

## **New Sites Proposed by Representators to be included in the LDP**

### **RAS(N)003 Pound Hill Coedkernew**

#### **Proposed – Gypsy and Traveller Transit Accommodation**

Current LDP Allocation – Countryside and Green Wedge

We can find no attributes to support the proposed use of the site at Pound Hill as a gypsy and traveller transit site. The site is currently designated as Countryside and Green Wedge. It is also outside the settlement area marked on the current LDP.

The proposed site is adjacent to a dual carriageway and the M4 motorway, which falls outside of the criteria for shortlisting of gypsy and traveller sites. Access on and off the A48 is wholly unsuitable for towing vehicles, particularly given the high accident rate on this dual carriageway over the years.

The site is also not on level land and unsuitable for large, heavy vehicle to access.

We understand there is no public sewer connection on the site so the siting of septic tanks would be needed.

Notwithstanding the fact that the local primary school in Marshfield is already oversubscribed, the school does not offer the necessary provision for the needs of the children from gypsy and traveller communities.

The immediate area is also lacking in the necessary amenities such as grocery shops, pharmacy,

We do not believe the land to be owned by Newport City Council, making any proposed development slow and expensive.

### **RAS(N)007 Land near Peterstone Lake Golf Club**

#### **Proposed – Gypsy and Traveller Residential Accommodation**

Current LDP Allocation – Countryside, Special Landscape Area, Archaeological Sensitive Area, Undeveloped Coastal Zone, part Green Wedge and part Green Belt.

We can find no attributes to support the site identified as Land Near Peterstone Lake Golf Club as a gypsy and traveller residential site. Without an exact location, specific comment is difficult however the nature of this area would make it isolated from the necessary amenities such as grocery shops, pharmacy, dentist and post office. Public transport does not serve this location making this site wholly unsuitable as a gypsy and traveller residential site.

The site is currently designated as Countryside Special Landscape Area, Archaeologically Sensitive Green Wedge and undeveloped coastal zone which emphasises the unsuitability of this proposal. It is also outside the settlement area marked on the current LDP. This site is also in close proximity to the sea wall and falls within the flood risk area.

Notwithstanding the fact that the local primary school in Marshfield is already oversubscribed, the school does not offer the necessary provision for the needs of the children from gypsy and traveller communities.

The road network to this site is unsuitable for both the additional volume and type of traffic associated with a gypsy and traveller site.

We do not believe the land to be owned by Newport City Council, making any proposed development slow and expensive.

#### **RAS(N)016 Tredegar House Caravan Park**

##### **Proposed – Gypsy and Traveller Transit Accommodation**

Current LDP Allocation – Conservation Area and Special Landscape Area

Marshfield Community Council would oppose in principle the inclusion of a gypsy and traveller site at Tredegar House Caravan Park.

The site is privately leased by the Caravan Club from the National Trust and is a popular and fully utilised facility for private campers and tourists, who bring revenue to the local area. The site is a profitable going concern, providing local employment.

The site is accessed from the public highway via the grounds of Tredegar House, which is National Trust owned land, frequented by local members of the public and tourists. There is no direct access to the site from the public highways.

Marshfield Community Council believes that conversion of this site to a gypsy and traveller site would (i) result in lost jobs for employees of the existing site, (ii) adversely affect the attraction of tourism to the local area and thereby result in lost revenue to the local area, (iii) increased traffic flow of commercial vehicles through National Trust parkland would pose an increased road safety risk to local members of the public and tourists.

Marshfield Community Council requests that this proposed site is removed from the revised Local Development Plan.

#### **RAS(N)018 Land close to Broadstreet Common, Peterstone**

##### **Proposed – Gypsy and Traveller Transit Accommodation**

Current LDP Allocation – Countryside, Special Landscape Area, Archaeological Sensitive Area, Undeveloped Coastal Zone, part Green Wedge and part Green Belt.

We can find no attributes to support the site identified as Land close to Broadstreet Common, Peterstone as a gypsy and traveller transit site. Without an exact location, specific comment is difficult however the nature of this area would make it isolated from the necessary amenities such as grocery shops, pharmacy, dentist and post office.

The site is currently designated as Countryside Special Landscape Area, Archaeologically Sensitive and most importantly a Green Wedge area. It is also outside the settlement area marked on the current LDP. This site is also in close proximity to the sea wall and falls within the flood risk area.

