

# Newport Replacement Local Development Plan 2021-2036

Preferred Strategy

August 2023

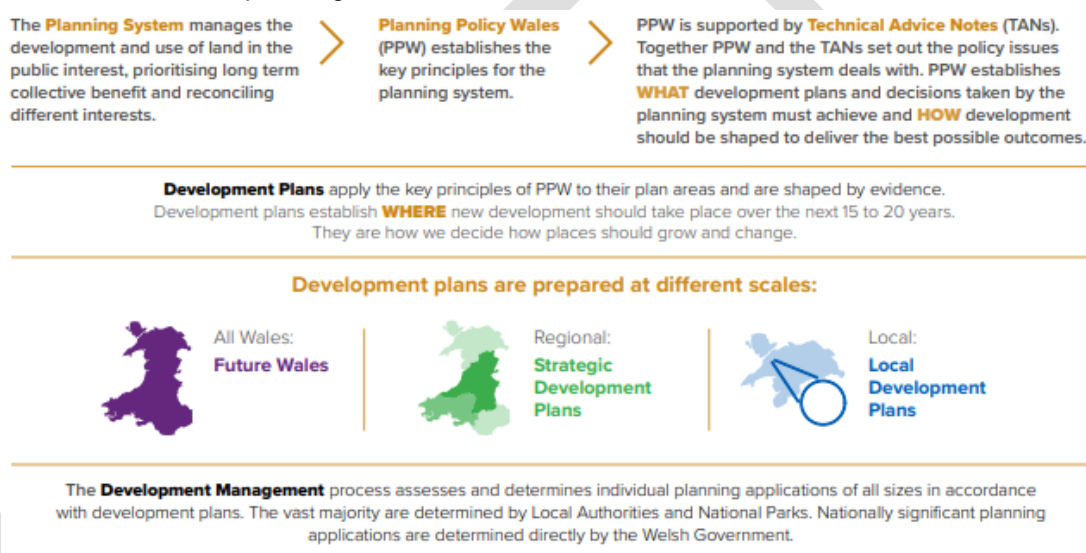
## Contents

1 Introduction .....	3
2 National, Regional and Local Context .....	5
3 Issues, Challenges and Opportunities .....	11
4 Vision .....	11
5 Objectives .....	14
6 Preferred Strategy .....	15
7 Key Development Sites .....	20
8 Strategic Framework .....	28
9 Review of Development Management Policies .....	45
Appendices .....	53
Appendix 1 Supplementary Planning Guidance .....	54
Appendix 2 National Context .....	55
Appendix 3 Regional Context .....	59
Appendix 4 Local Context .....	60
Appendix 5 Evidence Base and Supporting Documents .....	61
Appendix 6 Acronyms and Abbreviations .....	62

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## 1 Introduction

- 1.1 The Planning and Compulsory Purchase Act 2004 (as amended) requires Newport City Council to prepare a Local Development Plan (LDP). The Council are currently preparing a Replacement Local Development Plan (RLDP), which will replace the adopted 2011-2026 LDP and guide development within Newport up to 2036. The Plan will provide a vision for Newport for how land uses will be distributed, to achieve sustainable development within Newport over the period 2021-2036. The RLDP will sit, as the adopted LDP does, within a wider framework of Development Plan documents. The highest tier of the Development Plan is Future Wales: The National Plan 2040 (Future Wales). This forms the National Development Framework for Wales covering the period 2020 to 2040. A regional tier of development plans is emerging, and it is anticipated that a Strategic Development Plan (SDP) will be prepared for South East Wales in the near future, in line with Future Wales. The RLDP is being prepared in the context of Future Wales and in the absence of the SDP. Each tier within the Development Plan addresses planning issues at a different scale and the RLDP and future LDPs will need to be in conformity with any future iterations of Future Wales and SDPs. The below image is an extract from Planning Policy Wales and shows the wider planning framework.



- 1.2 The LDP is being updated to ensure that it remains relevant and effective in light of changes to the wider planning framework and changing local circumstances, such as the need to maintain a supply of land to address development needs. A Local Development Plan is an essential local strategy which not only guides development and change in a place over a defined period, but responds to local issues such as a need for new homes, jobs, infrastructure and facilities. An up to date LDP can relieve pressure for development in inappropriate locations and supports the well-being of communities by bringing forward sustainable development. The RLDP will sit alongside a range of plans and strategies and can guide these, particularly by informing funding and investment programmes. Planning Policy Wales defines “**Sustainable Development**” as:

*Improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.*

*Acting in accordance with the sustainable development principles means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.*

## Structure

- 1.3 The Preferred Strategy responds and addresses the national, regional and local context; economic, environmental, social and cultural issues; the RLDP vision; RLDP objectives set out within chapters 2, 3, 4 and 5. The Preferred Growth and Spatial Strategies are set out within Chapter 6, respectively. The Preferred Strategy forms the basis of the RLDP and responds to the context outlined in prior chapters. The delivery of the Preferred Strategy is underpinned by a number of strategic policies, the delivery of the associated objectives and subsequent aims of these will be supported by development management policies and associated Supplementary Planning Guidance. The identification of sites to deliver the Preferred Strategy is a key part of this. Key Sites have been identified and are outlined in Chapter 7. Draft strategic policies are set out within Chapter 8, while the extent of proposed changes to development management policies are set out within Chapter 9.
- 1.4 Appendices to the Preferred Strategy provide a list of Supplementary Planning Documents; further national, regional and local considerations; a list of evidence base and supporting documents, including those published with the Preferred Strategy; and a list of acronyms and abbreviations.

## Process and Progress

- 1.5 The Preferred Strategy consultation paper forms the Pre-Deposit Plan of the RLDP. The political approval and publications of the Preferred Strategy is a legally prescribed stage of preparing the RLDP. The purpose of this stage is to set the key elements of the strategy, including the objectives of the plan, the scale of growth and how this will be delivered, as well as the most important policies for delivering the overall strategy, including the identification of Key Sites. This forms the strategic direction for Newport over the period 2021 to 2036.

## Consultation

- 1.6 This paper is subject to public consultation alongside the Candidate Sites Register, Initial Integrated Sustainability Appraisal Report and Habitats Regulations Assessment Screening. A suite of evidence and supporting technical reports have also been published and inform the Preferred Strategy.
- 1.7 Documents will be published and are available for comment for an 8-week period both electronically (Link) and in hard copy. Documents will be available to review in hard copy at the Council's Civic Centre office by appointment and at the Central Library during opening hours. Comments can be made by post or by email.

## Next Steps

- 1.8 Following the close of the consultation, the LDP Team will undertake further work to refine proposals and the evidence base this includes the assessment of all other Candidate Sites, the drafting of policies for development management and the review of the LDP monitoring framework. These next steps form the next stage to developing a Deposit Plan, with publication targeted for Autumn 2024.

## 2 National, Regional and Local Context

### Local Historic and Geographic Context

- 2.1** In order to plan for the future, it is valuable to briefly look at the past to understand how the City has developed and adapted over time. The first settlers in the Newport area arrived during the Bronze Age and evidence of this has survived to present day, particularly on the coastal levels. During the Roman occupation, Caerleon became a principal military base and substantial excavated remains can be seen, including the amphitheatre, baths and barracks occupied by the Roman Legion. In the 5th Century, the Welsh Saint, Gwynllyw, established a religious site which has adapted over history to become the St Woolos Cathedral that stands today. By the 15th Century, Newport was a notable trading port, and the discovery of a substantial medieval ship in 2002, preserved in the mud in the banks of the River Usk gives evidence of this. During the Industrial Revolution of the late 18th and 19th Centuries, Newport grew substantially, firstly with the development of the canal network and then with the railways, enabling vast quantities of coal to be exported, along with iron and steel products. Newport became the principal town of Monmouthshire, which at that time extended as far west as the Rhymney valley. Many of the fine Victorian buildings constructed in that period remain to this day, giving Newport a character which many other towns and cities have lost. In more modern times, steelmaking was a mainstay of the economy through the 20th Century, along with its port. However, much of the heavy industry in Newport went into decline. Steelmaking at the Llanwern Steelworks, for example, ceased in 2001, resulting in the loss of 1,300 jobs. The ongoing regeneration of this site continues to form a key part of redevelopment in Newport, along with other brownfield sites which have similar stories to the Llanwern Steelworks.
- 2.2** Modern day Newport is a multi-cultural city with its own unique atmosphere, where traditional industries sit alongside new electronics and financial service sectors. Standing at the gateway between England and Wales, Newport covers a geographical area of just over 73.5 square miles and is a vibrant, forward-thinking city steeped in a rich industrial heritage.
- 2.3** Newport is positioned in a vital location between Cardiff and Bristol, having a strategic role between these larger cities. The local authority area comprises a mix of urban and rural land uses, with a main urban area which is situated around the M4 corridor, particularly to the southern side of the motorway. Villages and rural communities are apparent in all directions around the urban area. Road and rail links stretch from west to east and to the north, linking to neighbouring authorities of Cardiff, Monmouthshire, Torfaen and Caerphilly. There is some separation between the urban area of Newport and the built form of Cardiff's administrative area the west, where development is broadly apparent up to the local authority boundary.
- 2.4** Newport is a coastal location, with the Severn Estuary positioned to the south of the City. The Gwent Levels form an integral landscape and strategic constraint, which is subject to environmental designations. Flood risks arising from the sea further constrain in this area and the rural communities situated to the south of the City. Some of these issues stretch northerly along the River Usk, which dissects the west and east of the City, impacting some more urban communities.
- 2.5** During the period 2011 to 2021, Newport experienced the highest rate of population growth in Wales, increasing by 9.5% to 159,600 people. The result is that, as of the 2021 Census, the local authority area is the second most densely populated area in Wales. Welsh Indices of Multiple Deprivation indicate that the urban area of the City is made up of a number of Lower Layer Super Output Areas falling to the top 20% most deprived communities.

### National Context

- 2.6** The Replacement Local Development Plan is being prepared within the context of a range of Welsh national policies, strategies and legislation. The purpose and implications of these are outlined in more detail in Appendix 2.

- 2.7 Future Wales: The National Plan 2040** (Future Wales) forms part of the Development Plan, sitting above the Local Development Plan as the National Development Framework. Key relevant policies are identified. The importance of these can be summarised as:
- 2.8 Policy 1 Where Wales will grow** Defines the South-East Region as an area of national growth, requiring authorities in the region to make a provision for a level of growth commensurate to the national growth area status. This is re-affirmed in the regional Policy 33 – National Growth Area – Cardiff, Newport and the Valleys, which addresses the development requirements in the region.
- 2.9 Policy 2 Shaping Urban Growth and Regeneration Strategic Placemaking** - Requires Placemaking to be at the heart of every development and urban growth. Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time.
- 2.10 Policy 3 Supporting Urban Growth and Regeneration Public Sector Leadership** - Sets out the national policy for enabling the delivery of urban growth and regeneration. Insomuch that the Welsh Government will assemble land, invest in infrastructure and prepare sites for development. Making sure that the public sector takes a leadership role and will apply placemaking principles to support growth and regeneration. Planning authorities are required to collaborate with Welsh Government and other public sector bodies to identify opportunities.
- 2.11 Policy 4 Supporting Rural Communities** Local Development Plans must identify their rural communities, address their needs and set out policies to support them.
- 2.12 Policy 5 Supporting the rural economy** Local Development Plans must plan positively to meet the employment needs of rural areas including employment arising from the foundational economy; the agricultural and forestry sector, including proposals for diversification; start-ups and micro businesses.
- 2.13 Policy 6 Town Centre First** Sets out a town centre first approach to the delivery of large scale development, requiring exploration of inner city opportunities ahead of greenfield consumption. The sequential approach is to be applied and Local Development Plans need to identify the best locations for retail and commercial uses.
- 2.14 Policy 7 Delivering Affordable Homes** Reaffirms Welsh Government's aspiration to deliver affordable housing. Local Development Plans planning authorities should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.
- 2.15 Policy 8 Flooding** Supports flood risk management that facilitates sustainable economic and national growth, promoting nature based solutions and seeking to maximise social, economic and environmental benefits from flood risk management infrastructure. Flood risks are a significant strategic constraint for existing communities and the wider landscape in Newport.
- 2.16 Policy 9 Resilient Ecological Networks and Green Infrastructure** Reaffirms Welsh Government's priorities towards the enhancement of biodiversity, upgrading the resilience of ecosystems and the overall provision of green infrastructure. Planning authorities should include these areas and/or opportunities in their development plan strategies and policies in order to promote and safeguard the functions and opportunities they provide. The Gwent Levels have been identified at a national level as an "Ecosystem Service Hotspot" due to it being an ancient landscape with a special cultural significance. This area is also important for biodiversity, recreation, flood alleviation, carbon storage and food production.

- 2.17 Policy 11 National Connectivity** The Welsh Government will support and invest in improving national connectivity, including for a transition towards longer trips being undertaken by public transport. Planning authorities are asked to support proposals to improve national connectivity and maximise opportunities arising from them. They are required to ensure that new development contributes towards the improvement and development of the National Cycle Network and associated links.
- 2.18 Policy 12 Regional Connectivity** Sets out the Welsh Government's commitment to improving and increasing sustainable transport and requires authorities in the national growth area to plan growth to maximise opportunities arising from investment in public transport. Planning authorities must maximise opportunities arising from investment, including higher density, mixed-use and car free developments around metro stations. They must support the active travel network and reduce levels of car parking in urban areas.
- 2.19 Policy 13 Supporting Digital Communications** Supporting provision of digital communications infrastructure and services across Wales, including the identification of policies within Local Development Plans to address future needs for digital infrastructure.
- 2.20 Policy 15 National Forest** Outlines the need to protect and safeguard National Forest areas across Wales.
- 2.21 Policy 16 Heat Networks** Specifically identifies Newport city as a location for the consideration of a district heat network. Requiring the identification of opportunities and positive planning for their implementation.
- 2.22 Policy 33 National Growth Area Cardiff, Newport and the Valleys** Identifies a role and function for Newport, along with Cardiff and the Valleys, as a focus for sustainable national growth. Future Wales requires the RLDP to recognise the National Growth Area as a focus for strategic economic and housing growth. In line with Future Wales, it is anticipated that Newport will be a location where there will be growth in employment and housing opportunities and investment in infrastructure as a part of the urban cluster within South East Wales. The growth strategy taken forward by the RLDP should therefore support continued growth within Newport to maximise opportunities to fulfil this role up to 2036 and beyond.
- 2.23 Policy 34 Green Belts in the South East** Welsh Government requires the identification of a Green Belt by a Strategic Development Plan for the region to manage urban form and growth. The RLDP cannot determine the boundary of the Green Belt. However, the policy also includes the requirement that local authorities should not permit or allocate development in areas shown for consideration for Green Belts.
- 2.24 Policy 36 South East Metro** provides a regional policy basis for the development of the Metro and for Metro focused developments. Newport in particular will need to support schemes and projects associated with the South East Wales Metro, including through planning growth and regeneration in a way that maximises opportunities arising from better regional connectivity. Specifically, this includes identifying opportunities for higher density, mixed-use and car free development around new and improved metro stations. The overall aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. Policies 11 and 12 set out the strategic approach to national and regional connectivity and how the Welsh Government will support and invest in improvements to active travel and public transport. The South East Wales Transport Commission's advice on how to tackle congestion on the M4 supports this policy's focus on planning development around the public transport network, not the motorway.

*Covid-19 Pandemic*

**2.25** The Covid-19 health emergency has posed significant and unprecedented challenge and the long-term impact on businesses and society. The RLDP takes a role in economic and social recovery. Of note is the way in which working patterns have changed, along with how people shop, work, travel and use open space.

## Regional Context

### *Strategic Development Plans*

**2.26** In line with Future Wales, a Strategic Development Plan (SDP) will be prepared for the South East Wales region by the 10 Local Authorities. These align with the Corporate Joint Committee which comprises Newport, Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Rhondda Cynon Taf, Torfaen and Vale of Glamorgan.

**2.27** The SDP will address regional issues such as regional housing needs, employment and transport. As well as addressing other strategic issues regarding infrastructure and waste management. A governance framework to support a Corporate Joint Committee was established in early 2023 and it is anticipated that the preparation of a South East Wales Strategic Development Plan will continue to gather traction, but there is a high likelihood that it will be adopted later than the RLDP.

**2.28** Several issues have been considered at a regional level following the publication of Future Wales. Where technical evidence has been produced, this is included within the evidence base. These set out a regional position, informing the preparation of the RLDP, in the absence of a SDP to address cross boundary and regional issues.

### *Cardiff Capital Region and City Deal*

**2.29** In 2017, the UK Government agreed to a £1.2bn City Deal for the Cardiff Capital Region in partnership with the Welsh Government and ten Local Authorities, including Newport City Council. As set out in the report 'Powering the Welsh Economy', the Cardiff Capital Region is intended to encourage the ten local authorities and other key partners in its boundaries to work together and collaborate on projects and plans for the area. The £1.2bn funding comprises an investment fund to support new and enhanced transport infrastructure, opportunities for the growth of the compound semiconductor industry, skills development, employment support and a partnership approach to housing and regeneration. The deal seeks to support 25,000 new jobs between 2017-2040, an increased Gross Value Added and increased private investment over the period 2020-2040.

### *South East Wales Metro*

**2.30** The development of a metro to transform public transport in South Wales is a key project arising from the Cardiff City Region Deal. The Burn's Report provided a number of recommendations regarding projects and opportunities related to delivering this, including short, medium and long term priorities. It is a substantial and ambitious programme which is supported by Policy 36 of Future Wales. Transport for Wales has a key responsibility as the operators of metro rail services, while bus and active travel routes will also form part of the wider network.

