternative road network	Dormice survey if land outside of the existing compound area used	No issues	No public water supply to the site + no public sewers in this area. c£150k for water supply.	No issues.	Letter provided as appendix	A449 but okay for transit	Dormice (9 months) (£600)	£600 (do unless letter from WG ruling out)	Yes	1 (transit)	Not surveyed	Yard adjacent to A449	Transit site - Only fit 2/3 pitches unless scrub removed	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	No due to highways objection
Land west of Llanmartin Primary	NCC owns site and short section of access road but remainder of access road owned by Newport City Homes	Residential	Countryside, Registered Historic Park, Environmental Space	Issue with Registered Park and environmental space	Concern over narrow access and conflict with school children safety from traffic increase. Bridge needed to access site itself.	Timing Issues - Reptile survey (2k), Water Vole survey (£1200), Phase I Habitat Survey (£350), Bat Survey (£300) and Invertebrate Surveys (£500).	Drainage issues and site specific FCA required.	Off site sewer and off-site watermains required	Medium pressure gas mains running along access road	Letter provided as appendix	No issues	Timing Issues - Amphibian, Reptile (2k), Water Vole (£1200), Phase I Habitat (£350) and Invertebrate (£500), FCA (2-3k), Topographical (£500)	£7550 - don't do due to other constraints	Yes	1	Not surveyed	Land west of Llanmartin Primary	7 plots so only family B will fit on site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	No due to historic park
Former Nursery - Magor Road	Private - owner lives next door to site	Residential	Countryside	Acceptable	No issues	No surveys	Site specific FCA needed for surface water	No issues	Low pressure gas main along Magor Road	Letter provided as appendix	No issues	FCA (2-3k)	2-3k (to be done if planning app submitted)	Yes	4	Not surveyed	Former Nursery - Magor Road	7 plots so only family B will fit on site (just about)	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes
Land south of Langstone Cottage	Private	Residential	Countryside, SAM (eastern portion)	Issue with SAM (show on plan)	No issues with vehicular access. PROW runs through the site so will have to be retained.	No surveys	Site specific FCA needed for surface water	A trunk water main traverses the western edge of the site. A sewer traverses the centre of the site. Easement protection or diversion will be required (show on plan)	High pressure gas main west of Langstone Court Road - acceptable distance from potential access and site	Letter provided as appendix	Noise survey (M4)	FCA (2-3k), Noise Survey - not undertaken as yet	£2-3000	Yes	3	Not surveyed	Land south of Langstone Cottage	8 plots so only family B will fit on site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes - subject to layout issues being resolved
Former Ringland Allotments	NCC technically but in legal agreement to be transferred.	Residential or transit	Countryside	Acceptable	No issues subject to design and being tied into upgrade works for Cot Hill (part of Llanwrn regeneration).	Dormice Survey (April - October) (£600)	No issues	Off site sewers required for foul sewerage connection	Medium pressure gas main cutting north eastern corner of site - issue for access	Letter provided as appendix	Noise survey (SDR)	Dormice survey (£600), Noise survey (undertaken) and Topographical Survey (£500)	£1,100	Yes	2	Regrading of land required but works not insurmountable	Former Ringland Allotments	7 plots so only family B will fit on site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes
Road Safety Site and adjoining land, Hartridge Farm Road	NCC	Residential	Within urban boundary	Consideration needs to be given to the number of pitches on site	Access from Hartridge Farm Road needs to be improved. Hartridge Farm Road needs to be widened and a footway added.	Reptile method statement (£200).	No issues if buffer along southern boundary provided. Otherwise FCA required.	No issues	High pressure gas main along the southern boundary of the site - buffer required	Letter provided as appendix	Noise survey (rail, RSPCA, SDR)	Timing Issues - Reptile method statement (£200), Noise (undertaken), Topographical (1k) and Archaeological Evaluation (5k)	£1,700	Yes	8	Regrading of land required but works not insurmountable	Road Safety Site, Hartridge	Over 43 plots so all families will fit on site	Some site management required and the amount of management will be determined by the amount of pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes
Former Speedway	Private	Transit	Within urban boundary	Acceptable	No issues	No issues	FCA required (land raising needed)	No issues	No issues	Letter provided as appendix	Industrial area but okay for a Transit Site	FCA (3-4k)	£4,000	Site now being used	3 (Transit)	Not surveyed	Former Speedway	Can fit 7 pitches so suitable for transit site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes - Transit
Former Chicken Processing Plant	Private - access road to site in private ownership too (different owner to the site)	Residential	Countryside, Green Wedge	Acceptable - loss of large buildings would be a benefit to the openness of green wedge and countryside setting	No issues for residential site	No issues if layout allows buffer to hedges and reens	No issues	New off-site watermains and associated infrastructure required to supply water supply	No issues	Letter provided as appendix	No issues	N/A	£0	Yes	7	Not surveyed	Former Chicken Processing Plant	10 pitches so only family B will fit on site	On-site management required if more than 10 pitches	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes
Land At Celtic Way	WG	Transit	Within urban boundary	Acceptable	No issues	Invertebrate (May - June) (£500) and Reptile Survey (£200).	No issues	New off-site watermains and associated infrastructure required to supply water supply. An off-site sewer will be required.	No issues	Letter provided as appendix	Industrial area but okay for a Transit Site	Invertebrate (£500) and Reptile method statement (£150)	£650	Possible WG investment interest	4 (Transit)	Not surveyed	Land At Celtic Way	Can fit 7 pitches so suitable for transit site	Not required as not enough pitches on site	£1.75 million for all sites. This amount is for all Local Authorities in Wales	Yes - Transit

NB.Cost for preparation of the planning application (e.g. plans, supporting statements, DAS etc) is additional for each site. Cost will be subject to what is proposed on each site.

