



NEWPORT (Shropshire) TOWN COUNCIL

The Guildhall, High St, Newport, Shropshire, TF10 7AR

SHAPING PLACES CONSULTATION – NEPWORT TOWN COUNCIL DRAFT SUBMISSION

The Shaping Places Consultation closes on 26th July. To date the Town Council (as a whole and having due regard for delegated powers) has yet to agree a corporate position. Members are reminded that they are entitled to submit their own (individual and separate) comments to the consultation and that the wider public also have a similar opportunity. By these facts, it is recommended that [Town Council] responses be submitted where there is general consensus.

The Shaping Places consultation document asks specific questions as well allowing the opportunity to comment on individual paragraphs.

The document has been available on line for a number of weeks and members should have made themselves familiar in general terms to the whole document and in some detail to particular elements of the document (those that have a more significant impact on Newport and its residents).

Members of the planning committee made significant in-roads in to answering a number of the questions at its previous meeting. An overview was provided to the Full Town Council at its meeting on 10 July where it was RESOLVED to delegate the final response to the Planning Committee. Councillors Fowler has submitted extensive written comments and Councillor Nelson has reviewed the document with the Deputy Clerk in length and offered comment in relation to recent planning committee decisions and discussions. These differing inputs have contributed to the final draft responses below.

It was not considered practicable for a committee to offer a view on every paragraph of the document. Those paragraphs that were most relevant have been addressed. Where the Council has little expertise or the impact of not responding in detail has limited consequence then it is considered that subject matter experts are likely to contribute from around the Borough and therefore may be able to offer a more 'informed' view.

In addition the document asks a number of specific questions, again not all questions were necessarily appropriate for the committee to form a view. Every reasonable effort has been made to answer each of the 58 questions posed.

The first section identifies those paragraphs that are felt most appropriate to offer a corporate view and offers a formal comment to be approved by the planning committee.

Members will need to finalise the submission (if they wish to submit responses) at the meeting on Wednesday 24th July. The responses (if any) will be submitted by the Town Clerk, before the end of the consultation on Friday 26th July 2013.

SECTION 1 – RESPONSES TO SELECTED PARAGRAPHS OF SHAPING PLACES

Paragraph No	Draft Comment	Planning Committee Decision: a- Approved b- Failed to meet a consensus – no comment c- Insufficient expertise to offer valid opinion – no comment. d- Draft comment rejected – no comment
2.3	Map shows Newport as detached from the M54 which is not true, as Newport is on a major truck road the A41 as the main route to Ireland and Liverpool.	a
2.3.7	Can we draw attention to Newport’s specific strength in Education Retails and Leisure, its service and profession and leisure service as a provision to the rural hinterland	a
2.4	Newport would echo that there is a short fall - in Affordable housing and could we ask that T&W definition of affordable to include owner occupier and smaller units for professionals	a
2.9	The Town is significant for its primary and secondary schools and is the natural hinterland for the Harper Adams University.	a
3.3	Objective no. 14 consolidate and strength Newport’s role as a market town. NTC would	a

	very strongly support objective 14 to promote the town in this vital role for the prosperity of the town and its wider rural community.	
3.4	Aim 3 objective 17 – NTC are supportive of sport and learning community only in so far as the community have as a minimum of equal rights to the access and use of facilities’	a
3.5	Aim 4 objective 22 - support improvements to rails links - NTC promote and insist the reinstate the rail link between Telford & Stafford via Newport in undertaken.	a
3.6	Aim 5 – objective 28 - NTC regard as essential that the integrity of Newport is protected promoted and policy to improve and protect the conservation areas within the borough	a
4.33	<p>Deliverability -</p> <p>This is a particularly relevant concern to Newport as we are supportive of option 2 which non the less provides a commitment to 60 houses per year for 18 years, this also commits to non-allocation of land outside the SHLAA and is likely to be on green fields and as such, for Newport is an extreme position <i>need tying up</i></p> <p>The second concern is for the infrastructure particularly of utility’s with the risk of brown out, risks of gas low gas pressure, risk of low water pressure and risk of flooding and in particular with foul drain and storm drains.</p>	a
7.4	<p>NTC agree with diversification but not the determent of the existing larger scale manufacturing businesses.</p> <p>NTC believe there should be a policy to attract SME to Newport</p>	a

SECTION 2 – RESPONSES TO FORMAL QUESTIONS POSED BY SHAPING PLACES

Question No <i>(paragraph no. where the question can be found)</i>	Draft Response	Planning Committee Decision: a- Approved b- Failed to meet a consensus – no comment c- Insufficient expertise to offer valid opinion – no comment. d- Draft comment rejected – no comment
1 (3.7)	NTC is broadly supportive of the vision and principle.	a
2 (4.1)	While Option 3 might be the most appropriate approach to growth for the town of Telford Option 2 (Planned Growth) is the most appropriate approach for Newport. This takes account of all known applications and developments presented for consultation and other proposals as and is evident broadly to a continuation of 60 houses per year as previously identified in the LDF.	a
3 (5.2.3.6)	No - Not particularly useful that option three is promoted. Option 2 preferred for Newport but option 3 for the borough	a
4 (7.1.9)	NTC recognise that within the borough there is a culture of travel in and out of local employment we believe this should be changed for Newport in favour of employment	a