**2.31** A number of additional regional and larger than local strategies have been identified within Appendix 3.

### *Neighbouring Local Planning Authorities*



Local Authority	Adopted LDP	Replacement LDP Process
Cardiff City Council	Adopted their LDP on 28 January 2016. The LDP has a plan period of 2006-2026.	Cardiff consulted on a Preferred Strategy during Summer 2023.
Caerphilly County Borough Council	Adopted their LDP on 23 November 2010. The LDP has a plan period of 2006-2021.	Caerphilly consulted on a Preferred Strategy and have paused following an objection from Welsh Government and work is ongoing to resolve this while awaiting evidence of regional housing needs.
Torfaen County Borough Council	Adopted their LDP in December 2013. The LDP covers the period 2013-2021.	Torfaen Council recently resolved to withdraw and restart their plan making process in August 2023 and will plan for the period 2022-2037.
Monmouthshire County Council	Adopted their LDP on 14 February 2014. The LDP has a plan period of 2011-2021.	Monmouthshire consulted on a new Preferred Strategy and are progressing towards publishing a Deposit Plan in Spring 2024.

2.32 Newport is a member of the South East Wales Strategic Planning Group (SEWSPG) and continues to develop evidence across the ten local authorities to understand cross boundary interrelationships and inform development planning policies and decision making.

*Gwent Well-being Plan*

2.33 Under the provisions of the Well-Being for Future Generations Act, a Public Service Board (PSB) must be set up for each Local Authority in Wales. Newport established the One Newport PSB, which was merged with five PSBs to form the Gwent PSB in 2021. The Gwent Well-being Plan was published in August 2023 following approval from all statutory partners. A detailed delivery plan will be developed by the PSB. The One Newport partnership's role is now as a delivery body, implementing a local action and delivery plan for Newport.

2.34 The Gwent Well-being Plan integrates the Marmot Principles, setting out two overarching objectives for the region to create a fairer, more equitable and inclusive Gwent for all and a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations. Steps needed to achieve these are outlined as action to reduce the cost of living crisis in the longer term; provide and enable the supply of good quality, affordable and appropriate homes; action to reduce carbon emissions, help Gwent adapt to Climate Change, protect and restore the natural environment; action to address inequities, particularly in relation to health, through the framework of the Marmot Principles; enable and support people, neighbourhoods, and communities to be resilient, connected, thriving and safe.

Local Policy

*Corporate Plan 2022-2027*

2.35 The Newport Corporate Plan (2022-2027) builds upon the achievements and responses to the challenges faced as Newport moves forward from the Covid-19 pandemic, responds to the cost-of-living crisis, and creates opportunities for all of Newport's communities to become stronger, fairer, and greener. The Plan sets out four well-being objectives regarding economy, education and skills, environment and infrastructure, quality social care and community services and an inclusive, fair and sustainable council. The Plan identifies the Replacement Local Development Plan as supporting economic growth and placemaking across communities to achieve economic objectives as well as being able to support the achievement of other objectives where land use is interrelated i.e. improved or new education and skills facilities.

2.36 The corporate plan is supplemented further strategic plans which set out local objectives and influence the RLDP either through assessments or proposals, these are:

- The Digital Strategy (2015-2020), currently under review, sets out how the Council will enable connectivity and increase access to service. The focus is for Newport to become a digital city which empowers its citizens, customers and business through the innovative use of digital services.

- The Strategic Equalities Plan (2020-2024) is required under the Equalities Act (2010) to set out equality objectives to promote equality across the city. The Integrated Sustainability Appraisal incorporates an Equalities Impact Assessment considering this in more detail.
- The Welsh Language Strategy (2022-2027) builds on the 2017-2022 strategy and sets out a vision for the Welsh Language as ‘See, Hear, Learn, Use, Love – Everyone in Newport can use, see and hear Welsh as a living language in all parts of life across the city’. This sets out a vision that ‘the people of Newport can use Welsh in all parts of life’. The Integrated Sustainability Appraisal incorporates a Welsh Language Assessment considering this in more detail.
- The Climate Change Plan 2022-2027 is an organisational Climate Change Plan setting out themes, actions and priorities to achieve priorities the organisations net zero targets. There are links between the Plan and the Replacement Local Development Plan across a number of themes, including transport, renewable energy and health.

*Local Area Energy Plan 2022*

2.37 The Local Area Energy Plan presents the Council’s vision for a net zero local energy system in Newport, together with a summary of the evidence to support the vision and a route map to get there, including a set of actions for the Council, whilst recognising the role of other key actors in government, the energy sector and across the community.

2.38 A number of additional local plans and strategies have been identified in Appendix 4.

*Placemaking Wales Charter*

2.39 The Council is a signatory of the Placemaking Wales Charter. By signing up to the Wales Placemaking Charter the Council pledges to:

- Involve the local community in the development of proposals
- Choose sustainable locations for new development
- Prioritise walking, cycling and public transport
- Create well defined, safe, and welcoming streets and public spaces
- Promote a sustainable mix of uses to make places vibrant
- Value and respect the positive distinctive qualities and identity of existing places.

*Healthy Travel Charter*

2.40 The Healthy Travel Charter for Gwent is made up of twenty-one leading public sector organisations in Gwent to support and encourage staff to travel in a sustainable way to and from work. Through 15 ambitious commitments, the charter promotes walking, cycling, agile working and the use of public transport and Zero Emission Vehicles. The aim is to increase sustainable journeys made to and from workplaces, reducing the impact on the environment and improving health in Gwent for current and future generations.

2.41 Other Council Plans and Strategies can be found in Appendix 4.

### 3 Issues, Challenges and Opportunities

3.1 The following issues, challenges and opportunities have been informed by the national, regional and local context. A number of issues have informed the development of the vision, objectives and preferred strategy. These are set out in full in the Issues, Vision and Objectives background paper. These are summarised as the following Key Issues and are grouped by national and regional, economic, environmental, social and cultural:

#### *National and Regional*

- 1) Newport has a nationally important role and an increasing strategic role as a National Growth Area. The City forms part of the Cardiff Capital Region and Western Gateway.
- 2) Transport capacity issues, with the South East Wales Metro and the recommendations of the Burn's Report forming an opportunity to address issues as well as support modal shift through new and enhanced active and public travel infrastructure.
- 3) Need to protect nationally and international environmental and historic designations, including Regionally Important Geodiversity Sites.
- 4) Managing strategic flood risks, including the effects of climate change, in line with national policy.
- 5) Mitigation, adaptation and resilience building to the causes and impacts of climate change to meet national targets, including supporting the growth of the National Forest.
- 6) Maintaining separation from surrounding urban areas such as Cardiff and Cwmbran through the Green Belt.
- 7) Welsh Government target to achieve net zero waste by 2050.

#### *Economic*

- 8) Need to identify a suitable amount of land to meet the requirement for 77ha of employment land identified by the evidence base.
- 9) Opportunity to support upskilling and education of the local population. Including maximising opportunities to meet skills gaps in delivering solutions to the climate change challenge.
- 10) Support growth of the rural economy, including sustainable tourism.
- 11) Supporting Covid-19 post-pandemic and Brexit economy recovery, including addressing the changing roles of retail and commercial centres and supporting the vitality of Newport City Centre, which has been accelerated by external economic challenges.
- 12) Maximise economic opportunities through historic environment, including through culture, tourism and regeneration. One challenge is the need for investment in managing, protecting and enhancing these.

#### *Environmental*

- 13) Maintaining a brownfield-led strategy is a challenge and the identification of greenfield sites will require the identification of appropriate infrastructure, e.g. active travel routes, to support connectivity and alleviate impact on roads.
- 14) Need to support the sustainable management of natural resources, including energy, trees, minerals and waste, in line with Natural Resource Wales policies and Area Statements.
- 15) Reducing resource consumption and promoting circular economies, including ensuring the recycling of materials and sustainable sourcing of minerals.
- 16) Protection of Best and Most Versatile Agricultural Land.
- 17) Efficient use and improvements to the quality of water resources.
- 18) Overcoming air quality issues, reducing impacts from transport, fuel consumption and agriculture.
- 19) Addressing the local climate change and ecological emergencies to meet local targets and ecosystem resilience.
- 20) Maximising opportunities for biodiversity enhancement and net gain, as well as explore opportunities for existing and new green infrastructure corridors to improve connectivity, particularly within urban areas.
- 21) Preserving and enhancing landscape features and protection Special Landscape Areas for their special characteristics.
- 22) Consider a settlement hierarchy, urban and village boundaries, and opportunities for development in rural areas.
- 23) Consider whether the current Green Wedge designations be preserved, amended or removed.
- 24) Combatting pressure from development in the coastal area and levels due to their outstanding visual, historic and ecological interest.
- 25) Promote energy from low carbon sources to address demand for heating and transport, including exploring opportunities for district heat networks, encouraging more energy efficient buildings and supporting more renewable and low carbon energy production schemes.

*Social*

- 26) Need to address housing requirements arising from forecast population growth and identify a suitable amount of land to support these. This includes understanding shortfalls in delivering the 2011-2026 LDP requirements.
- 27) Delivery of a diverse range of new homes of different types and tenures in different locations, addressing specific needs, affordable housing needs and accessibility to all.
- 28) Identification of needs for Gypsy and Traveller accommodation and delivery necessary accommodation.
- 29) Ensuring development takes place in sustainable locations, supported by the necessary social, environmental and physical infrastructure, including employment opportunities.
- 30) Need to support the provision, protection and improvement of open spaces, play spaces and sporting facilities, as well as supporting the provision of the green infrastructure networks.
- 31) Reducing the need to travel and encouraging sustainable travel choices is a challenge and opportunity.
- 32) Negating the polluting impacts of development is important for avoiding impacts on health.
- 33) Creating safer environments and decreasing opportunities for crime.
- 34) Promote regeneration for benefits of addressing deprivation and supporting the foundational economy.
- 35) Ensuring the consideration of health and well-being in decision making, including supporting a reduction in health inequalities.
- 36) Delivering local services and facilities to meet day to day needs of communities in accessible locations.
- 37) Support improved access to education and training opportunities to bring levels more in line with Wales as a whole.
- 38) Tackling fuel poverty through supporting the transition to net zero and decarbonisation.
- 39) Resilience and protection for existing and new communities against the impacts of climate change, specifically flooding.

*Cultural*

- 40) Promotion of placemaking in planning and design to support balanced communities, foster a shared sense of place, and promote community cohesion for both new and existing communities.
- 41) Addressing the needs of a multilingual city and providing opportunities to enhance and protect the Welsh language. Opportunities may include providing access to key community and educational services, good quality homes and jobs, and promotion of Welsh heritage through the preservation and restoration of key cultural areas/features.
- 42) Supporting conservation and enhancement of historic buildings and structures for architectural and historic interest due as they are sources of pride and part of cultural identity. This includes Conservation Areas and other locally defined heritage assets aid our understanding and appreciation of place.
- 43) Securing the conservation and enhancement of archaeological remains, and archaeologically sensitive areas, and support the undertaking of archaeological investigations.

## 4 Vision

- 4.1 Every LDP requires an overarching Vision which clearly sets out what it is trying to achieve over the period 2021-2036. It should set a positive aspirational tone whilst also addressing the specific local needs and challenges for the area. The Vision will then subsequently inform the Objectives of the Plan to address the identified issues, challenges and opportunities for Newport in further detail. The following Vision has been drafted having regard for the latest National Policy, in addition to Council's LDP Review Report, the Integrated Sustainability Appraisal (ISA) Scoping Report, and Newport's Well-being Plan. This is considered a well-balanced foundation to inform the Replacement Local Development Plan and has been amended to take account of initial feedback.

### **Replacement Local Development Plan Vision**

Newport will be a destination where people will want to live, work and visit:

- ❖ A strategically significant City which will contribute towards the national growth of Wales.
- ❖ A City that tackles inequality through sustainable patterns of development, creating places that are safe, connected, inclusive, healthy, and well designed with access to housing, jobs, services and the natural environment.
- ❖ A City that promotes and protects its historic assets, diverse cultures and languages.
- ❖ An economically thriving City which supports and attracts business and industry at all scales, particularly where they focus on sustainable, innovative and technologically leading practices, which contribute towards cultivating a skilled and adaptable workforce.
- ❖ A resilient City which sustainably manages its natural resources, protecting and enhancing the biological and ecological values of the natural environment, including the benefits of ecosystem services, in a carbon neutral and climate responsible manner.

## 5 Objectives

- 5.1 The overall goal of achieving the Vision of the Plan can only be reached by the delivery of a number of objectives which seek to address the key issues facing Newport, as identified above. Links to Well-being Goals set out by the Well-being of Future Generations (Wales) Act 2015 and the Key Planning Principles and National Sustainable Placemaking Outcomes (KPP and NSPO) of Planning Policy Wales edition 11 have been identified alongside links to Preferred Strategy issues.

<b>1. Economy and Employment</b> Provide for Newport's economic growth by offering a diverse range and choice of new and improved employment opportunities, which are adaptive to change and meet the needs of Newport and beyond, supporting a strong skilled and resilient workforce.		
<b>Links to Well-being Goals:</b> 1, 2, 4, 5, 7	<b>Links to KPP and NSPO:</b> 1, 2, 3, 4	<b>Links to Issues:</b> 1, 8, 9, 10, 11
<b>2. Population and Communities</b> To provide high-quality homes that meet the needs of Newport, as a national growth area, and to ensure that these homes are supported by the necessary social, environmental, cultural and physical infrastructure to provide safe and healthy places for people that maintain and enhance community and settlement identities		
<b>Links to Well-being Goals:</b> 1, 2, 3, 4, 5, 6	<b>Links to KPP and NSPO:</b> 1, 2, 3, 4	<b>Links to Issues:</b> 26, 27, 28, 29, 38, 39,
<b>3. Health and Well-being</b> To improve health and well-being through the creation of well-connected, accessible, healthy and active places, tackling health and socio-economic inequality through sustainable growth.		
<b>Links to Well-being Goals:</b> 1, 2, 3, 4, 5, 6	<b>Links to KPP and NSPO:</b> 3, 4	<b>Links to Issues:</b> 30, 31, 32, 33, 34, 35
<b>4. Equality, Diversity, and Inclusion</b> To create quality positive places where development realises the multiple benefits from the creation of inclusive, connected, adaptable and accessible communities that are cohesive and where Newport's culture, including the Welsh language, is valued and promoted.		
<b>Links to Well-being Goals:</b> 1, 4, 5, 6	<b>Links to KPP and NSPO:</b> 1, 3, 4	<b>Links to Issues:</b> 27, 34, 36, 37, 40, 41
<b>5. Transport and Movement</b> Reduce the need to travel and increase the use and provision of sustainable travel options.		
<b>Links to Well-being Goals:</b> 1, 3, 4, 5, 7	<b>Links to KPP and NSPO:</b> 1, 2, 3, 4	<b>Links to Issues:</b> 2, 6, 13, 31
<b>6. Natural Resources</b> Sustainably manage the natural resources in Newport to meet the needs of present and future communities, by ensuring resource efficiency, improved health outcomes, and the creation of a successful circular economy and green growth.		
<b>Links to Well-being Goals:</b> 1, 2, 3, 7	<b>Links to KPP and NSPO:</b> 1, 2, 5	<b>Links to Issues:</b> 3, 6, 14, 15, 16, 17, 18
<b>7. Biodiversity and Geodiversity</b> To maintain, enhance and improve the biodiversity and geodiversity of Newport and its surrounds, including improved ecological resilience, diversity, connectivity and adaptability, whilst ensuring net benefits are facilitated from development.		
<b>Links to Well-being Goals:</b> 2, 7	<b>Links to KPP and NSPO:</b> 2, 5	<b>Links to Issues:</b> 3, 19, 20
<b>8. Historic Environment</b> To preserve, enhance and realise the value of Newport's heritage resources, through investment, interpretation and maximisation of those opportunities provided by the distinctive historic environment and archaeological assets.		
<b>Links to Well-being Goals:</b> 5, 6, 7	<b>Links to KPP and NSPO:</b> 4, 5	<b>Links to Issues:</b> 3, 12, 42, 43
<b>9. Landscape</b> To protect and enhance the quality and character of Newport's landscape, townscape and seascape, and maximise the opportunities these features offer.		
<b>Links to Well-being Goals:</b> 2, 3, 6, 7	<b>Links to KPP and NSPO:</b> 2, 5	<b>Links to Issues:</b> 21, 22, 23, 24
<b>10. Climate Change</b> To ensure that development and land uses in Newport are resilient to the effects of climate change, and actively tackle the causes and impacts of climate change through minimisation, adaptation and mitigation.		
<b>Links to Well-being Goals:</b> 1, 2, 3, 4, 7	<b>Links to KPP and NSPO:</b> 1, 2, 3, 5	<b>Links to Issues:</b> 4, 5, 7, 9, 19, 25, 38, 39

## 6 Preferred Strategy

6.1.1 The Preferred Strategy has been identified to deliver the vision and objectives, addressing the issues, challenges and opportunities. The Preferred Strategy comprises the scale of housing and employment growth that will be delivered over the period 2021-2036 and the approach that will be taken to delivering this. The 2011-2026 LDP supported a successful delivery strategy that has been able to support the redevelopment of much of Newport's stock of previously developed land. The vision and objectives indicate overarching priorities for the RLDP of supporting the City's growth creating opportunities for existing and new communities, strengthening the economy and managing Newport's sensitive built and natural environment.

### 6.2 Preferred Scale of Growth

6.2.1 The preferred growth strategy is drawn from past delivery rates over a 10 year period, taking account of delivery between 2010/11-2019/2020 and excluding covid years where housing delivery and employment growth slowed as a result of the Covid-19 Pandemic. This has been assessed alongside other demographic scenarios and is considered to provide a consistent scale of growth as the growth strategy adopted by the 2011-2026 LDP. This scale of growth is considered to be the most appropriate for the 2021-2036 plan period as it supports continued growth following on from a ten-year period where the previous strategy was able to support Newport's leading role within Wales, having had the highest population growth. Taking a ten-year period into account provides benefits of being able to balance out peaks and troughs in housing delivery, which is inevitable during a plan period, particularly in the face of external forces. The outcome is a housing requirement which contributes to Newport's principal role with the South East Wales National Growth Area and can balance positive opportunities for new growth, while respecting local constraints to development, in line with the RLDP vision.