Appendix 4

Police Headquarters,
Croesyceiliog,
Cwmbran. NP44 2XJ

Tel. 01633 838111
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Heddlu
Gwent
Police

Pencadlys yr
Heddlu,
Croesyceiliog,
Cwmbran.
NP44 2XJ

Ffon. 01633 838111
Ffac. 01633 865211

Your Ref: MH Our Ref: NCC/17/13

Architectural Liaison Unit
Community Safety Department
Maindee Police Station
c/o Gwent Police Headquarters
Turnpike Road
Croesyceiliog
Cwmbran
NP44 2XD

Tel: 01633 247925
Gail.Seagrim@gwent.pnn.police.uk

Lucie Taylor
Planning Department,
Newport City Council,
Civic Centre
Newport,
NP20 4UR.

26th March 2013

Dear Lucie,

RE: Newport City Council possible site allocation for Gypsy and Traveller sites within the forthcoming Local Development Plan.

Thank you for consulting with Gwent Police regarding the 11 proposed Gypsy and Traveller sites and giving us the opportunity to comment.

The following report will give information and advice relating to site specific crime data and significant issues with regard being given to each separate site. The recommendations made within the main body of this report will be site specific. However, the general recommendations concluding this report will apply to all of the proposed sites.

This report has been compiled with consideration being given to the principles of Secured by Design (SBD), Crime Prevention Through Environmental Design (CPTED), the Planning and Crime Prevention Home Office guide – Safer Places and the Good Practice Guide in Designing Gypsy Traveller Sites in Wales.

Former Chicken Processing Plant (Residential only)

The proposed site previously operated as a commercial unit and is in a secluded semi-rural location, flanked by residential property and farmland.

Access and Movement

- Single vehicular lane leading from Marshfield Road to site adjacent to four detached residential properties with shared access from the lane. This will allow the site to maintain good defensible space with limited access/egress for vehicles.
- Pedestrian access from Marshfield Road to site is also via this lane with no clearly defined pedestrian footpath. A public footpath for ramblers runs from the south-west to the north-east perimeter of the site. This reduces defensible space of the site and allows legitimate approach to the site and perimeter. Residents of the site would be unable to legitimately challenge pedestrian movement within close proximity to the site.

Surveillance

- Formal surveillance is apparent at the site, in the form of CCTV at the present time.
- Informal surveillance could potentially be provided by users of the public footpath.
- There is no natural surveillance of the site as the nearby residential properties are screened by foliage/hedges.

Physical Protection

- The site is currently protected by palisade fencing which would not be an appropriate perimeter treatment for use as a residential site. The fence is also in a state of disrepair and could be easily breached.
- There is no natural barrier around the site, so in order to protect the residents and the property within this site, the palisade fencing will need to be replaced with a more appropriate boundary treatment.

Activity

- The activity in the area is mainly associated with residential use and amenities. However, there is potential for issues to develop over conflict of use between this residential site and the abutting public footpath which is primarily used by ramblers and promoted as a designated rambling route. A fear of crime could be generated by the public right of way being in such close proximity to the proposed site.

Management and Maintenance

- Due to the lack of natural boundary around the site and the surrounding farm land, unless there is an appropriate physical boundary erected, the site will be vulnerable to unauthorised expansion. This could make the site difficult to manage for the authorised residents on this site.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	4	0	0	3	1	2	10
Burglary	1	0	0	1	1	0	3
Criminal Damage & Arson	1	1	0	0	0	0	2
Drugs	2	0	1	0	0	0	3
Vehicle Crime	2	1	4	2	0	1	10
Violent Crime	0	1	1	0	1	0	3
Other Crime	2	1	1	2	0	1	7
TOTALS	12	4	7	8	3	4	38

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- The public footpath that abuts the site should be made as straight and open as possible to increase surveillance and reduce the fear of crime. This could be achieved by cutting back the foliage along the footpath.
- The palisade fencing should be replaced with hit and miss timber fencing which will allow for sufficient protection of the site and give the opportunity for informal and natural surveillance.

Land at Celtic Way (Transit only)

The proposed site is located in an industrial area on what appears to be a brownfield site between two roundabouts. There are good road links provided from the M4 and A48. The area is clearly well used as cars line the roads outside the designated car parks along Celtic Way, South Lake Drive and Imperial Way.

Access and Movement

- There are several vehicular access and egress routes to and from the site. This site would only be appropriate for vehicular movements as there are no designated pedestrian footpaths to and from the site.

Surveillance

- There is no natural surveillance of this site due to the distance of the industrial units which would negate effective visibility by the naked eye. Informal surveillance is provided by the volume of traffic using Celtic Way and Dyffryn Lane. There is no formal surveillance at the present time.

Physical Protection

- The north and west perimeters of the site are protected by chain link fencing with a cranked barbed wire topping to an approximate height of 2.1m. The south and east perimeter boundaries are marked by post and rail timber fencing of an approximate height of 1.2m. There is gated entry to the site from the 1st exit of the roundabout on Dyffryn Lane.