	Jobs first then houses – “one new job equal one new household”	
5 (7.2.10)	<p>Option 3 may be the most appropriate for the town of Telford or other parts of the borough, however, NTC believe that concentric development is most appropriate to Newport as opposed to urban sprawl. Therefore option 2 is the preference for Newport with the emphasis on central locations.</p> <p>With its high proportion of older people, need for the continued use of the service centre</p>	a
6 (7.2.14)	<p>Identify an additional 4 hectares of land for employment development within or adjoining Newport, yes we agree critical as to where it is located, need to have a policy to promote an – enterprise hub, medical employment (pharmacies GP Opticians Dentists chiropractors alternative medics specialist elderly provision outpatient treatments), expanding on existing educationally facilities’ in Newport for example build a 6th form at BBS this would generate 20 jobs.</p> <p>Using small scale brown field site such as disused farm buildings for small business units to support the rural economy, but use the large brown field site to create new sustainable housings development, (Allscott)</p>	a
7. (7.2.19)	View to large scale formal developments should remain as such agree with option 2	a
8 (8.1.7)	Yes should have specific policy to ensure a balanced housing stock. Specific to Newport should be to promote bungalows and single dwelling owner occupiers such as young professionals’	a

9 (8.2.11)	Yes targets should be set. There is very high demand for rented accommodation in Newport, which creates upward pressure on rents, which is a particular problem for low income working families	a
10 (8.2.16)	Set separate lowers threshold for Telford. Viability for Newport would permit higher thresholds	a
11 (8.2.19)	NTC believe it is very important that affordable housing should be on site, and should not be commuted to money.	a
12 (8.3.9)	Refers to rural area	a
13 (8.3.10)	N/A	
14 (8.4.9)	NTC are Very supportive of the council approach of the increase provision of this type of housing provision.	a
15 (8.5.6)	Yes it is import to have a policy to allocated sites.	a
16 (9.1.4)	Yes – to ensure joined up thinking	a
17 (9.2.6)	Yes – focus on public transport not just cycle lanes	a
18 (9.3.4)	Yes, as long as there is investment in the road network	a
19 (9.4.5)	Yes – We have increasing older population and cycle ways may not be that beneficial to them, so regular buses should be considered a higher priority	a
20 (9.5.4)	Adopt a more flexible plan however increase the number of parking spaces per dwelling to at least 2 on new builds/	a
21 (9.6.6)	Yes, but ensure its addresses traffic issues in the area of the development.	a
22 (10.1.6)	Yes – There is an under provision of quality public open spaces in Newport.	a
23 (11.1.4)	Yes in principal	a
24 (11.2.3)	Yes – A more local to Newport Hospital/ Health centre may be required to accommodate the proposed increase in population due to development and with regard to the poor levels of access (to PRH) via the public transport system. More investment directed towards Newport’s cottage care facility.	a

25 (12.1.6)	Support existing hierarchy.	a
26 (12.2.4)	Yes – make a higher value offering e.g. make it more ‘cosmopolitan’.	a
27	Yes	a
28 (12.4.5)	Be more flexible	a
29 (13.1.7)	Yes, policy required which includes proposed siting locations.	
30(14.1.3)	Option 2 - prioritise the growth and development of tourism in other parts of the borough that are currently less well developed for the visitor economy, including Madeley, Newport, Wellington and rural villages	a
31(14.2.1)	Yes	a
32 (15.1.7)	Set out a policy requiring residential and commercial developments over a size threshold across the borough to comply with targets relating to <i>Code for Sustainable Homes</i> and <i>BREEAM</i> .	a
33 (15.2.4)	No – Targets should be set otherwise there is a risk of bare minimum standards offered by developers that have a significant and long-term detrimental effect on the environment and the economy.	a
34 (15.2.8)	A formal policy provides at least some form of framework however identifying areas of opportunity is helpful in preparing communities for potential development.	a
35 (16.2.9)	Yes	a
36 (17.1.10)	Yes	a
37 (17.2.5)	Yes	a
38 (17.3.4)	Yes	a
39 (18.2.2)	Yes – Do not allocate sand and gravel sites	a
40 (18.3.6)	No comment	a
41 (18.4.2)	Yes	a
42 (18.5.3)	Yes	a
43 (18.6.2)	Yes	a
44 (18.8.2)	No	a
45 (18.8.2)	Yes – Set a policy	a
46 (18.9.3)	Yes	a

47 (19.1.6)	Yes – Set out a policy with locally specific criteria regarding development and pollution.	a
48 (19.2.4)	Neither option suitable – do not build on land affected by stability issues	a
49 (20.1.3)	Set a policy as opposed to rely on the NPPF	a
50 (20.2.5)	The Council should set out policies to provide consistency and clarity regarding all conservation areas.	a
51 (20.3.5)	No comment	a
52 (21.1.20)	Yes, in general. Some concerns over 'harnessing the green infrastructure for maximum economic, social and environmental benefit if this leads the way in building on green land as a preferred option.	a
53 (21.1.3)	Yes	a
54 (2.1.4)	Yes, provided the standards set are high end and not merely those of the bear minimum, quality lasts.	a
55 (21.1.5)	Option 42 – Include the policy within the plan in its own chapter broken into differing subjects.	a
56 (22.0.5)	Yes	a
57 (22.0.14)	Uncertain. While there are merits to a broader strategy than merely the levy it is often criticised for not investing directly back into the areas of the proposed development. Furthermore it [the broad approach], is open to challenge from developers whose interest (understandably) is primarily profit margin.	a
58 (22.0.22)	Yes. The Council's approach is suitable.	a

Approved by resolution of the Town Council Planning Committee – Minute P30/13-14 dated 24 July 2013.