6.2.2 Meeting the requirement identified is essential for meeting local housing needs and continued growth within the City, supporting Newport's role within the wider region. Delivering on the identified requirement will help to create a Newport where people want to live, work and visit. Initially, a flexibility allowance of 10% is proposed to provide resilience to the housing land supply to support a maintained supply throughout the plan period. A flexibility allowance 10% is a starting point outlined by the Development Plans Manual, any uplift to this will be carefully considered and applied to the requirement, where appropriate. The flexibility allowance provides resilience to ensure that an overall housing requirement of 9,570 is met over the plan period. Applying this allowance means that the RLDP will identify land for at least 10,530 homes.

6.2.3 The scale of housing growth in Newport creates an opportunity for additional jobs and economic growth both in existing sectors and emergent industries that will develop over the lifetime of the plan, particularly associated Newport's high potential and priority sectors. Job growth is coupled with population projections to determine a minimum target for job growth alongside housing growth, the target for job growth relates to all jobs created, while the employment land requirement relates to the provision floorspace falling into the B Use Class. Forecasts do not always provide a direct correlation between housing and job growth, but there is a need to ensure a balance between new homes and jobs to support Newport's role as an investable proposition for business and to achieve its long-term economic potential.

6.2.4 The Employment Land Review 2022 recommends forecasting the employment land requirement on the basis of past delivery rates. When incorporating economic forecasts the projected land needs were generally negative as these assume decline of some existing industries and the repurposing of employment land to meet changing demand. Taking an approach based on past delivery indicates opportunities to support new and different types of employment, while protecting existing employment areas for B-Class uses. Taking this approach results in the proposed baseline requirement for 62ha of new employment land, including a flexibility buffer. A further 15ha has been incorporated as an uplift to reflect the Larger Than Local Regional Employment Study, which looks to address employment needs arising across local authority boundaries, including strategic level investment in regional employment strategies and industry clusters. Delivering the employment land requirement and supporting new jobs will enable those living in Newport to access education and employment through a range of industries and businesses as a part of a thriving economy.

#### PS1 Scale of Growth

To support Newport's vision as a destination where people want to live, work and visit, the plan will make provision for:

- ❖ **10,530** homes to deliver a housing requirement of **9,570**; and
- ❖ **87.5ha** of employment land to meet an employment land requirement of **77ha** and minimum of **8,640** new jobs.



## 6.3 Preferred Spatial Strategy

- 6.3.1 New development and redevelopment will be delivered in a number of ways. The preferred spatial stage seeks to prioritise the redevelopment and regeneration of land within the urban area, including the regeneration of the former Llanwern Steelworks at Glan Llyn and the former Whitehead Works for residential led developments. Redevelopment within the urban boundary is to be supplemented by development of a range of scales, in appropriate locations on the edge of the urban area. The approach taken will maximise opportunities within the urban area, whilst supporting a growing City. It is also acknowledged that while development will be focused towards the urban area, new growth may be necessary to supporting sustainable rural communities. As a result, the settlement hierarchy is made up of two tiers, these are the urban area and defined villages. Defined villages are the rural communities outside of the settlement boundary which have been assessed as being less constrained and more self-sufficient in terms of access to services and facilities, such as public transport and schools. Other rural communities exist within the open countryside, but are not subject to defined development boundaries to avoid placing development pressures in these less sustainable locations. The outcome is that development is to be delivered through a mixed strategy with development occurring in a more balanced way across previously developed land and greenfield sites.
- 6.3.2 Policy PS8 sets out how the employment land requirement will be addressed, with the need for jobs being met through a range of employment and commercial land uses. A number of sites have been identified to support B Class uses on sites where the allocation for employment purposes is proposed as being 'rolled over'. The locations of these development sites are consistent with Policy PS2 and provide very good opportunities for economic investment, new employment and excellent potential for new skills and training opportunities.
- 6.3.3 The Council has undertaken an Urban Capacity Study, which builds an understanding of development opportunities within the existing settlement boundaries. This Study sits alongside the Candidate Site Register and existing development commitments to provide an understanding of the Council's capacity to redevelop Previously Developed Land (PDL). Findings indicate that the availability of readily developable PDL sites is decreasing in Newport. An assessment of the Council's housing land supply is broken down in Table 1. This indicates a remainder of 4,700 additional dwellings to be identified on new sites in the Replacement Local Development Plan. These will be on Key Sites<sup>1</sup>, identified in the next chapter, and other sites with a capacity of 10-299 dwellings.
- 6.3.4 It is unlikely that new development will be acceptable within the open countryside, however there may be some circumstances where a specific need can be demonstrated. The countryside surrounding Newport is subject to a number of sensitive constraints and protections, addressing these through other policies of the Development Plan as well as ensuring the appropriate scale and design of development will be key.
- 6.3.5 Analysis has been undertaken to inform an understanding of housing supply in Newport has informed the spatial strategy, with Table 1 providing a breakdown of supply. A non-delivery allowance has been applied to the 'land bank'. The Land Bank is the number of homes yet to come forward on sites with planning permission and allocated sites without planning permission. A non-delivery allowance of 64% has been applied as this proportion accounts for the number of homes on 2011-2026 LDP strategic allocations, which are not yet subject to detailed planning permission, suggesting some uncertainty in these units being delivered. This 64% is a proportion of the sites without planning permission as of April 2021, shown in row D of Table 1. Table 2 provides a list of commitments and make up B, C and D of Table 1<sup>2</sup>.

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<sup>1</sup> Key Sites have been defined as sites able to deliver 300 dwellings or more as these are considered to make the widest contribution to placemaking objectives in Newport.

<sup>2</sup> These are indicatively shown on the Key Diagram. Further details relating to these can be found in the Housing Supply Background Paper.

- 6.3.6 Using the understanding of housing in the pipeline set out within Table 1, a residual requirement can be calculated. This provides the figure of additional dwellings which need to be identified. The remaining amount to be identified will be allocated through the identification of key sites, large sites and smaller sites of up to 100 dwellings, where appropriate. Table 3 outlines the remainder, this is found by subtracting the total housing supply from the housing requirement, incorporating the flexibility allowance.
- 6.3.7 Table 3 indicates that land for a further 4,680 homes is to be identified to address the housing requirement over the period 2021-2036. These are to be identified in line with the spatial strategy. Chapter 7 outlined the Key Sites which have been identified as potential allocations, together these have the potential to provide up to 2,850 homes during the 2021-2036 plan period. When discounted from the Residual Balance, this leaves a further 1,830 homes to be identified on sites of 10-299 predominately within and on the edge of the urban boundary, with a small proportion being directed towards defined villages where development will need to be in fitting in scale to the local area and contribute to local placemaking.

<b>Table 1: Components of Housing Supply</b>		
A	Total Completions since 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2023	1,067
B	Dwellings currently under construction (as at 1st April 2023)	433
C	Units remaining on sites currently under construction (as at 1st April 2023)	1,746
D	Sites currently not under construction but expected to complete prior to 2037	2,554
		Total Land Bank (Total of B, C and D): 4,733
E	Large windfall sites (10 or more units)	1,023
F	Small windfall sites (under 10 units)	663
G	Non-delivery Allowance <sup>3</sup> (64% of D)	1,635
		Total Housing Supply (A+B+C+D+E+F-G): <b>5,851</b>

<sup>3</sup> Based on 1,640 units of the Land Bank without detailed permission on strategic sites allocated in the 2011-2026 LDP. It is anticipated that this allowance will decrease as the preparation of the Replacement Local Development Plan progresses and more certainty is established.

<b>Table 2: Committed Housing Supply</b>			
Site Name and H1 Reference (where applicable)		Ward	Units Remaining (April 23 base)
H5	Glebelands	St Julians	60
H51	Whitehead Works	Pillgwenlly	437
H3	Llanwern Village -	Llanwern	203
H47	Glan Llyn	Llanwern	1039
H62	Former Queens Hill School	Allt-Yr-Yn	76
	Caerleon Campus	Caerleon	194
	West And South Of Mandrake House, Jubilee Park	Rogerstone	35
	11-13 Skinner Street	Stow Hill	12
	Victoria Inn, 2 Nash Rd	Lliswerry	18
H45	Lysaghts Parc	Lliswerry	18
	1 Mountbattern Close	Ringland	12
H8 + extra area	Seven Stiles, Aberthaw Rd	Always	39
	14 To 20 Stow Hill, Newport	Stow Hill	36
(Rows B+C) Sites currently under construction (as at 1st April 2023) Total: 2179			
H23	Traston Lane	Lliswerry	21
H36	Farmwood Close*	Always	59
H15	Victoria Wharf (Edward Ware)	Pillgwenlly	122
H52	Land SW East Dock Road,	Pillgwenlly	149
H3	Llanwern Village - Remainder	Llanwern	400
H47	Glan Llyn (Remainder) Former Llanwern Steelworks	Llanwern	1240
H10	Pencoed Castle	Langstone	12
	40 Stow Hill	Stow Hill	37
	Robert Price Transport Yard, Corporation Rd	Lliswerry	62
	75 - 76 Lower Dock Street	Pillgwenlly	12
	Baneswell Community Centre	Stow Hill	19
	104 And 105, Lower Dock Street,	Pillgwenlly	15
	133 To 135, Commercial Street	Stow Hill	22
	Telford St	Liswerry	54
	Fern Club, 57 Liswerry Road	Liswerry	20
	Ringland Centre, Retail & Resi	Ringland	38
	Ringland Centre, Resi	Ringland	94
H32	Former Sainsburys Site	Shaftesbury	140
H31	Roman Lodge Hotel, Ponthir Road	Caerleon	10
H59	24 Crawford Road	St Julians	10
H64	Uskside Paint Mills/Coverack Road	Victoria	53
(Row D) Sites with planning consent, (not Started) expected to complete prior to 2036 Total: 2554			

<b>Table 3: Housing Requirement<sup>4</sup></b>	
Dwelling Requirement (figure derived from growth scenario)	9,570
Total Housing Provision	10,530
Total Housing Supply	5,850
Residual Balance (Remainder to be found on new sites)	<b>4,675</b>

<sup>4</sup> Figures in Table 3 are subject to rounding

## PS2 Delivery Strategy

### Urban Area

New development will predominately occur within, and adjoining, the Newport urban boundary. The urban area of Newport forms the highest tier of the settlement hierarchy and the most sustainable location for growth.

Proposals within and on the edge of the urban area will be considered favourably, particularly where they contribute to:

- i) the vitality, viability and quality of the environment of the city centre;
- ii) the provision of residential and business opportunities within the urban area;
- iii) reuse of vacant, underused or derelict land;
- iv) encourage the development of community uses where appropriate.

### Rural Communities

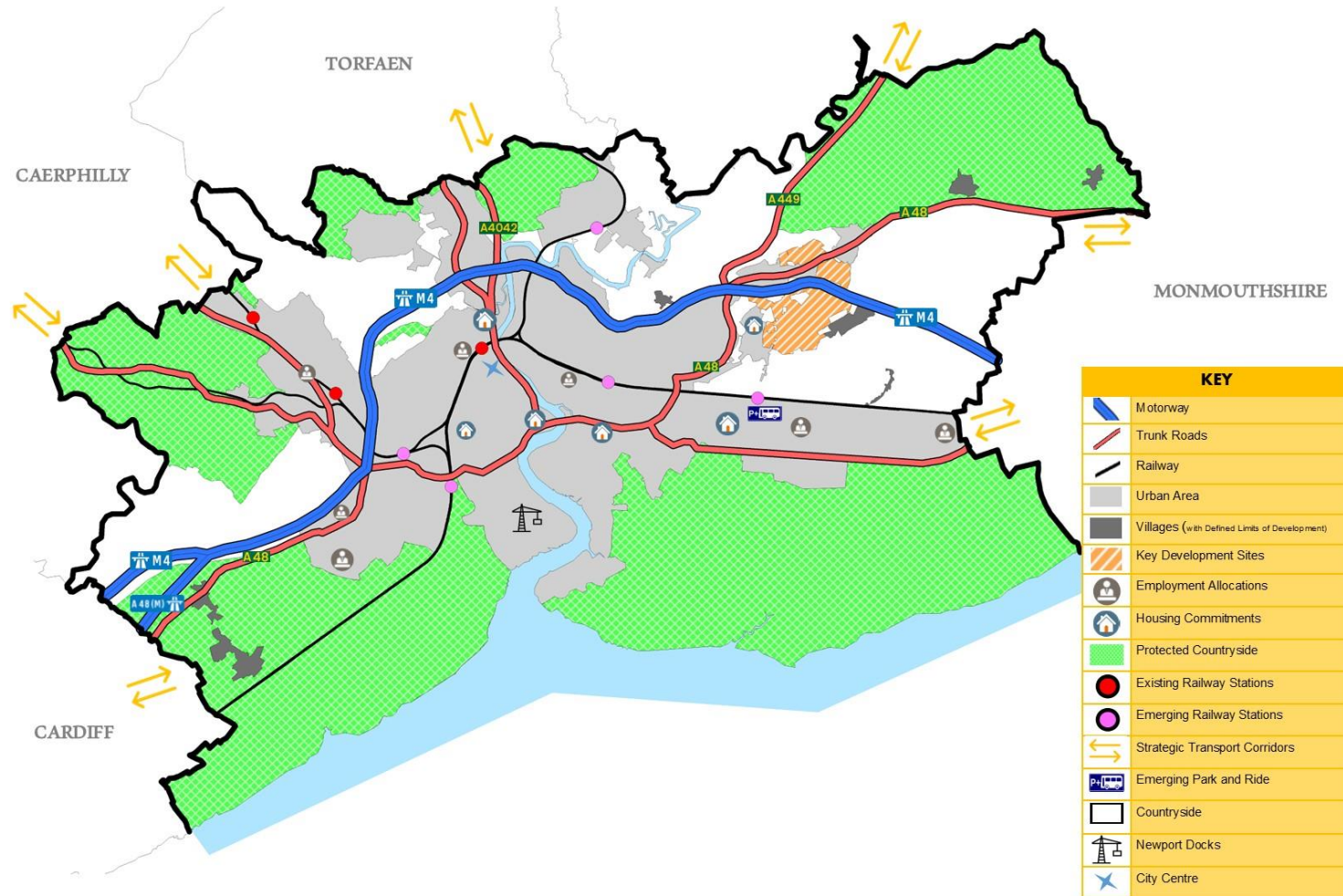
Several villages are defined outside of the urban boundary, these form the second and lowest tier of the settlement hierarchy. These are rural communities which are relatively less constrained and where good access to services and facilities has been assessed, suggesting an appropriate level of self-sufficiency. Development of an appropriate type and scale will be supported within village boundaries, including that which comprises infilling and rounding off. Development adjoining boundaries may be appropriate where local a need can be evidenced.

Defined villages are Bishton, Underwood, Parc Seymour, Christchurch, Castleton and Marshfield.

### Countryside

Land outside and disconnected from settlement boundaries is defined as countryside. Development will only be permitted in these locations where there is an evidenced need for such development and where it can be demonstrated that development sufficiently addresses any site specific constraints, including respecting the landscape character and biodiversity of the immediate and surrounding area. Development must also be appropriate in scale and design.

### Key Diagram



## 7 Key Development Sites

7.1 Using the Candidate Site Register as a starting point, an assessment of Key Sites has been undertaken to inform the Preferred Strategy. Key Sites have been defined as housing and employment sites which are likely to be able to make a very good contribution towards placemaking objectives. To partially address the remainder of 4,675 outlined within Table 2, it is proposed that three key sites are taken forward. These are sites which performed best in the Candidate Site assessment and the Candidate Site Assessment Report provides the details of this, including the Council's conclusions regarding other Key Sites. The following sites provide the opportunity to bring forward 2,850 additional dwellings and associated facilities and infrastructure on Key Sites.

### 7.2 Eastern Expansion Area

7.2.1 In addition to further supporting the delivery of strategic commitments in the Eastern Expansion Area on Glan Llyn and Great Milton Park, a continuation of growth in this location is proposed on a new strategic allocation for a new community comprising up to 2,500 new homes, Green Infrastructure, a local centre and other complementary uses. Of the 2,500, 1,800 homes are anticipated as being delivered up to 2036. The following development framework brings together the Council's understanding of the site and will inform development masterplanning to support the drafting of an allocation to be included in the Deposit Plan.

#### KS4: Langstone Road, Llanwern, Ref CS0032

Land east and west of Langstone Road, Llanwern is identified for mixed use development for up to 2,500 homes, a district centre, public open space and a network of Green Infrastructure.

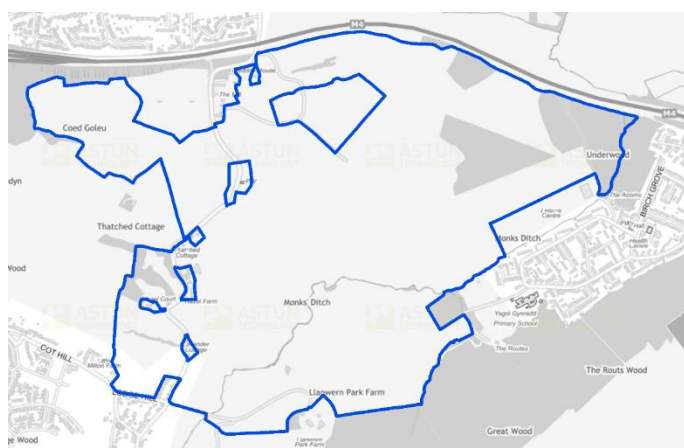
##### Development Framework

The masterplanning approach taken to bring the site forward will address the following constraints, placemaking principles and infrastructure requirements addressed:

##### Constraints:

The following constraints will need to be addressed:

- Detailed survey work to understand the presence of Best and Most Versatile Agricultural Land on site with appropriate solutions incorporated into site layout and design.
- Where Tree Protection Orders and Ancient Woodland are apparent on site, they must be protected from development.
- Areas subject to flood risks in the south of the site are to be excluded from any developable areas and safety of future residents is a key consideration for any mitigation strategy, which will be informed by a Flood Consequence Assessment.
- Avoidance of any impacts of ecological habitats and networks with the site being a likely habitat for bats and dormice, among other species. Appropriate measures are to be informed by detailed ecological surveys, including a Bat Survey, and these will inform any strategy to deliver biodiversity net benefit.
- Existing Green Infrastructure Corridors are to be identified and protected.
- All of the onsite Sites of Importance for Nature Conservation are to be excluded from the developable area.
- The southern part of the site falls within the Registered Park of Llanwern, requiring an archaeological desk-based assessment and geological survey at the planning application stage.
- The rural setting of nearby listed buildings and onsite Schedules Ancient Monuments are to be protected through buffers to these sites, informed by a Heritage Impact Assessment.
- A full Noise Assessment is required to support any future planning applications.



