

Consultation Response Form

Your name	Newport City Homes
Your address	Newport City Homes Nexus House Lower Dock Street Newport, NP20 2DW
Preferred contact details (email/phone/post)	Chris.john@newportcityhomes.com
<u>Organisation (if applicable)</u>	<u>Newport City Homes</u>

1. NDF Outcomes (chapter 3)

The NDF has proposed 11 Outcomes as an ambition of where we want to be in 20 years' time.

- Overall, to what extent do you agree or disagree the 11 Outcomes are a realistic vision for the NDF?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- To what extent do you agree with the 11 Outcomes as ambitions for the NDF?

Agree with all of them	Agree with most of them	Agree with some of them	Agree with none of them	<i>Don't know</i>	<i>No opinion</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you disagree with any of the 11 Outcomes, please tell us why:

We recognise that the NDF is a high-level strategy document for the next 20 years that needs to be read in conjunction with PPW in setting out spatial priorities and placemaking nationally, and will be underpinned by regional Strategic Development Plans and Local Development Plans in delivering the outcomes of the NDF.

2. Spatial Strategy (policies 1 - 4)

The NDF **spatial strategy** is a guiding framework for where large-scale change and nationally important developments will be focused over the next 20 years.

- To what extent do you agree or disagree with the spatial strategy and key principles for development in...

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
Urban areas (Policies 1, 2 & 3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural areas (Policy 4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you have any comments on the spatial strategy or key principles for development in urban and rural areas, please tell us:

Policy 1 – Sustainable Urban Growth – in particular higher density, mixed use development in urban centres that are well connected to integrated public transport and active travel networks. This provides an ideal opportunity for the renewal and revitalisation of our towns and cities, creating places where people chose to live, work and socialise. Investment in Transit Oriented Development is welcomed to minimise the reliance and need to utilise private vehicles.

Policy 2 - Supporting Urban Centres – wholly support investment within existing urban areas without the need to create creep to areas where the infrastructure does not best support new development.

Policy 3 – Public Investment, Public Buildings and Publicly Owned Land – we welcome the opportunity to work with a land holding bodied to bring forward opportunities to create sustainable mixed-use developments to deliver the type of combined uses that will create and serve communities without reliance on private vehicles to access

3. Affordable Housing (policy 5)

The NDF sets out the approach for providing affordable housing, encouraging local authorities, social landlords, and small and medium-sized construction and building enterprises to build more homes.

- To what extent do you agree or disagree with the approach to increasing affordable housing?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you disagree, in what other ways can the NDF approach the delivery of affordable housing?

Policy 5 – Affordable Housing – Recognising the need and challenge of providing affordable housing of the scale of delivery outlined requires a strategic approach to delivering affordable housing. Whilst not a planning matter it should be noted that housing only becomes affordable with sufficient levels of subsidy (especially in areas where costs can outweigh values of affordable housing). We need to look at innovative methods of creating subsidy if we are unable to rely on sufficient levels of traditional grant funding to support the delivery of such numbers of affordable housing from traditionally funded means.

Affordable housing also needs to be of the type and tenure that meets local need and suitably located to move away from reliance on private vehicles. Opportunities should also be taken to utilise housing as part of a wider mixed-use developments which sustain or introduce wider community services where they are required.

4. Mobile Action Zones (policy 6)

- To what extent do you agree or disagree the identification of mobile action zones will be effective in encouraging better mobile coverage?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you disagree, in what other ways can the NDF improve mobile phone coverage in the areas which currently have limited access?

Policy 6 – Planning in Mobile Action Zones - Improvements to the mobile connectivity infrastructure is welcomed if we are to be competitive and connected with a reliable mobile signal to increase digital inclusion for personal, social and commercial purposes

5. Low Emission Vehicles (policy 7)

- To what extent do you agree or disagree that policy 7 will enable and encourage the roll-out of charging infrastructure for ultra-low emission vehicles?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you disagree, in what other ways can the NDF enable and encourage the roll-out of charging infrastructure for ultra-low emission vehicles?

Policy 7 – Ultra Low Emission Vehicles – Whilst recognising a wider need to reduce private car journeys and recognising that a move to complete reliance on public transport and active travel is unlikely, the opportunity to increase the number and location of EV charging points should be welcomed and promoted across all areas to ensure that those journeys that do need to be undertaken by private vehicle are made by generating the lowest emissions possible. The use of car clubs as an alternative to outright ownership should also be encouraged, incentivised and promoted

6. Green Infrastructure (policies 8 & 9)

- To what extent do you agree or disagree with the approach to maintaining and enhancing biodiversity and ecological networks?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Renewable Energy and District Heat Networks (policies 10-15)

- To what extent do you agree or disagree with the NDF's policies to lower carbon emissions in Wales using...

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
Large scale wind and solar developments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
District heat networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- If you disagree with the NDF's approaches to green infrastructure, renewable energy or district heat networks, what alternative approaches should we consider to help Wales to enhance its biodiversity and transition to a low carbon economy?

8. The Regions (policy 16)

- To what extent do you agree or disagree with the principle of developing Strategic Development Plans prepared at a regional scale?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The NDF identifies three overall regions of Wales, each with their own distinct opportunities and challenges. These are North Wales, Mid and South West Wales, and South East Wales.