Notwithstanding the fact that the local primary school in Marshfield is already oversubscribed, the school does not offer the necessary provision for the needs of the children from gypsy and traveller communities.

The road network to this site is unsuitable for both the additional volume and type of traffic associated with a gypsy and traveller site especially a transit site.

We do not believe the land to be owned by Newport City Council, making any proposed development slow and expensive.

#### **RAS(N)020 Ty Mawr Lane, Marshfield**

##### **Proposed – Residential Development or Community Related Uses**

Current LDP Allocation – Countryside, Special Landscape Area, Archaeological Sensitive Area and Green Wedge.

In principle we would object to such a proposed development in Marshfield as a residential site for the following reasons:

The site is currently designated as Countryside Special Landscape Area, Archaeologically Sensitive and most importantly a Green Wedge area, which would preclude further development. It is also outside the settlement area marked on the current LDP. We do not support development of Green Wedge when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

This site is also very close to the sea wall and should tidal flooding ever occur would almost certainly be affected.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment would add further strain on the resources. This would also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

The road system in Marshfield is also already congested especially in rush hour and around school drop-off and pick up times, and putting a further residential site in the area would only exacerbate the situation.

There are precious few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. Adding more residents to the area would not be beneficial. There is a recognised shortfall of leisure/play space within the Marshfield Ward of 6.79 ha.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

In principle we would welcome any developments in Marshfield that are genuinely for Community purposes as there is a definite shortage of such areas within our village.

#### **RAS(N)028 Land at Blacktown, Marshfield**

##### **Proposed – Residential Development**

Current LDP Allocation – Countryside, Special Landscape Area, Archaeological Sensitive Area and Green Belt.

In principle we would object to such a proposed development in Marshfield as a residential site for the following reasons:

The site is currently designated as Countryside Special Landscape Area, Archaeologically Sensitive and most importantly a Green Belt area, which would preclude further development. It is also outside the settlement area marked on the current LDP. We do not support development of Green Wedge when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

This site is very large, almost as large as 2 existing estates (Mallards Reach & Meadows combined) and if developed for residential purposes would conceivably add 200 or more houses in an already overcrowded village. This could take a village of approximately 1500 people to 2300 (allowing for 4 people per house). A development of this size would cause a massive change in the dynamics of the village and would entail many areas requiring improvement and investment.

The local school in Marshfield is already oversubscribed and putting such a large amount of new residential dwellings in the catchment would add massive strain on the resources. It could potentially require the school to be increased by 30% and. This would also in the future add strain on the current secondary school Bassaleg, which is near capacity.

This would add strain on the local sports and playground facilities in the area, which are already inadequate for the number of residents. There is a recognised shortfall of leisure/play space within the Marshfield Ward of 6.79 ha.

The road system in Marshfield is also already congested especially in rush hour and around school drop-off and pick up times, and putting a new large residential site in the area would only exacerbate the situation.

There are precious few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. Adding more residents to the area would not be beneficial. There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

### **RAS(N)033 Former Poultry Plant, Castleton**

#### **Proposed – Residential Development**

Current LDP Allocation – Countryside, Special Landscape Area and Green Wedge.

The site is designated as Green Wedge, Special Landscape and Open Countryside, and the residential development of Brownfield sites within the Local Development Plan would be more suitable. However, we recognise that the proposed residential development of this site would have significantly less impact to local residents than when the site was operational as a poultry plant, or if the site were to be reinstated for industrial/commercial use.

However, whilst we are not wholly opposed to residential development on this site, we do have the following concerns:

Access to the site is via a privately owned road. This road already has 5 dwellings off it, plus rear access to a 6<sup>th</sup> property. The design guide for infill properties specifies private driveways should only have access to 5 dwellings, and should be of an adoptable standard.

Traffic on Marshfield Road is already a big concern, particularly around school pick up and drop off times, and further traffic would impact on child and parent safety, especially with the newly located playgroup, Marshfield Monkeys, situated at the entrance to the site.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment, without investment in expanding school facilities, would add further strain on the resources. This would also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

There are precious few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. There is also a recognised shortfall of leisure/play space within the Marshfield Ward of 6.79 ha.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

### **RAS(N)039 Gelli Bach, Marshfield**

#### **Proposed – Residential Development**

Current LDP Allocation – Countryside, Special Landscape Area and Green Wedge.