Activity

- Activity in the area is mainly associated with industrial use. Retail food/refreshment outlets are also evident in the vicinity.
- Although this site is only being considered for transit use, this site would not be appropriate for children unless they are confined within boundaries of the site, due to the volume of traffic and heavy good vehicles in this area. *The Good Practice Guide in Designing Gypsy Traveller Sites in Wales* advises 'An area for children and young people to play and gather is essential' 'Play areas should be overlooked and positioned to enable parents/families to supervise their children'. Children playing outside the boundary would be in danger and could be disruptive to the flow of traffic.

Management and Maintenance

- The proposed site is flanked by an industrial unit to the north, roadways to the west and south and unoccupied land to the east. Unless appropriate management processes are put in place the site could be vulnerable to unauthorised expansion onto the unoccupied land to the east of the site. Unoccupied land to the south of the site and across Dyffryn Lane could also be vulnerable to unauthorised use.
- It should be made clear to temporary residents of this site that children should not leave the site unaccompanied.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
----------	-------------	----------------	--------------	---------------	---------------	--------------	-------

ASB	3	3	2	2	3	0	13
Burglary	0	3	0	0	1	0	4
Criminal Damage & Arson	1	3	2	0	0	1	7
Drugs	0	0	1	1	0	0	2
Vehicle Crime	1	3	0	1	0	1	6
Violent Crime	0	0	1	1	0	1	3
Other Crime	1	4	9	2	1	3	20
TOTALS	6	16	15	7	5	6	55

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- The chain link fencing should be replaced with a more secure and suitable boundary fencing such as green powder welded mesh fencing to a height of 2.1m.
- A clearly designated area for children of all ages to play should be provided on this site, this is particularly important on this site as it is not appropriate for children to leave the boundary unless transported in a vehicle, due to the lack of footpaths in this area.

Road Safety Centre and adjacent land, Hartridge Farm Road (Residential only)

The proposed site is located in a secluded, semi-rural location next to premises currently used as an established RSPCA centre. There are detached residential properties directly opposite the site. Also Hartridge High School and Ysgol Gymraeg Casnewydd lie to the North East of the site. The site is bordered by thick foliage in the South between the site and a railway line.

Access and Movement

- The current main access to the site is off Hartridge Farm Lane, down a single track road, via the entrance to the Road Safety Centre. The pedestrian footpath ends by the entrance to Hartridge High School which is approximately 160m from the entrance to the site. The traffic presently using this lane would be limited to users of the Road Safety Centre, RSPCA and the several residential properties. Access is currently restricted to the entrance of the Road Safety Centre due to the thick foliage around the perimeter of the site. There are currently low level metal gates able to restrict vehicular access only.
- A subway provides a pedestrian route from the footpath leading from Hartridge High School to the Ringland housing estate underneath the dual carriageway of the A48.
- There is another single track maintenance route into the site with access gained from the roundabout to the north of the site. Access is controlled by a manual drop arm barrier with authorised vehicles having access to the sewage pump within the site.

Surveillance

- There is limited surveillance of the site, due to the thick foliage and the semi secluded location. However, there is the opportunity for some natural and informal surveillance from the RSPCA centre.

Physical Protection

- The site is physically protected by the natural barrier (thick hedging) and a main gated access point. Enhanced access control measures at the entrance to the site will be required in order to protect from 'unauthorised encampments; fly tipping; other undesirable behaviour or unwanted intrusions by non residents'
- The second access point from the roundabout to the north of the site will also need enhanced access control measures.

Activity

- Activity in the area is associated with access and egress to local schools, residential properties and the RSPCA centre. A retail shopping centre is available approximately 3 miles west of the site accessed via the A48 vehicular route.
- A wide-spread established housing estate known as Ringland is to the north of the site and across the busy dual carriageway of the A48. Shops and community facilities are located within this development.

Management and Maintenance

- Due to the size of the proposed site it is imperative that effective management procedures are in place from the outset. This would include access control on to the site from Hartridge Farm Lane and blocking off access to the site via the sewerage pump maintenance route.
- Emergency services should be able to gain immediate access to the site and a route through the site should be clearly designated.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	42	30	34	36	31	26	199
Burglary	0	2	0	0	4	2	8
Criminal Damage & Arson	7	6	6	14	10	8	51
Drugs	0	5	2	0	1	1	9
Vehicle Crime	3	4	0	1	1	1	10
Violent Crime	6	0	0	1	1	3	11
Other Crime	1	4	9	2	1	3	20
TOTALS	59	51	51	54	49	44	308

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- Replace manual drop arm barrier to the maintenance access route with a welded mesh lockable gate and welded mesh fencing to link the gate and thick foliage. The gate should be locked with a Sold Secure silver standard padlock.
- Automatic gates with a proximity reader and lockable height restrictors should be considered at the entrance to this site. This would negate the opportunity for unauthorised encampment and expansion of this site and improve general security. The number of residents on this site would increase the possibility of manual gates being left open.
- Details of the nominated caretaker for this site should be provided to the Local Neighbourhood Policing Team and Community Cohesion Officers to enable communication and support to the residents.

Former Ringland Allotments (Residential or Transit)

The proposed development is a greenfield site located between the Southern Distributor Road (A48) and green fields subject to residential development (NCC/06/0845 outline planning approval granted on 1st October 2009). To the south of the site is Hartridge Wood and to the East bordering the SDR is the existing Ringland housing estate.

Access and Movement

- The site is accessed off the SDR at an established junction on to Cot Hill both by vehicle, cycles and foot.
- There is already an established entrance at the North of the site on Cot Hill with access controlled by lockable double leaf metal gates. There doesn't appear to be any established movement routes on the site as it is an enclosed field.
- The movement along Cot Hill is primarily from residents on Cot Hill, Llanwern Village and users of Llanwern Golf Course. The movement along this route will be greatly enhanced by the proposed development of 1100 residential units.