9. North Wales (policies 17-22)

We have identified Wrexham and Deeside as the main focus of development in North Wales. A new green belt will be created to manage the form of growth. A number of coastal towns are identified as having key regional roles, while we support growth and development at Holyhead Port. We will support improved transport infrastructure in the region, including a North Wales Metro, and support better connectivity with England. North West Wales is recognised as having potential to supply low-carbon energy on a strategic scale.

- To what extent do you agree or disagree with the proposed policies and approach for the North Region?

[illegible]

10. Mid and South West Wales (policies 23-26)

Swansea Bay and Llanelli is the main urban area within the region and is our preferred location for growth. We also identify a number of rural and market towns, and the four Haven Towns in Pembrokeshire, as being regionally important. The haven Waterway is nationally important and its development is supported. We support proposals for a Swansea Bay Metro.

- To what extent do you agree or disagree with the proposed policies and approach for the Mid and South West Region?

[illegible]

11. South East Wales (policies 27-33)

In South East Wales we are proposing to enhance Cardiff's role as the capital and secure more sustainable growth in Newport and the Valleys. A green belt around Newport and eastern parts of the region will support the spatial strategy and focus development on existing cities and towns. Transport Orientated Development, using locations benefitting from mainline railway and Metro stations, will shape the approach to development across the region. There is support for the growth and development of Cardiff Airport.

- To what extent do you agree or disagree with the proposed policies and approach for the South East Region?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	<i>Don't know</i>	<i>No opinion</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any comments about the NDF's approach or policies to the three regions, please tell us. If you have any alternatives, please explain them and tell us why you think they would be better.

Policy 16 – Strategic Policies for Regional Planning – The combination of a number of priorities requires a blueprint of what constitutes “good placemaking” (appreciating that locations will have their own defining factors that sit alongside this) ie. the combination of TOD, community facilities, mixed use buildings to help establish whether proposals meet this priority, otherwise it could become a very subjective as to whether this policy has been met. This could look at ideal distances to facilities and identify whether TOD and integration and co-location of services is deriving maximum benefit.

Policy 28 – Newport – As an organisation which is based and operating in Newport we welcome the fact that Newport has been identified with a Policy in its own right as a focus for regional growth and investment. The recognition of Brownfield development opportunity is welcomed however the policy doesn't place enough emphasis on the potential to revitalise and regenerate the city centre; capitalising upon the excellent transit location well served by public transport creating links to neighbouring cities within south Wales (Cardiff & Swansea) and also the south west of England (Bristol); making it a prime location to live, work and socialise.

We recognise the huge potential of Newport within the region and nationally but also the risk that it becomes a satellite or dormitory city. The Policies pressured both nationally and locally must ensure that Newport sustains a thriving city centre business district that maintains and enhances Newport as a location to: live, work, study, shop and socialialise.

Policy 31 – Growth in Sustainable Transit Orientated Settlement – Picked up elsewhere in Plan.

Transport – need to locate and encourage development to make best use of existing travel networks, encouraging the use of public transport and active travel. We need to reduce reliance on the use of private cars and where this is necessary promote a move toward hybrid or electric vehicles by providing suitably located charging points in sufficient numbers. An active travel policy should ensure that active forms of travel are an attractive and viable proposition, e.g. a fast and safe way to travel throughout the city. Active travel routes also need to enable full and not partial journeys to be completed.

Investment into alternatives to the car are required now to break the perpetuation of developments being based around car ownership and usage with investment in transit infrastructure being used to mitigate the provision of parking spaces and traditional highway infrastructure.

In trying to get people out of their cars we need to reduce the reasons for cars to be used and the provision of a suitable digital infrastructure with reliable consistent ultrafast broadband connections will allow for work to be conducted away from “traditional” office locations and the need to travel to such destinations.

12. Integrated Sustainability Appraisal

As part of the consultation process, an Integrated Sustainability Appraisal (ISA) was conducted to assess the social, economic and environmental impacts of a plan. The report identified a number of monitoring indicators, including health, equalities, Welsh language, the impact on rural communities, children's rights, climate change and economic development.

- Do you have any comments on the findings of the Integrated Sustainability Appraisal Report? Please outline any further alternative monitoring indicators you consider would strengthen the ISA.

13. Habitats Regulations Assessment

As part of the development of the NDF, a Habitats Regulations Assessment (HRA) was undertaken. The purpose of the HRA process is to identify, assess and address any 'significant effects' of the plan on sites such as Special Areas of Conservation and Special Protection Areas for birds.

- Do you have any comments on the Habitats Regulations Assessment report?

14. Welsh Language

We would like to know your views on the effects that the NDF would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

- What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Please also explain how you believe the proposed NDF could be formulated or changed so as to have:

- I. positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and
- II. no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

15. Further comments

- Are there any further comments that you would like to make on the NDF, or any alternative proposals you feel we should consider?

16. Are you...?

Providing your own personal response	<input type="checkbox"/>
Submitting a response on behalf of an organisation	<input checked="" type="checkbox"/>

Responses to the consultation will be shared with the National Assembly for Wales and are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here	<input type="checkbox"/>
--	--------------------------