

Summary of Newport Town Council Responses to Shaping Places on-line consultation

Reference	Support Y/N?	Comment
Newport 1 (Employment Land at Plough Lane 3.78 hectares)	N	<p>Newport Town Council does not support the proposal as it stands.</p> <p>It is considered that the opportunities available for employment land in the south of the Town should be exhausted before development spreads to other areas of the Town.</p> <p>The location is not an unreasonable location (should Audley Avenue not be able to reasonably accommodate the requirement).</p> <p>We are particularly concerned about the type of employment suggested as preferred use. Bearing in mind the sites location (not far from the canal) which serves as a vital wild life corridor, it is our opinion that only classes B1b (research &amp; development) and B1c (light industrial) would not have a detrimental effect on the flora and fauna of the wet land environment in the vicinity.</p> <p>Suggested appropriate opportunities might well be related to cooperation with Harper Adams R&amp;D or an educational facility to serve the expanding population of Newport of the life to the Local Plan.</p>
Newport 2	N	<p>Newport Town Council does not support the proposal as it stands.</p> <p>We recognise the efforts to limit the urban sprawl. The boundary being the A518 and A41.</p> <p>It is considered that the opportunities available for employment land in the south of the Town should be exhausted before development spreads to other areas of the Town and that the development of the proposed Newport 1 site that is adjacent might well be enough to provide the additional requirement if other sites not mentioned on the proposals can be utilised. The area in the region of Water Lane has long been a site considered appropriate for a mixed work/ live development.</p> <p>As with site 'Newport 1' we are particularly concerned about the type of employment suggested as preferred use. Bearing in mind the sites location (not far from the canal) which serves as a vital wild life corridor, it is our opinion that only classes B1b (research &amp; development) and B1c (light industrial) would</p>

		<p>not have a detrimental effect on the flora and fauna of the wet land environment in the vicinity.</p> <p>Much of the site is low level wet land and the development here is likely to have a far greater impact on the flora and fauna that site 'Newport 1'.</p> <p>It is noted that the proposals are based on desk top survey evidence and request that a detailed site investigation be conducted to understand the water issues in the area.</p> <p>Furthermore its development is likely to prevent forever the long-term aspirations of re-joining the Newport Canal with Norbury junction – which is seen as a visitor economy enhancer.</p> <p>Suggested appropriate opportunities might well be related to cooperation with Harper Adams R&amp;D or an educational facility to serve the expanding population of Newport of the life to the Local Plan.</p> <p>The site is contiguous with housing sites, SHLAA 485, SHLAA 907 and Employment Site Newport 1. Comments regarding specific sites should not be considered without reference to those sites.</p>
SHLAA 485 (Beechfields 35 houses)	Y	<p>While we recognise that this is a likely candidate we would urge that the time plan for development should be a back end of the plan.</p>
SHLAA 907 (Beechfields 149 Houses)	N	<p>Significant elements of the site pose difficulties with regards to access being difficult and a number of the likely solutions (a detailed site survey must be undertaken) are likely to be unpalatable to the local population.</p> <p>We demand the space would be better utilized as a significant green space. Furthermore the canal lies very close by and any development would stop forever the possibility of development of the canal for tourism.</p> <p>A small portion of the land in the proposed employment site 'Newport 2' could be housing leaving elements of 907 to be developed into some form of public wetland park.</p>
General comment		<p>Newport has consistently been identified as being underrepresented for green space per head of population.</p> <p>Newport is rapidly running out of space for new green spaces.</p>

		Through recent consultation (The Newport Town Plan which is at its final draft stage) there is clear expression by the residents to maintain and enhance green space.
General comment		Cemetery land provision required for future generations – a cemetery is developed space and not necessarily green space albeit cemeteries can serve 3 purposes (a park, and employment).
General comment		With the expanding population of Newport and its hinterland there is likely to be a need for more social facilities (schools and medical facilities) it might be more appropriate for additional employment development land to accommodate such 'social' employment.
General comment		Telford & Wrekin Council produced (in 2009) a document to encourage the development of Water Lane in Newport. The Town Council have supported this aspiration since its inception and we would encourage that every reasonable effort is undertaken to deliver the work /live environment. Even some small development here would remove the pressure to develop housing site SHLAA (907) and employment site (Newport 2) Please revisit the brownfield site.
General comment		Whilst it is appreciated that the consultation document looks to limit the urban sprawl by keeping the development within the natural barriers of the major roads (A41 and A518), the land opposite (what is currently) focus – should be considered for employment. The site has previously had planning permission for a hotel and petrol station and has therefore been considered 'developable' and it is adjacent to the Mere Park site which itself has already been developed beyond the accepted limits of the Town.
General comment		There was some concern expressed regarding the housing sites in Lilleshall Donington and Muxton (SHLAA sites 144,351 482,508, 901 and 902. Large parts of the area are (if not already) likely to be in the catchment area of the well renowned Newport schools and place increasing demand on them and increase the need for students to commute into Newport. There is real concern of the likely increase in the volume of traffic (be it parents driving children to school or the increased number of school buses).