##### Infrastructure Requirements

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To ensure that the everyday needs of existing and new communities can be suitably met, development will need incorporate or support:

- i. Up to 2,500 homes comprising a mix of house types and sizes, including the provision of affordable housing in accordance with emerging targets.
- ii. An appropriately located district centre to include small scale retail, local services, schools, health care facilities, community facilities, and co-working spaces.
- iii. Cycle ways and shared use routes are to be incorporated onsite providing excellent levels of access across the site. To include linkages to routes outside of the development area, including those linking the site to the proposed Llanwern Railway Station.
- iv. Introduction of public transport infrastructure to provide connectivity across the site, linking the eastern most points to facilities in the east of Newport and the City Centre.
- v. Provision of new leisure space onsite.
- vi. Create a network of multifunctional Green Infrastructure which increases access to active travel corridors, enhances biodiversity, supports sustainable drainage and provides spaces for well-being benefits.
- vii. The provision of at least one 3 form entry primary school onsite.
- viii. The provision of land and/ or contributions to provide a new secondary school.
- ix. The protection and improvement of existing utilities assets apparent onsite.
- x. Any necessary site specific measures to improve water and sewerage infrastructure, to be informed by a Hydraulic Modelling Assessment.
- xi. The protection of Public Rights of Way and retention of green corridors. Enhancements to Public Rights of Way, where necessary.
- xii. Incorporation of roof mounted solar and low carbon building measures onto all buildings.
- xiii. Appropriate transport infrastructure is to be delivered onsite, including suitable access arrangements. Measures are to be informed by a full and comprehensive Transport Assessment, for which the scope will need to be agreed with NCC Highways. Necessary works are likely to include those to increase junction capacity associated with access points and pedestrian improvements at Langstone Court Road.
- xiv. Onsite measures to control and influence movements through the site, such as bus gates, will be informed by transport modelling.

### Placemaking Principles

To support the creation and enhancement of healthy, sustainable communities. Development must accord with the following principles:

- a) A mix of house types and sizes to be developed at an appropriate density.
- b) The provision of affordable housing in accordance with emerging targets, affordable housing comprising a suitable mix of types and tenures to meet local needs and to be delivered throughout the development.
- c) The incorporation of specialist accommodation to address local needs, e.g. housing for older people and self-build housing.
- d) Habitat connectivity and resilience across the site and within the wider landscape, including the retention of woodland north of the open Gwent Levels SSSIs is important for wider biodiversity and to support ecological corridors for wildlife that will be even more important as wildlife responds to climate change.
- e) Appropriate buffers to and measures to ensure the amenity of future residents from any noise, dust, odour and light impacts arising from the M4 to the north or any relevant vectors onsite.
- f) A strategy to encourage modal shift among future residents and users of the site, including cycle storage incorporated into the design of each dwelling and across the site.
- g) The incorporation of satisfactory air quality measures for mitigating and/or reducing emissions from all sources associated with them, this includes routing traffic away from Air Quality Management Areas during construction and designing operational phases in a way that addresses air quality matters and the unintended consequences such as the exacerbation of traffic congestion are minimised.
- h) Building to zero carbon ready standards, including the use of alternative sources of heating and cooking to gas supply and incorporating energy efficiency considerations into the overall site layout and design.
- i) Access to existing and new onsite facilities will be informed by the principles of the 20-minute neighbourhood and based upon a design ethos of creating complete, compact and connected neighbourhoods where people can meet their everyday needs within a short walk or cycle.

## 7.3 Langstone Growth Area

7.3.1 Land is proposed to be allocated across two sites at Langstone, supporting an overarching placemaking strategy to achieve a local objective of enhancing access local services and facilities by supporting new ones as a part of development and enhancing active travel networks to enable easier movements to the core of Newport. Each proposed allocation sets out a broad framework for how this objective will be achieved through new development. The following development frameworks bring together the Council's understanding of the sites and will inform development masterplanning to supporting the drafting of an allocation to be included in the Deposit Plan.

### **KS7: North Langstone, Ref CS0014, CS0053, CS0065**

**Land north of Langstone is identified for residential development for up to 750 homes and a local centre.**

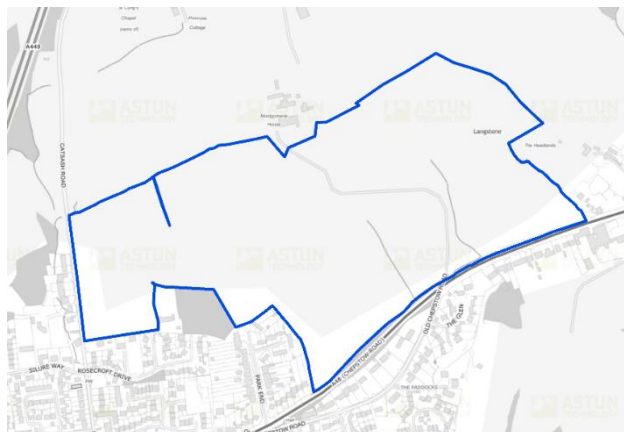
#### Development Framework

A masterplanning approach will be taken to bring the site forward with the following constraints, placemaking principles and infrastructure requirements addressed:

#### Constraints:

The following constraints will be addressed:

- Detailed survey work to understand the presence of Best and Most Versatile Agricultural Land on site with appropriate solutions incorporated into site layout and design.
- Potential landscape impacts arising due to presence of Wentwood Special Landscape Area to the north and potential encroachment into countryside. Lower densities to the north of the site may be appropriate.
- A full appraisal of the potential impacts on Langstone – Llanmartin Meadow Site of Special Scientific Interest.
- Full up-to-date ecological surveying to inform species conservation and any compensations for habitat loss. Onsite habitats are likely to include bats, dormice, reptiles and birds. These will inform any strategy to deliver biodiversity net benefit.
- A desk based archaeological assessment is required for the whole of the site and further archaeological investigations are required for the southern parcel of the site to inform appropriate mitigation.
- A full Noise Assessment is required at the planning application stage.



#### Infrastructure Requirements

To ensure that the everyday needs of existing and new communities can be suitably met, development will need incorporate or support:

- i. Up to 750 homes comprising a mix of house types and sizes, including the provision of including the provision of affordable housing in accordance with emerging targets.
- ii. New local retail and commercial uses of an appropriate type and size to address neighbourhood needs, which are accessible from all parts of the development site and by the existing community through walking, cycling and public transport.
- iii. Educational facilities to address needs arising from new development through the expansion of existing or provision of new facilities in the Langstone area. Including the provision of land onsite, where required.
- iv. The protection of Public Rights of Way and retention of green corridors. Enhancements to Public Rights of Way, where necessary.
- v. Provision of new leisure space onsite.
- vi. The protection and improvement of existing utilities assets apparent onsite.
- vii. Any necessary site specific measures to improve water and sewerage infrastructure, to be informed by a Hydraulic Modelling Assessment.
- viii. Cycle ways and shared use routes are to be incorporated onsite. Consideration is to be given to links to routes outside of the development area, particularly Chepstow Road.
- ix. Measures to reduce impacts on road, safety, operation or capacity of the highway network to be informed by a Transport Assessment.



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- x. Measures to avoid traffic impacts on the Coldra M4 roundabout junction. Appropriate measures will be identified in consultation with SEWTRA and Welsh Government.
- xi. Vehicular access to be established from the A48, to be informed by a Stage 1 Road Safety Audit.
- xii. Pedestrian safety through a movement network to support shared use including the provision of footways, pavements and of a design to address the needs of disabled users, including those with sensory and/or motor function impairments. Consultation with disabled user groups should be undertaken as part of a wider quality audit.
- xiii. Internal roads are to be designed to an adoptable highway standard and in accordance with Manual For Streets.
- xiv. Incorporation of roof mounted solar and low carbon building measures onto all buildings.

### Placemaking Principles

To support the creation and enhancement of healthy, sustainable communities. Development must accord with the following principles:

- a) A mix of house types and sizes to be developed at an appropriate density.
- b) The provision of affordable housing in accordance with emerging targets, comprising a suitable mix of types and tenures to meet local needs and to be delivered through the development.
- c) The creation of a vibrant new community which can meet the day to day needs of new residents and the existing Langstone community.
- d) The delivery of a local centre with connectivity across the site and wider Langstone area.
- e) Enhanced pedestrian and cycle connectivity across the site and between different areas of Langstone and to the core of the City.
- f) Incorporate a layout and design which respects and complements the surrounding landscape, including buffers to the north and lower density on the northern fringe of development.
- g) Create a network of multifunctional Green Infrastructure which increases access to active travel corridors, enhances biodiversity, supports sustainable drainage and provides spaces for well-being benefits.
- h) The retention of trees and hedgerows to foster their existing value and benefits.
- i) Integration of appropriate drainage measures into design, with matters relating to Sustainable Drainage Systems (SuDS) being subject to a separate SuDS approval process.
- j) The incorporation of satisfactory air quality measures for mitigating and/or reducing emissions from all sources associated with them, this includes routing traffic away from Air Quality Management Areas during construction and designing operational phases in a way that addresses air quality matters and the unintended consequences such as the exacerbation of traffic congestion are minimised.
- k) A strategy to encourage modal shift among future residents and users of the site, including cycle storage incorporated into the design of each dwelling and across the site.
- l) Building to zero carbon ready standards, including the use of alternative sources of heating and cooking to gas supply and incorporating energy efficiency considerations into the overall site layout and design.

### **KS8: South Langstone, Ref CS0016, CS0040**

**Land south of Langstone is identified for residential development for up to 300 homes, SuDs and Green Infrastructure.**

#### Development Framework

A masterplanning approach will be taken to bring the site forward with the following constraints, placemaking principles and infrastructure requirements addressed:

#### Constraints:

The following constraints will need to be addressed:

- Land in the east of the site is subject to flood risks from rivers. This area is to be excluded from the developable area. Safety of future residents is a key consideration for any mitigation strategy, which will be informed by a Flood Consequence Assessment.
- The site is within the Minerals Safeguarding Areas for Sand and Gravel and Hardrock. Further assessment is needed to demonstrate that the resource will not be sterilised or future extraction hindered as a result of development and/ or to investigate whether the extraction of minerals prior to the commencement of development is practicable.



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- Delbury Grasslands SINIC is apparent within the south of the site and is to be retained as open space.
- Langstone – Llanmartin Meadows Site of Special Scientific Interest is apparent onsite to the south. Further assessment is required to fully understand potential impacts and inform measures to ensure that the proposal would not damage the notified features of the SSSI alone or in combination with the other candidate sites. This includes to ensure appropriate buffers are incorporated in establishing the developable area and the degradation of habitat through hydrological links is suitably avoided.
- Detailed ecological survey work will be able to inform any strategy to deliver biodiversity net benefit.
- Detailed survey work to understand the presence of Best and Most Versatile Agricultural Land on site with appropriate solutions incorporated into site layout and design.
- Land to the east adjoins Scheduled Monument of Ford Farm Roman Villa MM298, further reducing potential for built development in this part of the site. The area itself has Roman finds and the description notes that archaeological features are likely to exist outside the boundary of the Scheduled area. Further investigation of potential impacts arising from any works proposed on the eastern parcel are likely to be needed. Archaeological investigations are required for the whole of the site prior to development to ensure any appropriate archaeological mitigation is incorporated.
- Noise impacts from the M4 and operational machinery to the north are to be addressed through appropriate mitigation, including identifying areas requiring additional sound insulation measures due to elevated traffic noise. A Full Noise Impact Assessment is required to inform site layout.

### Infrastructure Requirements

To ensure that the everyday needs of existing and new communities can be suitably met, development will need incorporate or support:

- i. Up to 300 homes comprising a mix of house types and sizes, including the provision of affordable housing in accordance with emerging targets.
- ii. Educational facilities to address needs arising from new development through the expansion of existing or provision of new facilities in the Langstone area. Including the provision of land onsite, where required.
- i. Provision of new leisure space onsite, including through multi-functional open space.
- ii. Creation and retention of a Green Infrastructure network, which supports resilient habitat corridors and maintains ecological connectivity in the local environment. This network must be sufficiently extended in size to provide for both people and biodiversity as a part of ensuring resilience.
- iii. Maintaining of ecosystem connectivity through the retention of hedgerows and trees.
- iv. The protection and improvement of existing utilities assets apparent onsite.
- v. Any necessary site specific measures to improve water and sewerage infrastructure, to be informed by a Hydraulic Modelling Assessment.
- vi. Measures to reduce impacts on road, safety, operation or capacity of the highway network to be informed by a Transport Assessment.
- vii. Measures to avoid traffic impacts on the Coldra M4 roundabout junction. Appropriate measures will be identified in consultation with SEWTRA and Welsh Government.
- viii. An internal road network built to highways standard and conform with Manual for Streets, this includes a loop road to allow for larger vehicles to navigate the network in forward gear.
- ix. The protection of Public Rights of Way and retention of green corridors. Enhancements to Public Rights of Way, where necessary.
- x. Cycle ways and shared use routes are to be incorporated onsite. Consideration is to be given to links to routes outside of the development area, in particular linking to the canal tow path from Cwm Lane.
- xi. The incorporation of any neighbourhood facilities or specialist housing provision, where required.
- xii. Incorporation of roof mounted solar and low carbon building measures onto all buildings.

### Placemaking Principles

To support the creation and enhancement of healthy, sustainable communities. Development must accord with the following principles:

- a) A mix of house types and sizes to be developed at an appropriate density.
- b) The provision of affordable housing in accordance with emerging targets, comprising a suitable mix of types and tenures to meet local needs and to be delivered through the development.
- c) The incorporation of a network of SuDs and Green Infrastructure, including the maintaining of open, natural land to the east of the site to protect designated sites.
- d) Land within the south and east of the site to form buffers with the only work occurring in these areas being for the betterment of existing assets, designations or formalisation of greenspaces, as appropriate.
- e) Integration of appropriate drainage measures into design, with matters relating to Sustainable Drainage Systems (SuDS) being subject to a separate SuDS approval process.

- f) The incorporation of satisfactory air quality measures for mitigating and/or reducing emissions from all sources associated with them, this includes routing traffic away from Air Quality Management Areas during construction and designing operational phases in a way that addresses air quality matters and the unintended consequences such as the exacerbation of traffic congestion are minimised.
- g) A strategy to encourage modal shift among future residents and users of the site, including cycle storage incorporated into the design of each dwelling and across the site.
- h) Building to zero carbon ready standards, including the use of alternative sources of heating and cooking to gas supply and incorporating energy efficiency considerations into the overall site layout and design.

7.3.2 One essential feature to the delivery of KS8 is that no built development is to occur on Candidate Site 0016, including any vehicular access across the site. Instead, parts of this site are to be incorporated into the masterplan, where appropriate, to provide land for mitigation, habitat connectivity and ensure that the impacts of development on designated sites and other constraints are limited. Further detailed assessment of constraints, including input from Natural Resources Wales will inform masterplanning to agree a developable area between all relevant parties.

## 8 Strategic Framework

- 8.1.1 The Strategic Framework outlines the strategic policies which support the implementation and delivery of the Preferred Strategy and RLDP as a whole. These seek to respond to objectives to provide policies which will be relevant for the consideration of planning applications made in Newport up to 2036.

### PS3 Sustainable Placemaking

#### PS3 Sustainable Placemaking and Design

All new development proposals will be required to make a positive contribution to sustainable places to support the high-quality design, health and well-being of communities. They will be assessed as to their contribution towards the following:

- i. High quality design, which is inclusive and accessible, meeting the full needs of existing and future communities, while protecting and enhancing the built and natural environment.
- ii. A Green Infrastructure led approach, which is informed by the Council's Green Infrastructure Assessment.
- iii. The efficient use of land, which supports a mix of uses at appropriate densities.
- iv. Meeting a range of housing needs through the appropriate mix of housing types and tenures.
- v. A plot-based approach to design, providing opportunities for small plots, including custom and self-build schemes.
- vi. Supporting active travel within communities by ensuring that streets are safe, comfortable and enjoyable and that developments offer access to public transport and range of facilities within walking distance of most residents.
- vii. Prioritising access and movement by active and sustainable transport across the city, by route and system integration, reducing dependency on private vehicles for short trips.
- viii. Encouraging economic diversification and in particular improving the vitality and viability of the city centre and district centres.
- ix. Supporting and sustaining the long-term growth of the Welsh language.
- x. Avoiding unacceptable harm to health as a result of land contamination, air quality, noise, light or flooding.

- 8.1.2 Sustainable placemaking and design is essential to delivering sustainable developments. All new developments in Newport are expected to support and achieve positive economic, social, environmental and cultural outcomes, while minimising adverse ones. These outcomes support the strategic placemaking approach outlined by Policy 2 of Future Wales and contribute to the national sustainable placemaking outcomes set out within Planning Policy Wales.

- 8.1.3 Newport City Council is a signatory of the Placemaking Charter. Policy PS3 seeks to deliver on the pledges of this charter. Policy PS3 is to be underpinned by a number of topic based policies in assessing these criterion. Each of the matters outlined by PS3 should be considered at the earliest stages of design.

- 8.1.4 Good design is integral to ensuring places can address the needs of current and future residents, this includes the protection and betterment of natural spaces for the enjoyment of communities. Newport has a rich historic built environment and local character and identity, which forms an essential part Newport's sense of place. Supporting this through design is important. Further, the consideration of a range of access needs should inform proposals, meaning that the end user is in mind at the earliest stages.

- 8.1.5 Securing a Green Infrastructure led approach to design is essential to ensuring that a existing and new network are enhanced and created to support development. Green Infrastructure also contributes the public realm and public open space, where appropriate. This is outlined in more detail in Policy PS15.