Surveillance

- There is no formal surveillance of the site. However, there is frequent informal surveillance from vehicles using the SDR and Cot Hill and pedestrians using the footpath adjacent to the site.
- Due to the sloping topography of the site there will be opportunity for the residents to have increased natural surveillance within the site and of the approach to the site from the SDR.

Physical Protection

- There is natural protection to the east and south of the site through thick foliage. The North and West boundaries are enclosed by chain link fencing with a cranked barbed wire topping to an approximate height of 1.6m. Providing the foliage is maintained it would be sufficient to protect the site from intrusion. However, the chain link fencing and barb wire, whilst it will increase the opportunities for surveillance, it is not considered a secure or safe boundary for a residential site.
- There are several trees to the east of the site adjacent to the chain link fencing and the public footpath. These trees have the potential to act as a climbing aid due to the proximity to the boundary and could compromise the security of the site.

Activity

- The activity in the area is primarily associated with residential use, except along the SDR which would be associated with commercial and recreational activity.

Management and Maintenance

- The size of the site in comparison to the number of proposed pitches prior to authorised expansion has the potential to make this site vulnerable to unauthorised encampments unless the site is effectively managed. The site will be clearly visible from the SDR giving the site exposure to the potential for illegal encampments.
- Emergency services should be able to gain immediate access to the site and a route through the site should be clearly designated.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	42	30	34	36	31	26	199
Burglary	0	2	0	0	4	2	8
Criminal Damage &	7	6	6	14	10	8	51

Arson							
Drugs	0	5	2	0	1	1	9
Vehicle Crime	3	4	0	1	1	1	10
Violent Crime	6	0	0	1	1	3	11
Other Crime	1	4	9	2	1	3	20
TOTALS	59	51	51	54	49	44	308

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- The chain link and barbed wire fencing should be replaced with close boarded fencing or green welded mesh on the north and west perimeter of the site.
- Automatic gates with a proximity reader, and lockable height restrictors (unless used as a Transit site), should be considered at the entrance to this site. This would negate the opportunity for unauthorised encampment and expansion of this site and improve general security.

Yard adjacent to the A449 (Transit only)

The proposed site is in a secluded rural location adjacent to the A449. It has previously been used as a council storage yard. There are no residential properties in the immediate area.

Access and Movement

- Access to the site is currently via Bulmore Road which is a rural route from Caerleon, Newport thorough to the Wentwood area of Gwent.
- The infrastructure is in place to enable the opportunity for access to and from the site to be linked to the A449. Opening up the A449 sliproads that have been constructed close to the proposed site, would negate the need for Gypsy Traveller transportation to use the narrow rural routes, allowing easy access and egress to and from the A449.
- Movement is primarily limited to vehicular traffic as there are no designated pedestrian footpaths.

Surveillance

- Due to the topography of the site and the surrounding thickly wooded foliage there is no natural or informal surveillance from the site towards the A449 and from the A449 towards the site or from the south-west and north-east of the site.
- There would be the opportunity for natural surveillance within the site by the transient residents.
- Informal surveillance of the site would be possible by passing vehicular traffic on Bulmore Road.

Physical Protection

- The site is currently protected by palisade type fencing to an approximate height between 1.8 and 2.1m. There is lockable gated access to the site, however, the current gates do give a step-up opportunity in the mid-line of the opening edges.
- The perimeter of the site, other than that adjacent to Bulmore Road, is further protected by thickly wooded foliage.

Activity

- Due to the secluded rural location of the site, activity is limited to infrequent vehicular traffic along Bulmore Road. However, the adjacent A449 is a main trunk road route into Wales and

heavy traffic usage is likely to cause 24 hour noise pollution due to its close proximity to the site.

Management and Maintenance

- There should be strict management processes in place to negate the opportunity for the transit pitches to be utilised on a permanent basis.
- Due to the enclosed nature of the site, especially with heavily wooded foliage, the opportunity for the site to expand with unauthorised encampments does not appear to exist.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0
Criminal Damage & Arson	0	0	0	0	0	0	0
Drugs	0	0	0	0	0	0	0
Vehicle Crime	0	0	0	0	0	0	0
Violent Crime	0	0	0	0	0	0	0
Other Crime	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- To open the road links on to and from the A449.

Land at Brickyard Lane (Residential only)

The proposed development is located on a greenfield site between the M4 and Brickyard Lane. To the north of the site is an established and authorised Gypsy Traveller Site. To the east of the site there is a Stud and Riding School accessed from Brickyard Lane.

The existing Gypsy Traveller site was subject of police consultation when permanent planning permission was sought last year. A response from Gwent Police, Traffic Management was submitted to Newport City Council on the 2nd April 2012, the advice contained within the report is relevant to this proposed site.