In principle we would object to such a proposed development in Marshfield as a residential site for a number of reasons:

The site is currently designated as Countryside, Special Landscape Area and most importantly Green Wedge, which would preclude further development. It is also outside the settlement area marked on the current LDP. We do not support development of Green Wedge when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment would add further strain on the resources. This would also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

This development would add strain on leisure facilities in the area, which it has already been identified are inadequate for the number of residents in Marshfield and Castleton. There is a recognised shortfall of leisure/play space within the Marshfield Ward of 6.79 ha.

Access to the site is via a privately owned road. This road already has 5 dwellings off it, plus rear access to a 6<sup>th</sup> property. The design guide for infill properties specifies private driveways should only have access to 5 dwellings, and should be of an adoptable standard. The private access to this site is unsuitable for the intensification of vehicular traffic that the likely residential development of a site of this size would produce.

There are precious few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

#### **RAS(N)040 Bakery Lane, Marshfield**

##### **Proposed – Residential Development**

Current LDP Allocation – Countryside, Special Landscape Area and Green Wedge.

In principle we would object to such a proposed development in Marshfield as a residential site for a number of reasons:

The site is currently designated as Countryside, Special Landscape Area and most importantly a Green Wedge area, which would preclude further development. It is also outside the settlement area marked on the current LDP. We do not support development of Green Wedge when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment would add further strain on the resources. This could also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

The road system in Marshfield is also already congested especially in rush hour and around school drop-off and pick up times, and putting a further residential site in the area would only exacerbate the situation.

The drainage facilities in Marshfield are at a capacity – further development cannot be supported in the area without significant infrastructure costs.

There are few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. Adding more residents to the area would not be beneficial.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

#### **RAS(N)050 Cambrian Drive, Marshfield**

##### **Proposed – Residential Development**

Current LDP Allocation – Countryside, Special Landscape Area, Archaeologically Sensitive Area and Green Wedge.

We object to the proposed residential development of this site:

The site is currently designated as Countryside, Special Landscape Area, Archaeologically Sensitive Area and most importantly a Green Wedge area, which would preclude further development. It is also outside the village settlement boundary. We do not support development of Green Wedge when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment would add further strain on the resources. This could also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

The road system in Marshfield is also already congested especially in rush hour and around school drop-off and pick up times, and putting a further residential site in the area would only exacerbate the situation.

The drainage facilities in Marshfield are at a capacity – further development cannot be supported in the area without significant infrastructure costs.

There are few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. Adding more residents to the area would not be beneficial. There is also a recognised shortfall of leisure/play space within the Marshfield Ward of 6.79 ha.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

#### **RAS(N)055 Former Garden Centre, Castleton**

##### **Proposed – Residential, Retail, Business, Leisure or Tourism Development**

Current LDP Allocation – Countryside and Green Wedge.

In principle we would agree to the proposed use of this site for retail, business, leisure or tourism, or indeed as a Care Home as shown in the planning application already submitted for the site.

The site was previously occupied as a Garden Centre open to the public with infrastructure to support vehicle movement and these changes of use would make good use of this now redundant space.

There is we believe a demand in the area for Care Home Facilities.

Our two concerns are the general lack of amenities in the area, stretched further by these plans and the traffic flows in and out of the site. We would request that the developers of the site look to support improving local amenities, especially for the elderly and a comprehensive review is undertaken to ensure the flows from and to the very busy A48 are considered safe.

We would not agree to proposed residential development of the site for the following reasons:

Development of Green Wedge for residential use when brown field sites are still available and the housing requirement for Newport does not necessitate using Green Wedge.

The local school in Marshfield is already oversubscribed and putting extra residential dwellings in the catchment would add further strain on the resources. This could also potentially in the future add strain on the current secondary school Bassaleg, which also is near capacity.

The road system in Marshfield is also already congested especially in rush hour and around school drop-off and pick up times, and putting a further residential site in the area would only exacerbate the situation.

The drainage facilities in Marshfield are at a capacity – further development cannot be supported in the area without significant infrastructure costs.

There are few local amenities, one pub, one small shop and no doctors' surgery, dentist or pharmacy. Adding more residents to the area would not be beneficial.