- 8.1.6 Developments should make the most efficient use of land, including the identification of a range of uses, identifying developable and undevelopable areas, and bringing forward appropriate densities. Future Wales outlines 50 dwellings per hectare as an ideal density. There may be some circumstances where this isn't appropriate and densities which fall below this should be outlined and clearly justified through schemes taking account of local circumstances. Proposals within the urban core should be seeking to achieve densities of 50 dwellings per hectare, in line with Future Wales.
- 8.1.7 Housing developments will need to support a variety of housing tenures and types to address a range of needs and contribute towards local affordable housing targets. Further, a plot-based approach has the potential to support a different types of house builders and create opportunities for self and custom build housing. Opportunities for these will need to be explored on Key and Large Sites.
- 8.1.8 Providing a mix of uses on site can have benefits of reducing the need to travel and subsequently the need to travel by car. Supporting active travel onsite will be essential to ensure modal shift, as well as connecting linkages which may exist on the periphery of development sites promoting overall access and connectivity. This includes ensuring sufficient access to existing and new walking, cycling, bus and train networks.
- 8.1.9 The vitality and viability of the City Centre, is an essential part of delivering better placemaking. Directing appropriate development towards the City Centre and District Centres is essential to ensuring services and facilities are available in these accessible locations. Commercial land uses will be promoted within these areas and the diversification of commercial land uses will be promoted in line with Policy PS9, which sets out the retail and commercial strategy.
- 8.1.10 Growing the Welsh language is a national ambition for Wales. Use of the Welsh language is growing within Newport and the design of places can support opportunities for people to engage with the Welsh language, while social infrastructure may provide learning opportunities. Developments will need to avoid impacts on access to the Welsh language.
- 8.1.11 All development will need to ensure that no unacceptable impacts on public and environmental health occur as a result of development during both construction and operational stages.

## PS4 Climate Change

### PS4 Climate Change

All development proposals must make a positive contribution towards mitigating, adapting and building resilience to the impacts of climate change. Proposals must take account of the need to:

- i. avoid development in areas assessed as being at risk of flooding and, where these locations cannot be avoided, development is to be designed in a way which minimises risks and ensures flood resilient design;
- ii. achieve low / zero carbon building development, including designing buildings in a way which minimises energy consumption and incorporates renewable, low or zero carbon energy sources, including on site energy provision;
- iii. incorporate local heat networks and low carbon heating, such as heat pumps;
- iv. adopt sustainable construction practices, including reuse or recycling of existing construction materials present on the site or using local materials;
- v. improve sustainable access through spatial design, digital connectivity and maximised sustainable travel and transport opportunities;
- vi. integrate electric vehicle charging infrastructure and Zero Emission Vehicle infrastructure onsite;
- vii. maximise Green Infrastructure opportunities as a part of nature-based solutions as a part of increasing on site resilience;
- viii. minimise, re-use and recycle waste; and
- ix. ensuring the sustainable and efficient use of energy and resources such as land, water and minerals.

8.1.12 Newport City Council declared a Climate and Ecological Emergency in November 2021. Following this the Council has developed the Climate Change Plan 2022-2027 and Local Area Energy Plan 2022. These two strategies are key documents which set out local targets, including a target for the city of Newport to be net zero by 2050 in line with the national target and for Newport City Council to achieve net zero by 2030.

8.1.13 Policy PS4 seeks to align with the Climate Change Action Plan to ensure that development in the city aligns with the targets set out within the strategy. The measures set out broadly align with goals relating to transport, flood risk, low carbon building, renewable energy and nature-based solutions. Detail relating to how these can be addressed through proposals is set out through detailed policies and key site allocations.

8.1.14 Welsh Government declared a climate emergency in 2019. As such, the latest changes to national policy and guidance reflect a priority for reducing the causes through mitigation, reducing the impacts through adaptation to and resilience against climate effects.

8.1.15 Flood risk is a concern for Newport due to its coastal context and location on the River Usk. This is something which is directly addressed by PS15. Flood risk has an integral relationship with Climate Change.

8.1.16 General resource efficiency of energy, heat and water is an essential element of good design. Minimising resource demand through new development has huge benefits, including assisting meeting UK targets to tackle climate change, reducing the need to retrofit new homes, reducing pressure on local resources such as water resources, and reducing long term running costs to individual householders. Detailed guidance referring to standards and design advice on how to achieve energy efficiency in buildings and developments is set out within the development management policies of the Plan.

- 8.1.17 Nature based solutions are considered a necessary approach in building resilience within new developments and existing communities where climate effects could be exacerbated as a result of new development. Green roofs and green walls are a design measure that can provide social and economic benefits as they: help to soften the urban environs; mitigate for the urban heat island effect; filter airborne and gaseous pollutants; help to absorb noise pollution; provide a public amenity / green space; and are aesthetically pleasing. Green roofs and walls also benefit the sustainability of the building itself by helping to regulate internal building temperatures and recycle rainwater. They can contribute to more innovative design scheme. They also contribute to green infrastructure more generally, which will help our environment adapt to the impacts of climate change and respond to the ecological emergency, as well as helping to mitigate the causes. In addition, green walls and roofs can also provide opportunities for biodiversity in buildings and provide a valuable part of a wider net gain.
- 8.1.18 To ensure that finite resources are being used in a sustainable manner, developments should where possible use secondary and recycled aggregates as part of the construction process. Wherever possible this should be done without taking materials off site. The sustainable management of minerals and waste is covered in more detail by minerals and waste policies.

### PS5 Health and Well-being

#### PS5 Health and Well-being

All development proposals should seek to maximise their positive contribution to health and well-being of existing and new communities, including the reduction of health inequalities. Negative impacts should be avoided by ensuring development is located in the most sustainable locations and supports:

- Community assets and cohesion to support well-being
- Transport and active travel
- Lifetime Homes Standards

- 8.1.19 In line with the Well-being Duty to bring forward sustainable development as set out by Well-Being of Future Generations Act 2015, spatial strategy and good placemaking, locating development in more sustainable locations forms a key part of promoting health and well-being and reducing health inequalities. For example, it is reasonable to assume that where developments are located in locations that are only accessible by the car, the likelihood of people walking to destinations is greatly decreased. This is therefore likely to lead to more inactivity in the local population.
- 8.1.20 Policy PS5 outlines three broad determinants of health, which align with the Well-being of Future Generations Act 2015 and the Marmot principles. Each can be broken down into specific measures and development proposals should seek to address each of these by positively supporting these determinants through their location or enhancements as a result of development.
- 8.1.21 Community assets and cohesion to support well-being, could include: access to existing, new or improved green and blue spaces; incorporating food-growing potential; provision or enhancement of local services and facilities that can support well-being; with all of these being easily accessible through walking and cycling routes.
- 8.1.22 Active travel is to be supported through improved opportunities and new and improved active travel infrastructure, such as well-connected transport hubs, walking and cycling routes and storage infrastructure, to enable a behaviour change towards active transport.
- 8.1.23 Lifetime Home Standards are to be incorporated into residential developments to support a built environment where housing can reflect and adapt to the needs of people throughout their lives. All development proposals should consider the accessibility needs of the end-user in line with PS1.

- 8.1.24 In some cases, it may be appropriate for large major developments to be accompanied by a Health Impact Assessment and these may be necessary for proposals where a health impact is considered to be apparent.

### PS6 Infrastructure

#### PS6 Infrastructure

To support healthy and sustainable communities, all development will need to be supported by sufficient existing or new infrastructure through provision or financial contributions towards such infrastructure, where necessary. This list is not exhaustive, but the following are infrastructure priorities that developments will be expected to provide or contribute to in order to mitigate any negative consequences of development:

- educational facilities and/or their upgrades;
- affordable housing;
- improvements to the highway network, including walking and cycling routes and public transport;
- outdoor recreation;
- protection, enhancement and management of the natural, historic and built environments;
- community facilities and/or their upgrades; and
- improvements to the public realm.

- 8.1.25 In order to mitigate the impact of development, infrastructure requirements will be secured through planning agreements and obligations. The Planning Obligations SPG will continue to provide the framework and requirements for planning obligations for new developments. The Council will negotiate planning obligations on a site-by-site basis where these are necessary to make the development acceptable in planning terms. Obligations will be directly related to the development and fairly and reasonably related in scale and kind to the development.

- 8.1.26 Balancing infrastructure needs along with viability is a key concern for the plan to address and addressing placemaking priorities through allocated sites is essential to ensuring development proposals avoid impacts and contribute towards the achievement of these objectives.

### PS7 Affordable Housing

#### PS7 Affordable Housing

To address affordable housing needs in the City, new housing developments will incorporate or contribute to affordable housing provision, supporting a mix of housing types and tenures to be delivered on or, if necessary, off-site.

Affordable homes should be dispersed throughout development.

- 8.1.27 A Local Housing Market Assessment (LHMA) is being prepared by Newport City Council. Early stages of this process have indicated a need to maximise the delivery of affordable housing tenures across Newport, specifically the social rent stock. An overarching policy position will seek to emphasise the delivery of affordable housing as a priority and policy targets will be informed by the LHMA as it develops ahead of submission to Welsh Government in 2024. The overarching policy position set out in PS7 will be supplemented by the review of development management policies.

- 8.1.28 Providing affordable housing is a priority for Newport and all new housing developments will be expected to contribute to addressing affordable housing needs.



8.1.29 Development viability is a key aspect of securing affordable housing through new developments. Viability will be considered carefully and policy targets, including those relating to individual site viability will be carefully considered taking into account identified needs and financial viability.

### PS8 Employment Land

#### PS8 Employment Land Provision

87.5ha of employment land is allocated to address the requirement for 77ha of employment land, the following sites are allocated as employment land:

- i) Celtic Lakes – 38.5 hectares for B1, B2, and B8 uses;
- ii) Celtic Springs – 3 hectares primarily for B1 use;
- iii) Gwent Europark – 16 hectares for B8 distribution uses;
- iv) Land Off Chartist Drive, Rogerstone – 2 hectares for B1, B2 and B8 uses;
- v) Celtic Business Park (St Modwen Park) – 25.9 hectares for B1, B2 and B8 uses;
- vi) Godfrey Road (Rear of Station) – 2 hectares for B1 and other commercial uses;

these allocations will be protected for employment uses, and alternative uses for the sites will be resisted.

8.1.30 The Plan makes provision for 87.5ha of employment land across a range of sites. These allocations have been informed by the Employment Land Review 2022 and further analysis of existing commitments is detailed within the Employment Land Background Paper. These allocations will be supplemented by a number of detailed policies outlining planning considerations for each of these sites, as well as policies protecting the existing employment land stock, supporting the redevelopment of Newport Docks. Detailed policies will also consider the role of the rural and foundational economies.

8.1.31 The growth strategy outlines a need to provide 8,640 new jobs to provide new economic opportunities for existing and new communities in the City. New jobs will be provided through the delivery of B Class uses on allocated employment sites and through other sectors of the economy, including through the foundational economy. Enhancing employment opportunities through new B Class land uses is likely to be able to support other objectives of enhancing self-containment. The reuse and redevelopment of existing employment land will have a key role in maintaining the City's commercial offer over the long term and in supporting growth in economic cluster sectors, such as the semi-conductor industry.

### PS9 Retail and Commercial Centres

#### PS9 Retail and Commercial Centres

Proposals for new retail, commercial, leisure, higher education, health and public service facilities are best located in a city centre and where proposals are not in the City Centre, they will be subject to an assessment of need and the sequential test.

Development will be preferentially located according to the following hierarchy of centres:

1. Newport City Centre
2. District Centres
3. Local centres
4. Out of centre sites

8.1.32 National Planning Policy sets out a need for Local Planning Authorities to take a hierarchical approach to the consideration of proposals for retail, leisure and other uses complementary to retail and commercial centres.

- 8.1.33 Newport City Centre has faced a number of challenges since the adoption of the 2011-2026 Local Development Plan. Changing shopping habits, which have been accelerated by the Covid-19 pandemic, have limited investment opportunities for the City Centre to reduce vacancies and improve the overall offer of Newport City Centre. Ongoing impacts of the Covid-19 pandemic and changing market demands continue to influence the changing role and function of the city centre.
- 8.1.34 Despite this, the City Centre has experienced some good successes through the Friars Walk development, the refurbishment of Newport Indoor Market and the opening of the first 4\* City Centre hotel. These have changed the way in which visitors use the City Centre.
- 8.1.35 Policy PS9 indicates that Newport City Centre is the principal location for retail and complementary uses. The City Centre does face competition from lower order district centres and retail parks. Competition is predominately with Newport Retail Park. The sequential test will be applied to all proposals for retail and complementary uses outside of the City Centre, as defined by the Proposals Map. This approach will be taken to support the vitality and viability of the City Centre through a mix of uses. Where retail and commercial proposals are not within a defined centre, an assessment of need is required. Assessments should be proportionate to proposals.
- 8.1.36 There may be cases, where uses are more suited to district centres in line with development management policies. As such, it may be necessary to consider whether district centre proposals are most suitably located in the City Centre when considering the requirement to demonstrate need and satisfying the sequential test.
- 8.1.37 In line with national policy, Retail Impact Assessments will be required where proposals fall on the edge, or outside, of defined centres and comprise 2,500sqm floorspace or more. There may be some circumstances where smaller proposals on the edge, or outside of centres, will be subject to a Retail Impact Assessment to assess impacts on defined centres.
- 8.1.38 Application of the assessment of need, the application of the sequential test and Retail Impact Assessment, will consider the nature and site of the activity proposed. Development should be of a scale appropriate to the retail centre within which they are located, and should contribute to or sustain the vitality and attractiveness of that retail centre within the hierarchy.
- 8.1.39 Supporting the vitality and viability of the City Centre is important for ensuring that Newport's communities can access necessary facilities. The City Centre benefits from very good public transport connectivity, which enables the City Centre to be accessible to a large number of people. The City Centre Masterplan and a City Centre placemaking plan will support the delivery of Policy PS9 and opportunities to explore new uses which could promote activity and the objectives of the Council led strategies will be encouraged through decision making.

PS10 Sustainable Transport

**PS10 Sustainable Transport**

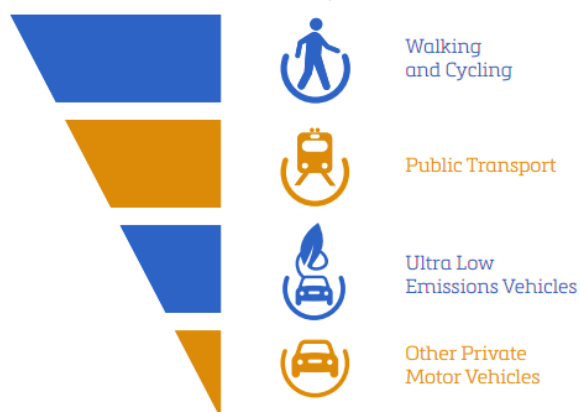
Development must seek to be sustainable transport oriented and accord with the Sustainable Transport Hierarchy by being located and designed in a way which reduces the need to travel, promotes sustainable access to a range of services and facilities, including employment, and reduce dependency on the private car. Development will need to be supported by appropriate transport measures and infrastructure and proposals will need to:

- i. be well located to reduce the need to travel to employment and other services and facilities;
- ii. prioritise walking and cycling through the safeguarding, improvement and expansion of the existing active travel network;
- iii. ensure that street design balances network efficiency with safe and comfortable access for all users;
- iv. promote accessibility to and from new development through sustainable modes of transport;
- v. enhance public transport opportunities, such as bus priority, safeguarding and enhancement of rail routes and identification of new railway stations;
- vi. prioritise transport measures and schemes in line with regional and local transport plans;
- vii. Consider the designation of transport interchanges for park and ride, park and share, and road to rail freight centres;
- viii. provide an appropriate level of parking provision for a range of parking needs, including charging infrastructure for Zero Emission Vehicles.
- ix. utilise green infrastructure for its well being and air quality benefits in place shaping;
- x. integrate with digital monitoring and systems for traffic and air quality management.

Transport Assessments, including Sustainable Travel Plans / Transport Implementation Strategies will be required in accordance with Technical Advice Note 18: Transport.

8.1.40 Decisions will be made in the context of the Sustainable Transport Hierarchy. In line with the hierarchy, development should seek to reduce the need to travel, promote active travel, support public transport and Zero Emission Vehicle infrastructure, ahead of the private car.

Sustainable Transport Hierarchy



8.1.41 Taking this approach will support the transition away from private car usage towards sustainable modes of transport and promote an integrates approach to transport and land use planning through development proposals. The policy seeks to reflect and align with the objectives of the Newport Local Transport Plan 2015 relating to safety and security, connectivity and accessibility, quality and efficiency, environment and land use and regeneration.

8.1.42 Llwybr Newydd: the Wales transport strategy 2021 prioritises bringing services to people to reduce the need to travel; enable easy

movement of people and goods through accessible, sustainable and efficient transport services and infrastructure; and encouraging people to transition towards using sustainable transport. Llwybr Newydd sets out the national framework for future regional and joint local transport plans to come forward.

- 8.1.43 Newport occupies a strategic location in the region, where the delivery of sustainable transport and transport integration should be considered in the wider context and Llwybr Newydd outlines overcoming congestion on the M4 as a key issue in South East Wales. Development proposals will need to support solutions to this issue and avoid worsening existing issues through incorporating a sustainable transport strategy in line with national priorities, as well as regional and local transport plans which build upon these priorities.
- 8.1.44 The themes of Newport City Councils Sustainable Travel Strategy have been reflected within the updated Air Quality Action Plan for Newport. This identifies how the air quality areas of emissions from transportation and new development can be mitigated in order to bring its Air Quality Management Areas (AQMAs) into sustained compliance with the air quality objective for nitrogen dioxide emissions where this has been breached historically.
- 8.1.45 A design process for transportation and new development that front loads local air quality and climate change in its delivery of positive environmental and community outcomes is essential.
- 8.1.46 Suggested thresholds set out within Annex D of Technical Advice Note 18: Transport (TAN 18) will be applied when requiring a Transport Assessment (TA), however there may be some circumstances where proposed development is in a location where the network is particularly sensitive will need to be accompanied by a TA to establish anticipated impacts of development. These provide an important basis for the preparation of Transport Implementation Strategies and Sustainable Travel Plans, which set out measures for more sustainable travel patterns. In accordance with TAN 18, Transport Assessments should incorporate Transport Implementation Strategies. In some cases, proposals falling under the thresholds for TAs set out by TAN 18 will need to be supported by a Sustainable Travel Plan as part of the planning application process. Both Transport Assessments and Sustainable Travel Plans should be proportionate to the scale and nature of proposals and any identified local transport issues.

