

From: Michael Rees <michaelrees@lrmp planning.com>
Sent: 20 November 2025 11:48
To: Roberts, Geraint (Principal Planning Officer) <GeraintN.Roberts@newport.gov.uk>
Cc: Davidson, Joanne (East Area Development Manager)
<Joanne.Davidson@newport.gov.uk>; Peter Page <peter.page@hedyn.wales>
Subject: RE: 25/0784 - LDCE - Corporation Road, Newport - Tai Hedy
Importance: High

Hi Geraint, I hope you are well? Apologies for the delay in getting back to you, I have been waiting for the profile boards on site to be surveyed which has now been undertaken. However, this has been slightly superceded as the problem seems to be that the plan that I submitted was incorrect in the first place.

As such, I attach a corrected version reflecting the situation as is. I note in the first instance that significantly more operational work was done than just clearance of scrub / rolling and pegging out, but also that:

- the profile boards that are on site are slightly misleading and I had misread the plans myself. They were purposefully positioned 3m away from the works that have been undertaken (as shown on the attached), I am advised that this is good practice and provides a common reference point throughout the process. Importantly it prevents them from being lost or moved during the process – indeed they would have been lost / moved when the area was dug out. I apologise that we weren't clear on this;
- the red line / hatched area on the attached matches the work that you can see on site (at a constant line of 3m from the profile boards). Within the redline I note:
 - the existing soil etc was mechanically removed to foundation layer of the road (and the unsuitable material removed from site);
 - sub-base layer was then installed (with imported suitable material), this will serve as part of the foundation for the permanent site access road; and
 - a temporary layer was then installed (on top of the permanent sub-base) for the use of this part of the road as a haulage route during construction (and in particular surcharging of the other parts of the site).
- prior the continuation of construction of the access road it will be necessary to undertake a detailed inspection and engineering assessment to verify whether any maintenance is required to the foundation.

I trust that this answers your queries and clarifies what has been undertaken and that significantly more operational work has been undertaken than just clearance of scrub noting that for the purposes of the act, a commencement comprises "(d) any operation in the course of laying out or constructing a road or part of a road".

Happy to chat through (either on teams or in person / on site) or provide any further information if needed. I hope that this now provides clarity on what was undertaken.

Kind regards

Michael



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From: Roberts, Geraint (Principal Planning Officer) <GeraintN.Roberts@newport.gov.uk>

Sent: 07 November 2025 10:21

To: Michael Rees <michaelrees@lrmplanning.com>

Cc: Davidson, Joanne (East Area Development Manager)
<Joanne.Davidson@newport.gov.uk>

Subject: 25/0784 - LDCE - Corporation Road, Newport - Tai Hedyd

Hello Michael

Can you confirm what the row of pegs is showing please – we think this is the southern kerb line of the approved road but we are not totally clear.

Ideally the peg locations should be shown superimposed on the approved engineering drawing (19/1301) since there are discrepancies between the base plan you have provided and the approved plan (parking arrangements are not the same).

Also Peg 52 is in the tabular summary but is missing off the plan – is there a reason for that?

In terms of the OD we are uncertain what that is – the main thrust of the argument made is that the pegging out works were what amounts to a material commencement of the scheme, not the OD.

On review of the site photographs it seems that vegetation was cleared and aggregate on the site levelled / rolled flat but it seems that might have been to place the centre line pegs which were then not installed. The rolled material does not align with the kerbline pegs as might be expected if it was part of the road construction?

We would need confirmation that OD was a positive operation to provide a road and not an incidental operation to placing pegs (which were then not placed) i.e. is the OD in the correct location as approved and consistent with the approved levels and what was the purpose of

doing that OD – actual road building or to facilitate peg placement. The latter seems more likely.

As I understand it Malvern Hills saw the road centre line and the kerb lines pegged out which is more than has been done here. Can you comment on whether the pegging out of a single kerblines is consistent with the Malvern Hills test?

Geraint N. Roberts

Prif Swyddog Cynllunio / Principal Planning Officer

Tîm yr Dwyrain / East Team

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(If I am unable to take a phone call from you please contact me by return of email. I will aim to respond to all email enquiries by email unless alternative arrangements such as a call via Microsoft Teams is mutually agreed).