Access and Movement

- Brickyard Lane can only be accessed by vehicle from the B4591 Glasllwch Crescent. There is no pedestrian footpath along Brickyard Lane so pedestrians would use the same single track lane as vehicles. Brickyard Lane can also be accessed by pedestrians via the canal to the North East of the site.
- The vehicle movement along Brickyard Lane would be infrequent and associated with the existing Gypsy Traveller site, the riding school and possibly the few residential premises along the canal.
- 'Brickyard Lane is subject of a prohibition of right turn manoeuvres both on the exit and for northbound vehicles on Glasllwch Crescent wishing to enter Brickyard Lane. Drivers exiting Brickyard Lane onto Glasllwch Crescent have a restricted view to their right of just in excess

of 15 metres and therefore have to take great care when completing this manoeuvre. The stopping and thinking distance for a vehicle travelling at thirty miles per hour is 23 metres as defined in the Highway Code. I believe that there is a need to ensure that the current use is not increased to affect road safety in the area. There may be a need for a Local Authority Highways engineer to visit the junction of Brickyard Lane and Glasllwch Crescent to determine if there is a need for any additional carriageway markings to slow vehicle speed, and further highlight the location of a concealed entrance/exit' (Dave Matthews, Gwent Police Traffic Management Advisor).

- When completing a site assessment on the 19th March 2013, Gwent Police Architectural Liaison Officers witnessed a vehicle exiting [REDACTED], ignoring the no right turn sign, the vehicle took a dangerous right turn at the junction from Brickyard Lane on to Glasllwch Crescent.
- The entrance to the site appears to be located to the south where there is a low metal gate, this is approximately 90m from the access road to the riding school and 210m from the site entrance of the existing Gypsy Traveller site.

Surveillance

- There is no natural or formal surveillance due to the semi secluded nature of the site. There will be some informal surveillance from the movement along Brickyard Lane.

Physical Protection

- There is a low timber post and rail fence around the site which would only act as a demarcation for the site boundary and indicate private land. This fence would offer no protection to intrusion.
- There is thick foliage to the South and West of the site acting as a natural barrier. The M4 to the West would also act as a buffer. There are already well established barriers in place around the site except on the East boundary.

Activity

- There would be some recreational activity in this area due to the proximity of the riding school and the canal.

Management and Maintenance

- Emergency services should be able to gain immediate access to the site and a route through the site should be clearly designated.
- In the police report regarding the existing Gypsy Traveller site bordering the North of the proposed site, it was recommended that the caravans should be spaced at least 6 metres apart for fire safety reasons as caravans are highly combustible. This spacing doesn't appear to have been implemented. Therefore, the safety of the proposed site will be compromised.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	8	0	4	0	4	2	18
Burglary	3	1	2	2	1	2	11
Criminal Damage & Arson	0	2	2	0	0	2	6
Drugs	0	1	0	0	1	0	2

Vehicle Crime	3	1	4	0	4	0	12
Violent Crime	0	0	0	0	0	1	1
Other Crime	2	9	11	1	2	8	33
TOTALS	16	14	23	3	12	15	83

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences.

Recommendations

- As highlighted by Gwent Police Traffic Management current vehicular use should not be increased along Brickyard Lane. If this proposed site is approved, vehicular usage would increase and would seriously affect road safety in this area.

Land by Former Allt-yr-yn Brickworks (Residential only)

The proposed green field site is in a secluded semi-rural location with established residential properties relatively close by. The topography of the land is steep and does not appear to lend itself to development of an effective gypsy and traveller site for permanent residency. (*The Good Practice Guide in Designing Gypsy Traveller Sites in Wales advises that 'land should be flat and suitable for development as planned'.*)

As previously mentioned the existing Gypsy Traveller site to the south-west of the proposed site was subject of police consultation when permanent planning permission was sought last year. A response from Gwent Police, Traffic Management was submitted to Newport City Council on the 2nd April 2012, the advice contained within the report is relevant to this proposed site.

Access and Movement

- Access to the proposed site is via a single track lane accessed from the junction of Glasllwch Crescent (B5491) and Brickyard Lane. It links the busy and highly populated B5491 with the relative quiet of a country lane.
- 'Brickyard Lane is subject of a prohibition of right turn manoeuvres both on the exit and for northbound vehicles on Glasllwch Crescent wishing to enter Brickyard Lane. Drivers exiting Brickyard Lane onto Glasllwch Crescent have a restricted view to their right of just in excess of 15 metres and therefore have to take great care when completing this manoeuvre. The stopping and thinking distance for a vehicle travelling at thirty miles per hour is 23 metres as defined in the Highway Code. I believe that there is a need to ensure that the current use is not increased to affect road safety in the area. There may be a need for a Local Authority Highways engineer to visit the junction of Brickyard Lane and Glasllwch Crescent to determine if there is a need for any additional carriageway markings to slow vehicle speed, and further highlight the location of a concealed entrance/exit' (Dave Matthews, Gwent Police Traffic Management Advisor).
- There is no designated pedestrian footpath to the site, however, vehicular traffic appears to be relatively infrequent.
- There is no established access to the field directly off Brickyard Lane.
- To the east of the site there is a Stud and Riding School accessed from Brickyard Lane.

Surveillance

- Due to the thick foliage adjacent to the M4 motorway there is no natural or informal surveillance from the site towards the M4 motorway or from the M4 motorway towards the site.
- Informal surveillance of the site would be possible by passing vehicular traffic on Brickyard Lane.
- The topography of the land would give the opportunity for natural surveillance within the site by the residents, especially from the highest point down.

Physical Protection

- The boundary to the north of the site and the west adjacent to Brickyard Lane is protected by foliage.
- The boundary to the south and east of the site is demarcated with low timber posts linked by wire mesh with a barbed wire topping to an approximate height of 1m. The fencing is in a poor condition with significant damage to sections of the fencing, which would not provide appropriate protection to the perimeter of the site.