### PS11 Transport Proposals

#### PS11 Transport Proposals

Transport proposals should seek to align with the Sustainable Transport Hierarchy and will be supported where they:

- i. provide infrastructure to support walking and cycling and expansion of the existing active travel network;
- ii. provide new and enhanced local and regional connections by public transport
- iii. support transition towards Zero Emission Vehicles;
- iv. improve road safety and reduce congestion, particularly on the m4 and strategic road networks;
- v. provide access to new development areas through sustainable transport modes;
- vi. will demonstrably result in other environmental improvements, including air quality, noise reduction, sustainable drainage and enhanced biodiversity.

- 8.1.47 Transport schemes will be supported where they result in benefits to the environment, economy, health and well-being of the community. The provision of choice of transport modes is important in achieving sustainable development, as is the integration of modes of transportation. Encouraging walking and cycling through the improvement of infrastructure and accessibility will not only have environmental benefits but also promote healthier lifestyles, contributing toward placemaking, health and well-being objectives.
- 8.1.48 As transport is a contributor to atmospheric pollution, it is therefore essential that the use of more energy efficient modes of transport is encouraged in line with the Sustainable Transport Hierarchy and go beyond this to support the transition towards zero emission vehicles, where possible. Improvements to public transport will assist in reducing traffic congestion and in hand, improve air quality and road safety.

- 8.1.49 Proposals for new road infrastructure will be required to integrate the Sustainable Transport Hierarchy and opportunities to enhance access to more sustainable modes of transport, as appropriate. New development should fully consider active and public transport infrastructure options to support shorter and longer journeys ahead of new strategic roads.
- 8.1.50 Proposals associated with delivering a South East Wales Metro network will be supported, including improvements to the corridors stretching out of the City to increase connectivity across boundaries. Specific improvements are those linked to enhancing the Newport/Cardiff A48 corridor through public transport and active travel and reinstatement of passenger services on the Caerphilly/Machen/Newport railway line. More broadly, it is anticipated that associated proposals will include those to enhance strategic bus and active travel corridors and upgrades to the existing rail network, providing improved accessibility by modes other than private car across the City and beyond.
- 8.1.51 Development Management policies will be informed by further investigations and address opportunities for the enhancement linkages between Maesglas and Coedkernew.

### PS12 Flood Risk

#### PS12 Flood Risk

Newport's coastal and riverside location necessitates that development be directed away from flood risk areas and must avoid increasing the risk of flood elsewhere. Development proposals will be considered on the basis of accordance with national guidance. Where appropriate, a detailed technical assessment will be required to ensure that the development is designed to cope with the threat and consequences of flooding over its lifetime. Nature-based solutions to manage flood risk should be prioritised.

- 8.1.52 Flood risk is a key challenge for Newport due to its coastal proximity, its location on the River Usk and the complex reën systems on the Gwent Levels. The tidal limit of the Usk extends beyond Newport's boundary making tidal and fluvial flood risk an issue for a high proportion of the Authority area. In addition to tidal and fluvial flood risk developers must also consider their effect on surface, groundwater and flood risk from artificial sources, including reservoirs and canals. Watercourses within the Internal Drainage Board (IDB) area must not be culverted and development must avoid obstructing the water course by providing a buffer zone of 12.5m minimum for reëns and 7m minimum for field ditches in order to allow on-going maintenance. It is recommended that developers seek advice and information from Natural Resources Wales, the Local Authority and Internal Drainage Board where relevant. There is a clear requirement for developers to address the issue of flood risk and flood resilience in developments in line with TAN 15: Development and Flood Risk (2004) and the emerging update to this document TAN 15: Development, Flood Risk and Coastal Erosion. Principally development will be directed away from flood risk areas, however there may be some circumstances where flood risks are apparent or where flood risks may change over time as a result of mapping which takes account of climate changes, as the Flood Map for Planning does.

- 8.1.53 Developments will need to incorporate appropriate sustainable drainage systems which comply with national standards, these are subject to approval by the Council's Sustainable Drainage Approval Body (SAB) and the layout and design of these will influence the wider layout and design of development sites. As such, it is encouraged that in cases where SAB approval is required, it is sought in concurrence with planning approval. SAB is required for developments of more than 1 home or any development where the construction area comprises 100m<sup>2</sup> or more. Development proposals may not only be at risk of flooding themselves, but may also exacerbate existing or create new flooding problems on other land or property through reductions in floodplain storage capacity or by impeding flood flows. Developers must ensure that flood flows and storage areas are not compromised. The impact of climate change and sea level rise will require continued and improved flood risk management schemes. Developments must reflect a lifetime appropriate standard of design. In the case of residential development 100 years is required and 75 years for employment, commercial and industrial development.
- 8.1.54 New developments may result in a substantial increase in surface water run-off as permeable surfaces are replaced by impermeable surfaces such as roofs and paving. As well as a consequent reduction in groundwater infiltration this can also result in risks of flooding downstream. Other consequential effects include increased pollution, silt deposition, damage to watercourse habitat and river channel instability. Developments will therefore only be permitted where the Council is satisfied that suitable mitigation measures and provision for the long term maintenance of these measures are included as an integral part of the development. All alleviation works must be detailed as part of the planning application.

### PS13 Green Wedges

#### PS13 Green Wedges

Green wedges have been identified in order to prevent coalescence between the following settlements:

- i) Newport and Cardiff;
- ii) Rogerstone and Risca;
- iii) Bettws, Malpas and Cwmbran;
- iv) Caerleon And Cwmbran.

Within these areas development which prejudices the open nature of the land will not be permitted.

An increase in size of a dwelling of more than 30% of the volume of the original size of the dwelling, or as existed in 1948, will not be approved.

- 8.1.55 Green Wedges have been designated on a common basis with the other local planning authorities in South Wales. The prime purpose of Green Wedges is to prevent coalescence between urban areas. The designation is not necessarily made on the basis of the physical quality of the landscape, but rather to maintain openness. The areas designated tend to have significant importance for their openness and for their role in maintaining the distinct identify of separate communities. Policy PS13 proposes the retention of the current designations and their boundaries, however the emergence of further technical work regarding the Green Belt and Green Wedges, including a Green Wedge Assessment, may result in amendments to these.
- 8.1.56 Planning Policy Wales sets out what is considered inappropriate development within green wedge allocations, and should be referred to for guidance.
- 8.1.57 Any application to increase the size of a dwelling by more than 30% is likely to have a negative impact on the openness of the green wedge and will not be approved.

### Green Belt Area for Consideration

8.1.58 In line with Policy 34 of Future Wales, the Replacement Local Development Plan seeks to avoid directing new development towards the area under consideration as Green Belt. The 2011-2026 LDP designated a Green Belt, the purposes of the Green Belt are:

- prevent the coalescence of large towns and cities with other settlements;
- manage urban form through controlled expansion of urban areas;
- assist in safeguarding the countryside from encroachment;
- protect the setting of an urban area; and
- assist in urban regeneration by encouraging the recycling of derelict and other urban land.

8.1.59 These purposes, set out within Planning Policy Wales ed 11, are intended to support a designation that is sustained beyond plan periods to ensure permanence, fulfilling the long term containment of urban areas. The Green Belt designation in Newport has the role of maintaining separation from the built form of Cardiff. Nonetheless, the introduction of a regional Green Belt renders the allocation of a Green Belt by the RLDP inappropriate. There is no certainty that area designated as Green Belt within the 2011-2026 LDP will form part of the regionally defined Green Belt when formally designated by the Strategic Development Plan. As such, maintaining the local principles of the existing Green Belt designation will be addressed through Green Wedge policy at the very least within the Deposit Replacement Local Development Plan and boundaries to these will be informed by the evidence base.

#### PS14 Special Landscape Areas

##### PS14 Special Landscape Areas

Special landscape areas are designated as follows within which proposals will be required to contribute positively to the area through high quality design, materials and management schemes that demonstrate a clear appreciation of the area's special features:

- i) North Of Bettws
- ii) West Of Rhiwderin
- iii) Wentlooge Levels
- iv) River Usk
- v) Caldicot Levels
- vi) Wentwood

8.1.60 Within Special Landscape Areas, priority will be given to landscape conservation and enhancement. The designation of a Special Landscape Area does not preclude development but any proposals must demonstrate that they have been designed to respect the valued characteristics of the recognised landscape as well as being in accordance with other Policies of the Development Plan. Further technical work to review SLA designations will inform any changes to the boundaries for these ahead of the publication of the Deposit Plan.

8.1.61 Developers will be required to ensure that proposals do not impact or affect the intrinsic character, quality, feature or conservation value of the Special Landscape Area. Designs will be required to be of a high standard, appropriate in scale and massing, integrated sympathetically into the landscape as well as ensuring long term management. Supplementary Planning Guidance will provide detail concerning the value, management and maintenance of the areas.

## PS15 Green Infrastructure and Biodiversity

### PS15 Green Infrastructure and Biodiversity

Development will protect and enhance Newport's green infrastructure and biodiversity assets to ensure the integrity and connectivity of this multi-functional resource is maintained and strengthened and positively managed.

Green infrastructure is key to Newport's character, distinctiveness and sense of place, and can include:

- Parks, playing fields, green play areas and open spaces
- Trees (including street trees), woodlands, hedgerows, soils and landscaping
- Strategic recreational routes, cycleways, active travel and the public rights of way network
- Sustainable drainage systems
- Growing spaces including allotments, community orchards and larger public and private gardens
- Undeveloped countryside and coastline
- Landscape, geological and heritage features which contribute to the City's setting
- Strategically important river valleys of the Usk and the Ebbw
- Biodiversity interests including designated sites and the connectivity of priority habitats and species
- Roadside verges, roundabout islands and screen planting along roads.

Protection and conservation of green infrastructure needs to be reconciled with the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into a placemaking approach; that there is a Net Benefits for Biodiversity; and how the resilience of ecosystems can be maintained. If development results in loss of diversity, extent, connectivity and condition of green infrastructure, appropriate compensation will be required.

Potential conflicts between different elements of green infrastructure should be reconciled as part of any development, and where appropriate, a Green Infrastructure Statement should set out how the layout and design of the scheme will contribute to, or be compatible with, any published local or regional Green Infrastructure Strategy.

8.1.62 Green infrastructure is defined as 'A strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation. This network of green (land) and blue (water) spaces can improve environmental conditions and therefore citizens' health and quality of life. It also supports a green economy, creates job opportunities and enhances biodiversity.' It is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural including reducing impacts of climate change, enhanced biodiversity habitat and species connectivity, providing greater opportunities for sports and recreation, contributing to the communities' health and well-being and providing visual benefits for all.

8.1.63 Management of Newport's Green Infrastructure Strategy should be in place prior to development, and appropriate planning obligations sought. The Green Infrastructure SPG will outline the extent of Newport's green and blue infrastructure and how this policy will be implemented in more detail.



- 8.1.64 Newport has a rich diversity of nature which are recognised at the international, national and local level. Those habitats and species of nature conservation interest represent important environmental resources, and the Council has a duty under various legislation including the Natural Environment and Rural Communities Act (2006), or as amended, Conservation of Habitats and Species Regulations (2017), Countryside and Rights of Way Act (2000), or as amended, and the Town and Country Planning Act (Environmental Impact Assessment) (Wales) Regulations (2017), or as amended, to ensure that they are protected from inappropriate or damaging development. National guidance sets out a clear requirement for the planning system to improve as well as protect the environment. Planning Policy Wales and Technical Advice Note 5: Nature Conservation and Planning (2009) set out this framework identifying nature conservation as an integral part of planning for sustainable development.
- 8.1.65 It is important that biodiversity and resilience of ecosystems considerations are taken into account at an early stage when considering development proposals. In accordance with the Biodiversity and Resilience of Ecosystems Duty (Section 6 Duty) introduced by the Environment (Wales) Act 2016 all reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider and economic and social needs of business and communities.
- 8.1.66 Where development is permitted, planning conditions and/or obligations will be used to protect or enhance the green infrastructure and biodiversity benefit. New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity.

#### PS16 Conservation of the Historic Environment

##### PS16 Conservation of the Historic Environment

All proposals will need to ensure the protection, conservation and/or enhancement of Newport's rich historic environment, including listed and non-listed assets.

- 8.1.67 Newport has a wide range of historically important buildings and sites. There are over 400 Listed Buildings, 15 Conservation Areas, 11 Historic Parks and Gardens, 67 Scheduled Ancient Monuments, 4 Archaeologically Sensitive Areas and over 50 square kilometres of landscape registered as being of Outstanding Historic Interest. These nationally and internationally recognised sites are complemented by a variety of locally important historic buildings and sites which this Plan seeks to protect. The protection, retention, safeguarding, conservation and enhancement of heritage assets will be sought, and where new development is proposed that affects the building or site or its setting, this should be of the highest quality.

#### PS17 Renewable Energy

##### PS17 Renewable Energy

Renewable and low carbon energy schemes will be supported. Proposals for renewable energy generating development will be subject to all of the following criteria:

- i. there would be no over-riding environmental, including on designated ecological sites;
- ii. there would be no unacceptable impact on amenity; and
- iii. there would be no unacceptable cumulative impacts in combination with existing or consented development.

Within the Local Search Areas, as shown on the Proposals Map, proposals for ground mounted solar energy generation will be permitted or supported subject to the above criteria. Proposals for other development within these areas will only be permitted where it is demonstrated that the renewable energy potential of the Local Search Area would not be undermined.

- 8.1.68 Future Wales sets out two policies relating to the development of Renewable Energy. Policy 17 relates to Renewable and Low Carbon Energy and Associated Infrastructure. This type of development is broadly supported by national government, indicating areas where new large scale wind may be appropriate in Wales and where large scale wind and solar will be inappropriate i.e. where an unacceptable impact on the environment is apparent. Policy 17 supports associated grid infrastructure improvements related to the transmission and distribution of energy. Policy 18 of Future Wales relates to schemes falling under the Development of National Significance consenting regime. These are schemes which would generate between 10MW and 350MW, which are considered and determined by Welsh Government due to their scale and significance.
- 8.1.69 A Renewable and Low Carbon Energy Assessment has been undertaken to provide an understanding of capacity for new energy production within Newport from renewable and low carbon technologies. The Assessment recommends the prioritisation of solar energy, particularly roof mounted solar on new buildings. It is anticipated that new sources of energy production up to 2036, will be predominately through the incorporation of roof mounted solar into development through low and zero carbon building design. Where standalone renewable energy projects are proposed, PS18 will be critical to the consideration of these schemes up to 10MW. Measures to retrofit roof mounted solar, or other low carbon building measures, into historic assets will be assessed in accordance with historic environment policies, and associated legislation where assets are listed.
- 8.1.70 The Assessment indicates Areas of Search for solar development and these are identified as areas where solar development is likely to be acceptable. The feasibility ground mounted solar in these broad locations should be considered prior to the proposal of renewable energy schemes in other parts of Newport.
- 8.1.71 Care will be taken in assessing proposals for renewable energy projects in sensitive, designated areas, such as areas of high landscape quality, and areas of nature conservation, or archaeological or historical importance. The Gwent Levels are recognised as an internationally important resource in terms of landscape and heritage and nationally important for ecology. Proposals which affect the special qualities of the Gwent Levels, or any other protected site, will be resisted unless it can be demonstrated that there will be no significant adverse effects.
- 8.1.72 PS18 will have relevance to a variety of different renewable energy projects, however the most common form of technologies proposed in Newport have tended to be solar and wind. Newport is outside of any pre-assessed area for wind turbines, as outline in Future Wales. This means that the Newport area has not been identified for large scale on-shore wind energy production, nonetheless proposals for new wind turbines may be appropriate if in accordance with the policy framework.
- 8.1.73 Policy 16 of Future Wales identifies Newport as a priority area for District Heat Networks, requiring the exploration and investigation into the feasibility of these. This matter will be addressed by the more detailed policies of the Plan.

## PS18 Minerals

### PS18 Minerals

The Plan will sustainably contribute towards meeting regional demand for mineral resources by:

- i. Promoting the appropriate use of secondary and recycled aggregates;
- ii. Safeguarding hard rock and sand and gravel resources from development which may preclude its potential future extraction;
- iii. Safeguarding existing and potential wharves and rail infrastructure at Newport Docks for the sustainable transportation of aggregate;
- iv. Supporting proposals for the winning and working of minerals in the regional context, whilst having appropriate regard to local constraints.

8.1.74 Both national and regional planning policy require that mineral resources are managed in a sustainable manner.

8.1.75 Land use planning policy guidance for mineral extraction and related development is set out in Planning Policy Wales (Edition 11) and supplemented by Mineral Technical Advice Note 1: Aggregate (2004) and Mineral Technical Advice Note 2: Coal (2009). Mineral planning is considered at the regional scale, the overall consideration of supply and demand for the South Wales region is carried out by the South Wales Regional Aggregates Working Party (SWRAWP). The role of the SWRAWP is to examine issues of aggregate provision and to produce a Regional Technical Statement (RTS) which sets out the strategy for the provision of aggregates in South Wales.

8.1.76 There is no current landbank in Newport and resources are limited. National Planning Policy requires local authorities to maintain a landbank to ensure levels of supply are sufficient to meet anticipated need. The RTS Second Review (RTS2) (2020), as corrected by Welsh Government Policy Clarification Letter dated 11 November 2021, requires Newport to make provision for the supply of primary land-won aggregate, specifically for Carboniferous Limestone, totalling at least 11.3 million tonnes over the RLDP period. Applications for mineral workings will be considered on a case-by-case basis, recognising that circumstances can change in the future. The RTS2 requires Newport to safeguard potential mineral resources, continue the use of marine, secondary and recycled aggregates and protect wharves and rail for the sustainable transportation of aggregate.