There are only limited public transport routes in Marshfield, with a few infrequent buses daily.

## **Sites Proposed for deletion from the LDP**

### **RAS(D)002 Coedkernew Railway Station**

#### **Proposed Deletion – Delete Railway Station Allocation**

We object in principle to the deletion of the proposal to site a new train station at Coedkernew.

The presence of such a station would assist in easing the already overburdened road infrastructure in the area, an issue again being reviewed as part of the alternative M4 route south of Newport now being discussed and recently opened to public scrutiny.

A station at this site would assist local business in respect of the workforce and also the community in making travel easier between the immediate area and the larger conurbations of Cardiff and Newport and indeed through links, to a much wider geographical area serviced by the rail network as a whole.

A local station would assist in encouraging development of the business community in the Coedkernew area and assist in the development of the site already established at Celtic Way and the proposed extension for the Duffryn Employment site also commented upon in reference RAS(D)005.



The station would be of benefit to the local community not only in Duffryn but also directly to the residents of Marshfield and Castleton where public transport is already severely limited.

The development of a train station at this site would be of benefit to both business and social life in the immediate area and be conducive to growth and prosperity.

#### **RAS(D)005 Duffryn Employment Site**

##### **Proposed Deletion – Delete Employment Site Allocation**

Marshfield Community Council would object in principle to the deletion of the proposal for the development of the Duffryn employment site.

The site is adjacent to the Imperial Park development and is serviced by a road infrastructure that is already in place.

The immediate area is already the subject of industrial use and as such further development would not be out of character with that already existing in the vicinity.

The development would aid in bringing much needed business development to an area already designated for such use.

Use of the site for employment purposes would complement the development of a train station being sited at Coedkernew as per the proposed deletion reference RAS(D)002 which is also opposed by MCC.

#### **RAS(D)027 Celtic Way Gypsy and Traveller Transit Site**

##### **Proposed Deletion – Delete Gypsy and Traveller Transit Accommodation Allocation**

We support the deletion of the gypsy and traveller transit allocation for the following reasons:

The proposed site is located adjacent to a prestigious industrial park, owned by the Welsh Government, which is actively being promoted to attract new businesses, revenues and job opportunities to the Newport area. The proposed site is also adjacent to a thriving residential area, Celtic Horizons.

Marshfield Community Council believes that inclusion of a transit gypsy and traveller site at this location would deter new businesses from being attracted to the industrial park, thus thwarting future local employment and revenue prospects. In addition, we believe that this would also increase the risk of existing businesses pulling out of the industrial park, thus damaging existing employment and revenues for the Newport area.

In addition to local business impact, Marshfield Community Council is concerned about the effect on local housing and the local population. The Celtic Horizons residential area has good reputation and continues to attract families to the area. We believe that inclusion of a transit gypsy and traveller

site at the proposed location would deter people from buying in the area and potentially cause families to leave the area, resulting in erosion of the local community.

#### **RAS(D)001 Duffryn Link Road**

##### **Proposed deletion**

MCC would oppose the deletion of the Duffryn link road proposal from the revised deposit LDP. The completion/extension of the SDR would lead to easing the traffic burden around the already congested junction 28 of the M4.

The proposed route would enhance the business opportunities and access to the Celtic Springs business site and encourage both growth on the already developed site and also assist with access for the workforce and production.

The proposed route would benefit the wider community in enhancing the travel links in the region necessary for social and domestic journeys such that travel times would be reduced at peak times.

#### **RAS(D)022 M4 Relief Road**

##### **Proposed deletion**

MCC would oppose the deletion of the M4 relief road proposal from the revised deposit LDP. The alternative route for the M4 relief road would enhance the business prospects of not only the immediate MCC area but also the wider business community due to the bottleneck experienced by business users of the M4 when approaching Newport. The delays experienced have stifled development of business links and deterred development and expansion of the business community.

Peak time travel on the existing M4 is subject to the volume of traffic causing delays and often accidents which would be expected to decrease with the alternative route offered via the relief road.

The proposed route would enhance the business opportunities to the region and encourage both growth on already developed sites and also assist with access for the workforce and production.

The proposed route would benefit the wider community in enhancing the travel links in the region necessary for social and domestic journeys such that travel times would be reduced at peak times.