Activity

- Activity in the vicinity of the site is predominantly limited to infrequent vehicular traffic and walkers who are likely to be using the lane to access the nearby canal towpath.
- There would be some recreational activity in this area due to the proximity of the riding school and the canal.

Management and maintenance

- Due to the steep topography of the site there would need to be major excavation of land to enable effective usage as a permanent residential site.
- If the site is ultimately deemed appropriate, unless there is an appropriate physical boundary erected, the site will be vulnerable to unauthorised expansion. This could make the site difficult to manage for the authorised residents of the site.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	8	0	4	0	4	2	18
Burglary	3	1	2	2	1	2	11
Criminal Damage & Arson	0	2	2	0	0	2	6
Drugs	0	1	0	0	1	0	2
Vehicle Crime	3	1	4	0	4	0	12
Violent Crime	0	0	0	0	0	1	1
Other Crime	2	9	11	1	2	8	33
TOTALS	16	14	23	3	12	15	83

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences

Recommendations

- As highlighted by Gwent Police Traffic Management current vehicular use should not be increased along Brickyard Lane. If this proposed site is approved, vehicular usage would increase and would seriously affect road safety in this area.

Former Speedway Site, Plover Close (Transit only)

The area of this proposed development at Plover Close is situated off Longditch Road, opposite the former entrance to British Car Auctions Ltd. There are a number of factory and commercial units in the immediate area to the south and west. To the north approximately 100 metres from the proposed site (as the crow flies) is the new housing development on land originally owned by Llanwern Steelworks. The location of the proposed Gypsy Travellers site is well screened from this new

housing development by thick foliage. To the east of the site is a greenfield area between this and the site is foliage and a reën. The proposed site appears to be in use by Severn Ready Space with numerous storage containers on site.

Access and Movement

- The site can only be accessed along Longditch Road and Plover Close which is a no through road, this enhances the security of the site and creates a sense of ownership.
- There are pedestrian footpaths along these roads which should allow safe movement on foot to local amenities.
- There should be minimal movement past the site except from the small factory at the end of Plover Close.

Surveillance

- There is no natural surveillance of the site.
- Currently there appears to be formal surveillance by Charge Crest Security as indicated by the warning signs around the site boundary. There would be some informal surveillance from movements to and from the factory unit at the end of Plover Close.

Physical Protection

- The north and the east of the site is protected by a sufficient natural barrier. The rest of the site is protected by a green welded mesh fence with lockable double leaf gates, all approximately 2.1m in height. Welded mesh is a secure boundary for this site.

Activity

- The activity in the immediate area would be associated with commercial use, the majority of the activity would be along Longditch Road with minimal use of Plover Close.

Management and Maintenance

- Emergency services should be able to gain immediate access to the site and a route through the site should be clearly designated.
- The area to the South of the site is unkempt and would be vulnerable to fly tipping due to the lack of surveillance in this area. As this is considered as a Transit site, temporary residents are less likely to challenge anyone fly tipping in this area.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	7	5	4	11	5	6	38
Burglary	0	1	3	1	1	1	7
Criminal Damage & Arson	0	0	1	2	2	1	6
Drugs	1	0	2	0	1	0	4
Vehicle Crime	0	2	3	3	0	0	8
Violent Crime	0	2	0	0	0	0	2
Other Crime	11	8	13	8	5	3	48
TOTALS	19	18	26	25	14	11	113

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences

Recommendations

- The area to the south of the site should be tidied and maintained to give the impression of ownership.
- CCTV should cover this area to deter fly tipping.

Land to the west of Llanmartin Primary School (Residential only)

The location of the proposed site is in a semi-rural position to the west of a large housing estate and in close proximity to a public sports amenity field and Llanmartin Primary School. Healthcare provision, refreshment outlets and local shops are available within the housing estate.

Access and Movement

- Access to the site is off Waltwood Road via a single track lane to undeveloped land. Waltwood Road is accessed off Magor Road, Llanmartin (B4245) and leads to the established Underwood housing estate. A one-way traffic system is in place to negotiate the estate and the single track leading to the proposed site is accessed off the south-west of Waltwood Road.
- Movement is predominantly to and from Waltwood housing estate, local shops and amenities, Llanmartin Primary School and the sports field/track.
- Public footpaths line the roadway within the estate. There is no designated footpath leading down the single track access to the proposed site.
- Currently, a metal footbridge gives access to the site over a drainage waterway.

Surveillance

- There is no formal or informal surveillance of the site due to its secluded position off a single track lane into an area predominantly screened by thick foliage.
- Informal surveillance towards the entrance of the site would be possible from users of the sports facilities and Llanmartin Primary school. The residents of nearby residential properties would also have sight of the access route.

Physical Protection

- The proposed site appears to be physically protected and demarcated by thick foliage to the north, east and west of the site. A metal footbridge spans a waterway giving pedestrian access to the south of the site. There is no evidence of formal perimeter fencing and or access control measures, due to the area currently being open for public use.

Activity

- Activity to the east of the site is predominantly associated with that of a highly populated residential area, with toing and froing from the estate, local shops, school and sports facilities.
- Well worn paths and tracks through the grassed terrain of the proposed site and adjacent land appears to suggest that the area is subject to regular footfall and possible vehicular use i.e. pushbikes and motorcycles.

Management and Maintenance

- Due to the lack of a natural boundary to the south/south-east of the site and the adjacent open land, unless there is an appropriate physical boundary erected, the site will be vulnerable to unauthorised expansion. This could make the site difficult to manage for the authorised residents on this site.
- Appropriate access control measures would need to be taken at the entrance to the site.