8.1.77 Newport currently receives land won minerals from cross boundary locations, liaising with adjoining authorities to continue to ensure an adequate supply is maintained. Newport sand and gravel wharves supply this much needed aggregate to cross boundary locations.

8.1.78 Minerals from primary sources can clearly only be worked where they occur, and in many cases the nature of the mineral is responsible for the particular characteristic of the landscape which may be worthy of protection. The Plan seeks to encourage developers to ensure the best and most efficient use of all available resources. A number of materials sometimes considered as waste are effective substitutes for natural aggregates, known as Secondary Aggregates. Such materials include power station fuel ash, steelwork slag, demolition waste, road scalpings and spent rail ballast. Increased use of secondary aggregates is encouraged wherever possible.

## PS19 Waste Management

### PS19 Waste Management

To delivery sustainable waste management in Newport, Waste will be managed in the following ways:

- i. Supporting waste prevention, reuse and the provision of facilities that use recycled or composted products
- ii. Promoting and supporting additional sustainable waste management facilities in a manner that follows the waste hierarchy and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;
- iii. Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments.

8.1.79 Planning Authorities are required by European Directives and National Guidance to ensure that waste is recovered or disposed of without harming the environment with a target of achieving net zero waste by 2050. Two key aspects of achieving this are to minimise the production of waste and the promotion of a circular economy, in line with then Waste Hierarchy.

8.1.80 In accordance with Welsh Government's TAN 21 'Waste' (2014) and the aims of 'Beyond Recycling' (2021), the Council will work with others within the South East Wales region to monitor waste arisings and capacity requirements. It will respond to identified needs by contributing towards the provision of an integrated and adequate network of waste management facilities across the region.

8.1.81 All appropriate new development should include provision for the storage, recycling and management of waste. This will encourage waste reduction, recycling, composting and separation at source in order to contribute towards meeting waste management targets.

## 9 Review of Development Management Policies

9.1 An assessment has been undertaken to consider the development management policies adopted by the Local Development Plan. This exercise seeks to build upon the Review Report to provide an indication of whether these policies will be carried forward, updated or deleted. Where policies are carried forward, they may be subject to minor changes, whereas policies which are updated will be taken forward, but amendments are likely to be made to reflect changes to national requirements or the local context. In some cases policies may have been found to have limited efficacy during the implementation and monitoring of the Local Development Plan, or in some cases, may be replaced by a different policy approach. The outcome of further work to review these policies will be presented in the Deposit Plan, where policies may be regrouped or reordered to reflect their links to the Objectives of the Replacement Local Development Plan.

General Policies		Commentary	Recommendation
GP1	Climate Change	Revision necessary to reflect spatial strategy over the extended period and to align with the Newport Climate Strategy. Opportunity to promote the policy to a strategic policy, reflecting the importance of the climate emergency.	Updated with amendments and promote the policy. Draft policy forms part of the Preferred Strategy.
GP2	General Amenity	Functioning effectively.	Carry forward with minimal changes.
GP3	Service Infrastructure	Functioning effectively.	Carry forward with minimal changes.
GP4	Highways and Accessibility	Amendments required to consider Active Travel and transport hierarchy.	Update required to reflect the transport strategy.
GP5	Natural Environment	Amendments to include signposting to enhancement requirements, Bee Friendly City status, outcome of HRA and ISA.	Update to strengthen policy, reflect changes to national planning policy, outcomes of environmental assessments and strategic policy changes.
GP6	Quality of Design	Amendments required to clearer define "Good Design," and opportunity to stress the importance of placemaking.	Update required to align policy with the strategic policy for Sustainable Placemaking and Good Design and to provide clarity to support implementation.
GP7	Environmental Protection and Public Health	Revision necessary - to reflect and provide enhanced clarity on dealing with pollution matters e.g. noise, overheating and air quality matters.	Delete, overarching policy matters to be addressed through strategic policy for sustainable placemaking and matters to be split and addressed through individual detailed policies for air quality, land contamination, overheating and noise and any other environmental health issues.
Environment Policies		Commentary	Recommendation
CE1	Routeways, Corridors and Gateways	Functioning effectively	Update to more clearly link to green infrastructure and greening of main roads and transport corridors.

CE2	Waterfront Development	Functioning effectively	Carry forward with minor amendments
CE3	Environmental Spaces and Corridors	Functioning effectively	Carry forward with minor amendments
CE4	Historic Landscapes, Parks, Gardens and Battlefields	Functioning effectively	Carry forward with minor amendments
CE5	Locally Listed Buildings and Sites	Review whether a local list is to be produced	Update to be linked to a new local list.
CE6	Archaeology	Functioning effectively	Carry forward with minor amendments
CE7	Conservation Areas	Functioning effectively	Carry forward with minor amendments
CE8	Locally Designated Nature Conservation and Geological Sites	Functioning effectively	Carry forward with minor amendments
CE9	Coastal Zone	Revisions needed to reflect Technical Advice Note 15, National Marine Plan, Shoreline Management Plan 2 and Newport Flood Risk Management.	Update with amendments to reflect changes to national and local context.
CE10	Renewable Energy	Revision necessary to reflect government and local targets, with the policy text updated to be more in line with national policy. Opportunity to promote to strategic policy as a result of incorporation of targets.	Update to reflect changes to national policy, recommendations made by the evidence base and the Newport Local Area Energy Plan. Draft policy forms part of the Preferred Strategy.
SP5	Water Resources	Functioning effectively, but there is an opportunity to consider demoting the policy or incorporating it with the strategic climate change policy.	Update to reflect the role of the policy in decision taking and possible integration with climate policy.
New	Low Carbon Building		Further consideration to be given to a low carbon building policy.
New	District Heat Networks		Further consideration to be given to a district heat network policy.
<b>Housing Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
H1	Housing Sites	Revision necessary – revised level of housing growth over new plan period in relation to housing requirement and spatial strategy.	Update to outline housing site allocations.
H2	Housing Standards	Review whether the policy can further reflect updates in design and lifetime development needs.	Updates to wording to reflect latest changes to national policy, standards and guidance.

H3	Housing Mix and Density	Revision necessary – to reflect on why the policy has not been met and whether the allocation of new development sites will require further clarification within this policy	Update required to indicate targets for different housing types and tenures, if necessary, and to reflect higher density ambitions. Changes will be made in line with the emerging Local Housing Market Assessment.
H4	Affordable Housing	Revision necessary – revised level of housing growth over new plan period in relation to housing requirement and spatial strategy. A review of site viability and previous success of commuted sum requirements.	Update to targets as informed by the emerging Local Housing Market Assessment.
H5	Affordable Housing Exceptions	Revision necessary –required greater clarification on what is local need.	Update to be informed by Local Housing Market Assessment and consideration of what is required to demonstrate local need.
H6	Sub-division of Curtilages, Infill and Backland Development	Functioning effectively	Carry forward with only minor amendments where necessary.
H7	Annexes to Residential Dwellings	Functioning effectively	Carry forward with only minor amendments where necessary.
H8	Self Contained Accommodation and Houses in Multiple Occupation	Revision Necessary – Whilst an additional SPG has been prepared, appeal decisions are not always supporting the Council's position so a review is considered timely.	Update needed and will be informed by the Housing in Multiple Occupation Research Report.
H9	Housing Estate Regeneration	Update in line with successful delivery or Alway, Ringland and Pillgwenly Regeneration schemes. Identify specific allocations if required.	Update to reflect progress and consider allocations in line with an understanding of any estate regeneration strategies.
H10	Conversions in the Countryside	Functioning effectively	Carry forward with only minor amendments where necessary.
H11	Outbuildings and Extensions to Conversions	Functioning effectively	Carry forward with only minor amendments where necessary.
H12	Replacement Dwellings in the Countryside	Functioning effectively	Carry forward with only minor amendments where necessary.
H13	Extensions to Dwellings in the Countryside	Functioning effectively	Carry forward with only minor amendments where necessary.
H14	Caravans	Functioning effectively	Carry forward with only minor amendments where necessary.
H15	Gypsy and Traveller Transit Accommodation	Revision Necessary – to reflect updated needs assessment.	Update to reflect GTAA 2021 and regional transit needs evidence base.
H16	Gypsy and Traveller	Revision Necessary – to reflect updated needs assessment.	Update to reflect GTAA 2021.

	Residential Accommodation		
H17	Gypsy and Traveller Accommodation Proposals	Functioning effectively	Update to reflect GTAA 2021.
New	One Planet Development		Further consideration to be given to a locally specific One Planet Development policy.
New	Self and Custom Build		Further consideration to be given to a self and custom build policy.
New?	Tourism Accommodation		Further consideration to be given to a policy directly related to proposals falling in to Use Classes C5 and C6.
<b>Employment Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
EM1	Employment Land Allocations	Revision Necessary. Policy to be informed by the recommendations of the Employment Land Review 2022.	Updated to reflect recommendations made by the evidence base and in line with the strategic policy for employment land. There is potential to split the policy to provide site allocation policies for those proposals where certainty of delivery is needed and constraints need to be addressed.
EM2	Newport Docks	Functioning effectively	Carry forward with potential minor amendments to reflect most up to date proposals.
EM3	Alternative uses of Employment Land	Revision Necessary - Revision Necessary. Policy to be informed by the recommendations of the Employment Land Review 2022. Revisions will reflect growth strategy; impacts of Covid-19; marketing requirements; definition of commercial leisure development; and restrictions on Change of Use of recently developed employment land.	Updated to reflect recommendations made by the evidence base and to address issues with implementation.
New	Rural Diversification		Further consideration to be given to a policy to support and control the rural economy, rural enterprises and rural diversification.
<b>Transport Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
SP16	Major Road Schemes	Amendments required to considered transport hierarchy, outcome of WG decision on M4 relief road, RLDP growth options and development allocation decisions.	Deleted to reflect changing priorities away from major road building and towards increasing capacity of other modes of movement and travel in line with the Transport Hierarchy.



T1	Railways	Functioning effectively	Update to reflect changing priorities for both local and strategic rail programmes and projects.
T2	Heavy Commercial Vehicle Movements	Functioning effectively	Carry forward with some changes needed to reflect the wider transport strategy.
T3	Road Hierarchy	Functioning effectively	Carry forward with any necessary changes to reflect wider approach to traffic management.
T4	Parking	Revision required – to reflect national policy requirements, consider boundaries of parking zones and ULEV charging implications.	Update to widen scope to address a range of parking needs, including ULEV and cycle parking within policy.
T5	Walking and Cycling	Functioning effectively	Update to identify and safeguard active travel routes and network maps.
T6	Public Rights of Way Improvement	Functioning effectively	Carry forward with minor changes where necessary.
T7	Public Rights of Way and New Development	Functioning effectively	Ca Carry forward with minor changes where necessary.
T8	All Wales Coast Path	Should this be combined with Policy T7?	Deleted to be merged with policy T7.
<b>Retailing and the City Centre Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
R1	City Centre Schemes	Revision necessary to all City Centre Retail Policies. Changes are required to reflect the changing way in which people use Newport City Centre and to address challenges, such as vacancy rates, falling footfall and pressures of out of town retail.	Update with amendments to reflect recommendations of the evidence base, and City Centre Masterplan and the emerging City Centre placemaking plan.
R2	Primary Shopping Frontage		Update required to reflect the changing spatial aspect of the Primary Shopping Area and to ensure the policy isn't overly restrictive to change.
R3	Non-Retail Uses in Secondary City Centre Shopping Areas		Update required to reflect the changing spatial aspect of the Primary Shopping Area and to ensure the policy isn't overly restrictive to change.
R4	Non-Retail Uses in Other City Centre Shopping Areas		Update to define complementary uses and commercial leisure development in line with national policy.

R5	Café Quarter		Deleted. Policy assessed by Retail and Leisure Study 2019 as having limited efficacy. Evidence proposes supporting food and beverage leisure elsewhere in the City.
R6	Retail Proposals in District Centres	Revisions to respond to health of defined centres and provide clarity relating to application of tests, in line with strategic policy.	Update to reflect strategic policy and the retail strategy.
R7	Non-Retail Uses in District Centres		Update to reflect strategic policy and the retail strategy.
R8	Small Scale Retail Proposals	Revisions to provide clarity relating to the application of policies and the management of proposals outside of the urban boundary.	Update to provide clarity on how the policy will be applied.
R9	Change of Use to Non-Retail Uses Inside Local Centres		Update to provide clarity on how the policy will be applied.
R10	New Out of Centre Retail Sites	Revision necessary to all Out of Center Retail Polices. Pressures of out of town retail on the vitality and viability of the City Centre remain apparent. Policies to be reviewed to ensure this pressure is managed and seek to address a wider range of uses in line with the retail strategy.	Update to reflect strategic policy and the retail strategy.
R11	Development of Existing Out-of-Centre Retail Sites		Update to reflect strategic policy and the retail strategy.
New	City Centre Housing Mix		Further consideration to be given to a City Centre housing mix policy to overcome an identified concentration of affordable housing of smaller housing types in the City Centre area. Any policy will be informed by the emerging Local Housing Market Assessment and the Housing Supply Review 2022.
New	Takeaways		Further consideration to be given to a policy addressing the location of food takeaways and promote the consideration of health impacts as a part of relevant proposals.
<b>Community Facilities &amp; Other Infrastructure Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
CF1	Protection of Playing Fields, Land and Buildings Used for Leisure, Sport, Recreation and Play	Functioning effectively	Update to reflect outcomes of an Open Space Assessment and any new standards set out by Fields in Trust.

Draft Preferred Strategy for Cabinet

CF2	Outdoor Play Space Requirements	Revision of calculations required to reflect revised level of housing growth over new plan period in relation to housing requirement and spatial strategy	Delete and merge with infrastructure and planning obligations policy.
CF3	Water Based Recreation	Functioning effectively	Carry forward with minor changes to incorporate requirements regarding lifeboats and leisure access.
CF4	Riverfront Access	Functioning effectively	Carry forward with minor changes to incorporate placemaking.
CF5	Usk and Sirhowy Valley Walks	Update to ensure this covers the requirement of PROW strategy	Carry forward with minor changes to incorporate other walks and placemaking.
CF6	Allotments	Functioning effectively	Carry forward
CF7	Horse Related Developments	Functioning effectively	Carry forward
CF8	Tourism	Amendments required to consider what is defined as tourism, very permissive at present possible implications from temporary accommodation from housing stock.	Update is needed to more clearly define the scope of the policy to exclude development falling into Use Classes C5 and C6.
CF9	Celtic Manor	Is a specify policy still necessary, can this be incorporated into CF8?	Delete and merge with Policy CF8.
CF10	Commercial Leisure Developments	Amendments required to consider what is defined as commercial leisure developments	Update to ensure cross over with retail and commercial policies is minimised or potential to delete if found to be sufficiently address through the changes to the retail and commercial policies.
CF11	Outdoor Leisure Developments	Functioning effectively	Carry forward.
CF12	Protection of Existing Community Facilities	Amendments required to consider what is defined as community facilities and where they are best located or how they can be protected if a private business.	Updates to clarify wording of policy and supporting text.
CF13	School Sites	Revisions will be necessary to reflect the proposed strategy.	Updates to reflect school provision required to address the strategy.
New	Utilities/ Electricity Infrastructure		Further consideration to be given to a policy directed towards addressing utilities infrastructure, specifically linked to overcoming grid capacity issues.

New	Digital Infrastructure		Consideration to be given to a policy to support the development and enhancement of digital infrastructure in line with Future Wales.
SP12	Community Facilities	Amendments required to considered what is defined as community facilities and where they are best located. There is a need to consider the purpose of the policy and what is trying to be achieved.	Policy to be retained with clarification provided in wording. Policy to be demoted to a Development Management policy, supporting the delivery of wider infrastructure objectives in line with PS6.
<b>Minerals Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
M1	Safeguarding of Mineral Resource	Revision Necessary – AMR highlighted that further training is needed every year. Review whether category 2 minerals should be safeguarded.	Update required to provide clarity regarding implementation of policy.
M2	Mineral Development	Functioning effectively	Carry forward
M3	Oil and Gas	Question whether this policy goes beyond national policy	Consideration to be given to deleting this policy.
M4	Wharves and Rail	Functioning effectively	Carry forward
<b>Waste Policies</b>		<b>Commentary</b>	<b>Recommendation</b>
W1	Sites for Waste Management Facilities	Review to ensure adequate land supply to meet requirements of PPW.	Update to bring policy wording up to date and reflect most recent legislative, local and policy contextual changes.
W2	Waste Management Proposals	Review to ensure adequate land supply to meet local requirements.	Update to bring policy wording up to date and reflect most recent legislative, local and policy contextual changes.
W3	Provision for Waste Management Facilities in Development	Functioning effectively	Carry forward

## Appendices

## 1 Supplementary Planning Guidance

Adopted SPGs	Update Required?	Priority?
Shopfront Design SPG	Yes	
Sustainable Travel SPG	Yes	Yes
Planning Obligations SPG	Yes	Yes
Affordable Housing SPG	Yes	Yes
Archaeology and Archaeologically Sensitive Areas SPG	Yes	Yes
Wildlife and Development SPG	Yes	Yes
House Extensions and Domestic Outbuildings SPG	Yes	
New Dwellings SPG	Yes	
Flat Conversions SPG	Yes	
Waste Storage and Collection	Yes	Yes
Parking Standards SPG	Yes	Yes
Housing in Multiple Occupation SPG	Yes	Yes
Security Measures for Shopfronts and Commercial Premises SPG	Yes	
Mineral Safeguarding	Yes	
Outdoor Play Space Provision	Yes	
Trees, Woodland, Hedgerows and Development Sites	Yes	
Air Quality (SPG) (Feb 2018)	Yes	
<b>New SPGs</b>		
Low Carbon Building		
Green and Blue Infrastructure		

## 2 National Context

<b>Legislative Framework</b>	
<b>Title</b>	<b>Purpose and Implications</b>
<b>The Planning (Wales) Act 2015</b>	The Planning (Wales) Act (PWA) received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. It sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The PWA addresses 5 key objectives which includes strengthening the plan-led approach to planning. The PWA strengthens the plan led approach and introduces a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDP). It is a statutory requirement for Welsh Ministers to produce a National Development Framework. Future Wales: the National Plan 2040 forms the National Development Framework. The key implication for the Local Development Plan is the need to consider a review of the LDP once new or updated version of the NDF and SDP are published or adopted to ensure all tiers of the development plan are consistent.
<b>The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015</b>	<p>Amendments to The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 were carried out in response to the outcome of the LDP refinement exercise and aims to simplify certain aspects of the LDP process. The amended Regulations:</p> <ul style="list-style-type: none"> <li>• remove the statutory requirement to advertise consultation stages in the local press;</li> <li>• allow local planning authorities to make revisions to the LDP where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;</li> <li>• eliminate the need to call for, and consult on, alternative sites following the deposit consultation;</li> <li>• and make minor and consequential amendments.</li> </ul> <p>The amended LDP Regulations came into in 2015 along with updates to Planning Policy Wales and The Development Plan Manual, which are now on their 11<sup>th</sup> and 3<sup>rd</sup> editions, respectively and support the preparation of the Local Development Plan.</p>
<b>The Well-being of Future Generations (Wales) Act 2015</b>	<p>The Well-being of Future Generations (Wales) Act 2015 (WBFGA) seeks to put sustainable development at the heart of Government and public bodies. This is to be achieved by improving the social, economic, environmental and cultural well-being of Wales. Through the application of seven well-being goal, the WBFGA requires:</p> <ul style="list-style-type: none"> <li>• public bodies to consider the long-term,</li> <li>• to work with people and communities and each other,</li> <li>• look to prevent problems and take a more joined-up approach.</li> </ul> <p>The WBFGA requires the Local Development Plan to consider the outcomes of Local and Regional Well-being Plans. Sustainability is a core principle of the LDP and there will be clear links between the LDP and Well-being Plan.</p>
<b>The Environment (Wales) Act 2016</b>	The Environment (Wales) Act 2016 received Royal Assent in March 2016 and sits alongside both the PWA and WBFGA in promoting the sustainable use, management, and development of Welsh resources. The Environment (Wales) Act introduces new legislation for the environment and provides an iterative framework which ensures that managing Wales’ natural resources sustainably will be a core consideration in decision-making. The Act also requires Welsh Government to produce a Natural Resources Policy that sets out the priorities, risks, and opportunities for managing Wales’ natural resources sustainably.
<b>Historic Environment (Wales) Act 2016</b>	The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act has three main aims: to give more effective protection to listed buildings and scheduled monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment. The Act provides effective protection to listed buildings and scheduled ancient monuments; it improves the sustainable management of the historic environment and introduces greater transparency and accountability into decisions taken on the historic environment.
<b>Public Health (Wales) Act 2017</b>	The Public Health (Wales) Act 2017 received Royal Assent in July 2017. The Act makes changes to the law in Wales to improve health and prevent avoidable health harms. Some of the relevant changes in the Act include the production of a national strategy on preventing and reducing obesity and a requirement to undertake Health Impact Assessment (HIA) on key decisions including Local Development Plans forms part of the Integrated Sustainability Appraisal.



<b>National Policies and Strategies</b>	
<b>Title</b>	<b>Purpose and Implications</b>
<b>Planning Wales Technical Policy and Advice Notes</b>	<p>Planning Policy Wales Edition 11 (PPW) was published in February 2021 and forms the fourth update to PPW since the adoption of the LDP in January 2015. Most recently, PPW was redrafted to address the implications of the publication of Future Wales: The National Plan 2040 and ensure integration between the highest tiers of national planning policy. PPW sets out the land use planning policies, key planning principles and overarching national sustainable placemaking outcomes for Wales. Consultation on targeted changes to clarify policy around Net Benefit for Biodiversity and resilience of Ecosystems closed on 31 May 2023 and updates are expected to come into force during late 2023.</p> <p>Since the adoption of the LDP, the following changes have been made to Technical Advice Notes (TAN) and Mineral Technical Advice Notes (MTAN) in Wales:</p> <p>TAN 1: Joint Housing Land Availability Studies was revoked by WG in March 2020.</p> <p>TAN 4: Retail and Commercial Development was updated in November 2016.</p> <p>TAN 8: Planning for Renewable Energy was revoked by WG in February 2021.</p> <p>TAN 11: Noise is being updated to incorporate air quality and soundscape guidance, consultation on changes closed on 20 January 2023.</p> <p>TAN 12: Design was updated in March 2016.</p> <p>TAN 14: Coastal Planning was updated in November 2021. Further updates will see TAN 14 combined with TAN 15 consultation responses are being reviewed.</p> <p>TAN 15: Development and Flood Risk was updated in November 2021. Further updates are coming forward to incorporate TAN 14 Coastal Planning and consider the flood impacts of Climate Change to form TAN 15: Development, Flooding and Coastal Erosion. Consultation on further amendments closed on 17 April 2023.</p> <p>TAN 20: Planning and the Welsh Language updated in October 2017.</p> <p>TAN 21: Waste updated in February 2017.</p> <p>TAN 24: The Historic Environment was produced in May 2017.</p> <p>Current work is being undertaken on reviewing intensive agriculture.</p>
<b>Future Wales</b>	<p>Welsh Government published Future Wales: The National Plan 2040 (Future Wales) in February 2021 and it forms the highest tier of development plan in Wales. Future Wales comprises the National Development Framework and sets out the 20-year spatial framework for land use in Wales, providing a context for the provision of new growth. It concentrates on development and land use issues of national significance which the planning system is able to influence and deliver. Future Wales replaces the Wales Spatial Plan which was revoked following publication of Future Wales. Within Future Wales Newport is identified as a National Growth Area. The Policy notes that Welsh Government supports Newport as the focus for regional growth and investment and supports an increased strategic role in the region. It goes on to state that Strategic and Local Development Plans across the region should recognise Newport as a focus for strategic housing and economic growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure; and consider how they can support and benefit from Newport's increased strategic regional role. The Welsh Government will work with authorities within the region and in England to promote Newport's strategic role and ensure key investment decisions in Wales and England support Newport. The inclusion of Newport as a Centre of National Growth is a significant boost for the city.</p>
<b>Welsh National Marine Plan</b>	<p>The Welsh National Marine Plan (WNMP) was adopted on 12 November 2019. It is the first marine plan for Welsh seas and covers the inshore and offshore marine plan areas for which Welsh Ministers are the marine planning authority. The WNMP sets out the Welsh Minister's policies for the sustainable development of Wales' seas. The Plan will help manage increasing demands for the use of our marine environment, encourage and support the economic development of marine sectors at appropriate locations and incorporate environmental protection and social considerations into marine decision making. Due to Newport's coastal location, the WNMP is a key consideration.</p>

<p><b>Natural Resources Policy</b></p>	<p>In line with the Environment (Wales) Act 2015 the Welsh Government produced a Natural Resources Policy (NRP) in August 2017. The focus of the NRP is the sustainable management of Wales' natural resources, to maximise their contribution to achieving goals within the Well-being of Future Generations Act. The NRP sets out three National Priorities: delivering nature-based solutions, increasing renewable energy and resource efficiency, and taking a place-based approach. The NRP also sets the context for Area Statements produced by Natural Resources Wales (NRW), ensuring that the national priorities for sustainable management of natural resources inform the approach to local delivery. Local Planning Authorities must have regard to the relevant Area Statement in Local Development Plans.</p>
<p><b>The National Strategy for Flood and Coastal Erosion Risk Management in Wales</b></p>	<p>In line with the Flood and Water Management Act (2010), Welsh Government has produced its second national strategy on flood and coastal erosion risk management (FCERM) (October 2020). The strategy sets out how the Government intend to manage the risk and sets objectives and measures of all partners, including NCC, for the next ten years. The LDP will take a risk based approach to the consideration of flood risks and consequences.</p>
<p><b>Llwybr Newydd: the Wales transport strategy 2021</b></p>	<p>Welsh Government published Llwybr Newydd: the Wales transport strategy in March 2021 (WTS). The overarching vision for the strategy is to achieve 'An accessible, sustainable and efficient transport system'. The WTS is a statutory document required by the Transport (Wales) Act 2006 (The Act). The strategy covers all modes of transport, setting out the government's strategic priorities and desired outcomes, providing a link to wider priorities as well as plans at the local authority level.</p>
<p><b>Building Better Places (July 2020)</b></p>	<p>The Welsh Government published 'Building Better Places: Placemaking and the Covid-19 Recovery' in July 2020. The document sets out the planning policy priorities to assist in acting in the recovery period after the Covid-19 pandemic. The objective is that the planning system is centre stage in the consideration of built and natural environment issues that have arisen from the pandemic. The paper highlights the existing policies and tools to use for planners towards their aim of better places to live work and relax in. The importance of our environments has been emphasised through this crisis and although the system should do all it can to support economic recovery, this is not to be at the expense of environmental and social factors; the placemaking agenda is to be embraced by all involved in the planning system.</p>
<p><b>Net Zero Wales Plan for Carbon Budget 2 (2021 – 2025)</b></p>	<p>Welsh Government published Net Zero Wales Plan for Carbon Budget 2 (2021 – 2025) (NZW) in September 2022. NZW is a strategy for achieving net zero targets over a five-year period through breaking down targets and identifying initiatives, including a number of land use based initiatives relating to Welsh Government policy, decision making and land holdings.</p>
<p><b>Nature Recovery Action Plan for Wales 2020-2021</b></p>	<p>Welsh Government refreshed the Nature Recovery Action Plan (NRAP) in 2020. It forms the biodiversity strategy and action plan for Wales. The refresh takes into account the growing evidence around the scale of the loss of biodiversity and the changing policy context in Wales.</p>
<p><b>Roads Review Report February 2023</b></p>	<p>Welsh Government appointed an independent panel to review investment into road schemes and make recommendations for future road investment in Wales. The final report was published in February 2023 and sets out a series of principals for future investment, which have relevance when considering new developments and implementing the development plan and WTS.</p>

### 3 Regional Context

<b>Other Regional Strategies and Programmes</b>	
<i>Western Gateway</i>	In November 2019, the Western Gateway was formally launched as a strategic partnership promoting and maximising economic growth across South Wales and the West of England to create jobs, boost prosperity and support the universities and businesses of the region.
<i>Natural Resource Wales Area Statements</i>	Natural Resources Wales (NRW) is required to prepare Area Statements under section 11 of the Environment (Wales) Act, 2016. These are developed to help facilitate the implementation of the National Natural Resources Policy (NNRP) and build on the evidence set out in the State of Natural Resources Report (SoNNAR). The South East Wales Area Statement (SEWAS) was published on 1 April 2020. It has taken a landscape scale approach considering where and why ecosystem resilience is needed in terms of the special and distinctive landscape areas of South East Wales. The SEWAS has been produced to inform planning and helps stakeholders consider different ways of working together to meet the four strategic themes: 1. Linking our landscapes – identifying local opportunities for protected sites, natural and built environments to contribute towards resilience of wider priority habitat networks in the region; 2. Climate Ready Gwent – identifying landscape and regional scale opportunities and collective interventions for climate adaptation and mitigation which enhance local ecosystems and community resilience; 3. Healthy Active Connected – identifying opportunities and collaborative interventions that protect and improve health and well-being, 4. Ways of Working – identifying the benefits of strategic regional collaboration and identifying that need to be done at a regional scale to maximise local delivery and natural resource benefits.

## 4 Local Context

Other Plans and Strategies
<p>The Newport Economic Growth Strategy (EGS) adopted in 2015, commits to a ten-year vision and framework for building Newport's economy. Since 2015, Newport has become a more competitive city with a growing influence in high value sectors, having developed a multitude of training and development routes for future workers. The City is experiencing a rapidly expanding tourism sector. Newport has a pivotal role in the success of both the Cardiff Capital Region and Western Gateway Partnerships. The Economic Growth Strategy, refreshed in February 2020, was updated to ensure that Newport is maximising opportunities to enable and facilitate growth as well as complimenting the ongoing physical regeneration of the City. A recovery addendum (2020) for the EGS was produced by the Council in June 2020 to set out how the Council will support the city's economic stability and growth in the wake of the coronavirus pandemic.</p>
<p>The Newport City Centre Masterplan (2019 – 2029) sets out the Council's strategic framework for city centre regeneration. This was updated in 2019 to reflect the progress made to date and a new vision and set of priority projects had been approved.</p>
<p>The requirements of the Active Travel Act 2013 have meant the Council has undertaken a series of existing and integrated Route Maps, which form part of the Local Development Plan Evidence Base. This national action plan sets out the Welsh Government vision and how this cultural shift towards prioritising active travel is undertaken e.g. through developments, planning policy, planning obligations etc.</p>
<p>The Waste Strategy for Newport (2019-2025) was adopted in February 2020 and this sets out the objectives, action plans and monitoring programme to ensure all elements linked to improved recycling are strategically driven and robustly monitored. A land use based action includes the provision of new facilities such as Household Waste Recycling centres.</p>
<p>The Biodiversity and Resilience of Ecosystems Duty Report 2019 is a requirement of the Environment (Wales) Act 2016 and it outlines how the organisation has addressed its biodiversity duty and consequently achieves Well-being objectives and Nature Recovery Plan objectives. The report shows a positive approach and highlights those projects and ambitions for future working. An aim of the Council, and PSB, is to develop a Newport-wide Green Infrastructure Plan. The Local Development Plan is supported by a Green Infrastructure Assessment.</p>
<p>Newport has 11 Air Quality Management Areas (AQMA) and an SPG was adopted in 2018 to ensure that air quality impacts are adequately dealt with through the planning application regime. The work being undertaken by WG on revising Technical Advice Note 11 and the new development allocations consider impacts on air quality at the strategic scale. A new Air Quality Action Plan will be developed by the Council. The publication of the Clean Air Plan for Wales: Healthy Air, Healthy Wales (2020) clearly establishes this topic as a concern.</p>
<p>Flood risk is a key concern for the Newport area, and one type of water management that the planning system can influence is the Sustainable Drainage (SuDS) solution for new developments. The Flood and Water Management Act (2010) established the creation of Sustainable Drainage Approval Body (SAB) in local authorities. The legislation gives those bodies statutory responsibility for approving and in specified circumstances, adopting the approved drainage systems. From 7 January 2019, all new developments of more than 1 dwelling house or where the construction area is more than 100m2, require SuDs for surface water. From this date onwards, SuDs on new developments must be designed and built in accordance with Statutory SuDs Standards and must be approved by the local authority SAB before construction work begins. SAB and the Local Planning Authority site alongside one another with different roles and responsibilities which have been considered.</p>
<p>Newport Destination Management Strategy and Action Plan recognises Newport's strengths and addresses Newport's weaknesses as a destination, identifying key actions needed to improve the visitor experience, as well as on-going actions which underpin this. Tourism is vital to Newport's economy, which has seen a transformational shift in jobs from heavy industry and manufacturing to jobs in the public sector and service industries, of which tourism is a crucial sector representing about 5 % of the total workforce. The importance of sports and tourism and events to Newport continues to increase with the draw of the Newport International Sports Village, National Velodrome, improved Rodney Parade facilities, the International Convention Centre, and the Ryder Cup venue at the Celtic Manor.</p>

## 5 Evidence Base and Supporting Documents<sup>5</sup>

<b>Regional Evidence Base Documents</b>
Larger than Local Employment Study, April 2020
Regional SFCA Stage 1 Report, JBA, November 2022
Regional Renewable and Low Carbon Energy Report, Carbon Trust, December 2020
<i>Green Belt and Green Wedge Study</i>
<i>Gypsy Traveller Transit Needs Assessment</i>
<i>Regional Housing Needs Assessment</i>
<b>Local Evidence Base Documents</b>
Demographic Study, Edge Analytics, September 2022
Employment Land Review, BE Group, February 2022
Candidate Site Register, October 2023
Retail and Leisure Study 2019, Nexus, November 2019
Retail and Leisure Study Supplementary Report, Nexus, July 2023
Urban Capacity Study, Lambert Hampton Smith, April 2022
Housing Supply Review, Lambert Hampton Smith, April 2022
Newport Renewable and Low Carbon Energy Report, November 2019
Green Infrastructure Assessment, CBA, February 2022
Minerals Report, June 2023
<i>Plan Wide Viability Assessment</i>
<i>Housing in Multiple Occupation Research Report</i>
<i>Gypsy Traveller Accommodation Assessment</i>
<i>Local Housing Market Assessment</i>
<i>Infrastructure Delivery Plan</i>
<i>Transport Modelling Assessment</i>
<b>Background Papers</b>
Site Assessment Report
Employment Land Background Paper
Spatial Strategy and Urban Boundary Review
Formulating the Growth Strategy
Settlement Assessment (Village Appraisal)
Housing Supply Background Paper
Issues, Vision and Objectives Background Paper
Retail and Leisure Background Paper
Health Background Paper
Community Infrastructure and Planning Obligations Background Paper
Climate Change Background Paper
Waste Background Paper
Transport Background Paper
Minerals Background Paper
Renewable Energy Background Paper
Historic Environment Background Paper
Flood Risk Background Paper
Green Infrastructure and Biodiversity Background Paper
<i>Public Open Space and Sports Leisure Background Paper</i>
<i>Housing Policies Background Paper</i>
<i>Rural Communities Policy Background Paper</i>
<i>Landscape Background Paper</i>

<sup>5</sup> Those in Italics will be published with the Deposit Plan. This is not a definitive list, and as such the need for additional evidence may emerge as a result of the Preferred Strategy consultation.

## 6 Acronyms and Abbreviations

AMR – Annual Monitoring Reports

CCR - Cardiff Capital Region

CS – Candidate Sites

CSR – Candidate Sites Register

Future Wales – Future Wales: The National Plan 2040

HRA – Habitats Regulations Assessment

ISA – Integrated Sustainability Appraisal

LDP – Local Development Plan

PPW – Planning Policy Wales

PSB – Public Service Board

RLDP – Replacement Local Development Plan

SAC – Special Area for Conservation

SDP – Strategic Development Plan

SEWSPG – South-East Wales Strategic Planning Group

SPA – Special Protection Area

SPG – Supplementary Planning Guidance

SSSI – Site of Special Scientific Interest

TAN – Technical Advice Note

ULEV – Ultra Low Emissions Vehicles

WG – Welsh Government