- There are expanses of wide grassed verges and a tarmacadam car park to the right of the single track access to the site. It is imperative that management measures are taken to negate these areas being used for unauthorised encampment.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	5	6	1	5	1	2	20
Burglary	1	1	0	1	0	0	3
Criminal Damage & Arson	2	0	1	2	0	0	5
Drugs	0	0	1	0	1	1	3
Vehicle Crime	1	0	0	1	0	0	2
Violent Crime	1	0	0	1	0	1	3
Other Crime	1	0	0	1	1	0	3
TOTALS	11	7	3	11	3	4	39

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences

Recommendations

- Thick defensible planting could be considered as a boundary treatment to the south of the site, this would ensure the perimeter of the site is demarcated and indicate private land within.
- Access control on to the site will need to be implemented.

Former Langstone Nursery, Magor Road (Residential only)

The proposed site is in a semi-rural location next to a row of residential properties to the north-west of the site and an established residential development across Magor Road to the north of the site.

Access and Movement

- Vehicular access to the site is off Magor Road, which is accessed off the A48, Chepstow Road. The A48 offers a transport link to the M4 motorway.
- There is gated access to the north of the site, with further gated access to a private lane leading to farm land to the west and north-west of the site. The private lane is between a detached residential property and the proposed site.
- A pedestrian footpath runs from the A48 down the right hand side of Magor Road to and onwards past the site.

Surveillance

- There is no apparent formal surveillance of the site although there appears to be a CCTV camera covering the car parking area within curtilage of the residential property next to the site.
- There is the opportunity for informal surveillance into and from the proposed site due the low level perimeter treatments. Passing vehicular and pedestrian traffic would have sight of activity within the site.
- Natural surveillance of the site is possible from the 1st floor active room of the residential property next to the site and from 1st floor rooms of residential properties on the residential development across Magor Road. Hedging to the side of the properties negates the opportunity for natural surveillance from ground floor active rooms.

Physical Protection

- The boundary to the front of the site (north-west to south-east) bordering Magor Road is demarcated by low hedging to an approximate height of 1.2m.
- The boundary to the north-east to south-west of the site is demarcated by timber post and rail fencing to an approximate height of 1.2m.
- The boundary along the south-east to south-west of the site is demarcated with thick foliage.
- Access is controlled by a double gate to the north facing corner of the site.

Activity

- Activity in the area would be mainly associated with vehicular traffic commuting to and from residential properties. There is also the potential for farming type vehicles i.e. tractors etc. to use the apparent farm track to the side of the proposed site.
- The pedestrian footpath to the front of the site does appear to facilitate the safe use of Magor Road by walkers.

Maintenance and Management

- Appropriate access control measures would need to be taken at the entrance to the site.
- The low level boundary demarcation around much of the proposed site would give the opportunity for residents to feel safe within their community without feeling confined. However, there would need to be a stringent management plan in place to promote a safe environment. A lack of an appropriate physical boundary could deem the site vulnerable to unauthorised expansion into the surrounding fields. This could make the site difficult to manage for the authorised residents on the site.
- Magor Road is a relatively busy road, and is located immediately to the front of the site, therefore there would need to be safe play areas within the site. *The Good Practice Guide in Designing Gypsy Traveller Sites in Wales* advises 'An area for children and young people to play and gather is essential' 'Play areas should be overlooked and positioned to enable parents/families to supervise their children'. Children playing outside the boundary would be in danger and could be disruptive to the flow of traffic.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	0	2	0	1	0	0	3
Burglary	1	2	0	1	1	2	7
Criminal Damage & Arson	1	1	0	0	0	1	3
Drugs	0	0	0	0	0	0	0
Vehicle Crime	2	0	0	0	0	1	3
Violent Crime	0	0	1	0	0	0	1
Other Crime	0	2	2	1	0	1	6
TOTALS	4	7	3	3	1	5	23

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences

Recommendations

- To prevent access to and from the adjoining field to the east of the site, close boarded fencing should replace the current boundary treatment.

Land to the south of Langstone Cottage, Old Chepstow Road (Residential only)

The proposed site is in a semi-rural location between the M4 motorway and the A48 east Chepstow Road. Private residential developments are to the north, west and north-east of the site.

Access and Movement

- Access to the proposed site is via Langstone Court Road accessed off the A48 east Chepstow Road. The A48 offers a transport link to the M4 motorway.
- There is gated access close to the north-west corner of the proposed site. This gate is partially hidden by heavily overgrown foliage and is next to a wooden stile giving access to a public footpath which runs within the north/north-east boundary of the site. The public footpath within the site is well worn and obviously in frequent use, for example, by dog walkers from the nearby residential developments.
- Movement in the locality is primarily via vehicular traffic associated with commuting to and from local residential developments, in particular the housing estate accessed via Langstone Court Road directly across from the proposed site.
- There is a pedestrian footpath on the right hand side of Langstone Court Road leading to Court Meadow residences. There is no designated pedestrian footpath leading to the proposed site on Langstone Court Road.

Surveillance

- There does not appear to be any formal surveillance of the site. The opportunity for informal surveillance into and from the site is sporadic and limited to gaps in otherwise thick and overgrown foliage around the boundary of the site.
- Informal surveillance towards the access area of the site would be possible by passing vehicular traffic on the A48 Chepstow Road, Langstone Court Road and Court Meadow.

Physical Protection

- The proposed site is physically protected on all sides with boundaries demarcated by thickly overgrown foliage.
- The physical protection and privacy of the site residents would be compromised by users of the public footpath, as it lies within the boundary of the site, and it is apparent that it is well used. There is a wooden stile giving public access to the public footpath within the site.

Activity

- Activity to the north, west and north-east of the site is predominantly associated with that of a highly populated residential area, with vehicular traffic commuting to and from the residential developments.
- The busy M4 motorway flanks the south of the site, with possible noise pollution potentially muffled by the thick overgrown foliage between the motorway and the site.
- There is limited pedestrian activity, possibly confined to users of the public footpath and children playing within the nearby residential estates.

Management and Maintenance

- Appropriate access control measures would need to be taken at the entrance to the site.
- Due to the proximity of the busy A48 there would need to be safe play areas within the site. *The Good Practice Guide in Designing Gypsy Traveller Sites in Wales* advises 'An area for children and young people to play and gather is essential' 'Play areas should be overlooked

and positioned to enable parents/families to supervise their children'. Children playing outside the boundary would be in danger and could be disruptive to the flow of traffic.

Crime Data

We have provided a breakdown of Anti-Social Behaviour and Crime recorded by Gwent Police for the period August 2012 to January 2013. (This data has been obtained from the www.police.uk web site and is for a radius of 500 metres from the proposed site)

Offences	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	Total
ASB	0	2	0	1	0	0	3
Burglary	1	0	0	1	1	2	5
Criminal Damage & Arson	1	1	0	0	0	1	3
Drugs	0	0	0	0	0	0	0
Vehicle Crime	2	0	0	0	0	1	3
Violent Crime	0	0	1	0	0	0	1
Other Crime	0	2	2	1	0	1	6
TOTALS	4	5	3	3	1	5	21

Data which covers the area of the proposed site: Data Source www.police.uk 'Other Crime' Category includes: Robbery, Other Theft and Shoplifting offences

Recommendations

- The public footpath should be relocated as it passes through the proposed site.
- Automatic gates with a proximity reader and lockable height restrictors should be considered at the entrance to this site. This would negate the opportunity for unauthorised encampment and expansion of this site and improve general security. The number of residents on this site would increase the possibility of manual gates being left open.
- Details of the nominated caretaker for this site should be provided to the Local Neighbourhood Policing Team and Community Cohesion Officers to enable communication and support to the residents.

The above outline information has been compiled with reference to proposed site locations rather than site layout and structure. We ask that the following general recommendations are considered to be imposed as planning conditions by the Planning Committee:

General Recommendations

- ***The Good Practice Guide in Designing Gypsy Traveller Sites in Wales* advises:** The installation of site barrier controls should be given very careful consideration. Having a barrier in place can prevent unauthorised encampments. The installation of electronic gates with keypad access or a key card will secure a site without a big physical barrier being evident. Codes/keys etc. can be made available to emergency services to enable effective entry when necessary. Height restriction barriers secured with a padlock should also be installed at the entrance to residential sites. These will allow access to most vehicles, including 4x4's and small vans. Authorised key holders will allow larger vehicles to access sites by prior arrangement.
- Lighting needs to be provided at the sites. It is recommended that dwelling light security is put in place to the front and at the side of each caravan. Parking areas should be well lit and overlooked. A lux plan should be provided with all paths and roadways within the developments lit to British Standards 5489.(As recommended in the Secured by Design document)
- All roads and paths within sites should be properly laid out with tarmacadam.

- Children's play areas should be located in a safe environment at the site. They should be securely enclosed with 1.2 m hooped topped fencing and be located in an area where there is no vehicle access.
 - There needs to be adequate parking space for 2 vehicles at each caravan plot. All parking should be overlooked from an active room in the caravan (lounge/kitchen)
 - Consideration should be given to providing cycle storage at the site. Externally, containers specifically designed for the secure storage of bicycles must be certified to LPS 1175 SR1.
 - Any amenity blocks at the site should be built to Section 2 standards of Secured by Design. This will ensure that the physical security of this type of building is enhanced. All standards can be accessed from the Secured by Design website at www.securedbydesign.com.
 - All amenity blocks at the site should be fitted with an audible alarm system from a gold standard national Inspectorate security installer. This will enhance the security of the amenity buildings at the site.
 - Consideration should be given (after full consultation with residents of sites) to installing a 7 day digital recording CCTV system to cover all entrances of sites. The system should switch from colour in the daylight to monochrome for night vision. The recording system should be housed in one of the amenity blocks and only accessed by the warden/manager of the site.
 - All utility boxes should be placed at the front of caravan plots in order to ensure easy access for reading.
 - Once a site warden/manager is appointed at a proposed site, it is important that they have access to 'The Good Practice Guide for Managing Gypsy/Traveller Sites in Wales.' This document can be accessed and downloaded free of charge from The Welsh Assembly Government website. Good practice and guidance for the smooth running of any site in Newport can then be put in place in consultation with the residents at the site, the landlord, and Newport City Council.
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- The Legislative Fire Safety Department (01443 232523) should be consulted for recommendations on fire safety.

The plans provided only show the location of the proposed sites. We request to be involved with the design and layout of the approved sites when detailed plans are available.

Crime prevention advice is given free without the intention of creating a contract. The Police Service does not take any legal responsibility for the advice given. However, if the advice is implemented, it will reduce the opportunity for crimes to be committed.

Should you wish to discuss this report please do not hesitate to contact us. We would like to thank you for affording the police the opportunity to comment.

Yours sincerely,



Gail Seagrim
Architectural Liaison Officer.