

## Sue Hennah

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**From:** Matthew Sharp  
**Sent:** 20 February 2014 12:59  
**To:** LDP Programme Officer  
**Subject:** FW: M4: Safeguarding Route Amendment

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**From:** Matthew Sharp  
**Sent:** 17 February 2014 13:19  
**To:** LDP Programme Officer  
**Cc:** Mark Hand  
**Subject:** FW: M4: Safeguarding Route Amendment

Dear Sue,

Following submission of the LDP, it has become evident that the protected M4 corridor that appears on our Constraints Plan is incorrect. The corridor was changed by Welsh Government in April 2006, but unfortunately it has not been noticed by anyone until very recently.

The correct M4 corridor diverts through a number of LDP employment allocations and one regeneration allocation. The proposed railway station at Coedkernew is just within the corridor. The correct corridor also has implications for the urban boundary.

A table identifying the loss of employment and regeneration land is below:

Site Name	Area In Submission LDP	Change as a result of M4 route	New Area
EM1 (i) Duffryn	65ha	Reduction of 12.1ha	52.9ha
EM1 (ii) East of Queensway Meadows	34ha	Reduction of 11ha	23ha
EM1 (iv) Solutia	45ha	Reduction of 9.5ha	35.5ha
<b>TOTAL EM1</b>		<b>Reduction of 32.6ha</b>	
EM2 (ii) Llanwern Former Tipping Area	122ha	Reduction of 26ha	96ha
<b>TOTAL EM2</b>		<b>Reduction of 26ha</b>	

Submission LDP – Old M4 Corridor and EM1/EM2 Sites



Post Submission – Current M4 Corridor passes through 3 EM1 sites (blue) and one EM2 site (red) – plus proposed Coedkernew Railway Station



Overall, 32.6ha of employment land is lost and 26ha of regeneration land. However, even with this loss, the LDP will still contain over 135ha of EM1 employment land, which is sufficient according to our ELR evidence base.

We've discussed this issue with Welsh Government who are keen for it to be discussed at tomorrow's Pre-Hearing Meeting. Please see a copy of their email below and ideally we're looking for the Inspector's guidance on this issue.

#### Further Changes post submission

There has been an update to the TAN 15 Development Advice Maps (DAM). Again, this only became evident after submission. The updated DAM Maps do not impact on any of the allocations. We'd be looking to update the Constraints Plan.

Minor change with regard to paragraph 6.10 which refers to the Prison Service Headquarters based at Cleppa Park/Celtic Spring. We have been notified that this is not the headquarters, but simply offices used by the Prison Service. We'd be looking to make a minor textual change to the paragraph.

Chapter 10 – Minerals. A review of the Regional Technical Statement (RTS) for Aggregates is in the process of being concluded. It states that 'by virtue of its lack of suitable crushed rock resources and lack of historical demand for land-won sand and gravel production, Newport is not required to make any further provision for land-won primary aggregate within its LDP'. It's likely this RTS will be finalised by the time of examination and therefore we'd be looking to reflect this update within Chapter 10.

Please could you check whether the Inspector has any concerns about these potential changes.

Finally, Employment Allocation EM1(i) Duffryn is partly within SSSI. RSPB and other environmental groups have therefore objected. Site EM1 (i) is subject to a Welsh Government masterplan and we have been led to believe that not all of the SSSI area is required for development. RSPB have indicated that they might be prepared to sign a statement of common ground if the EM1(i) boundary is redrawn to exclude a greater area of SSSI. Please could the Inspector confirm whether this is something he'd like us to explore and whether he'd be prepared to accept a statement of common ground on this topic?

Regards  
Matthew

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**From:** Candice (SF - Housing&Regen-Planning) Coombs [<mailto:Candice.Coombs@Wales.GSI.Gov.UK>]  
**Sent:** 17 February 2014 09:54  
**To:** Matthew Sharp; Mark Hand  
**Cc:** Rebekah (SF - Housing&Regen-Planning) Stephens  
**Subject:** M4: Safeguarding Route Amendment

Hello Mark / Matthew,

Mark and myself met with Transport colleagues this morning in order to understand the issues and understand the implications for the plan / examination.

#### TR111 – 1997 Order

Our understanding is that the TR111 route (1997 route) currently in the Revised Deposit LDP is not correct. The constraints map needs to be amended to show the TR111 2006 amended safeguarding order. This is an issue that should be raised at the PHM. As the amended route has implications for allocations in the plan and proposals map, these would need to be advertised for 6 weeks. The timing of this consultation is a matter that should be determined by the Inspector.

We note from your e mail that this will result in a net loss of 59 hectares of employment/regeneration land. We have made representations regarding the Llanwern Tipping area in that your own evidence base states the site has viability constraints and is very much a long term opportunity. We have previously stated that this site should de-allocated. We consider that the implications of amending the route would result in a net loss of 32.6 hectares. Does the amended route impact on any other allocations / designations in the plan? This is not clear from your mails. Given the abundance of employment land in your plan, we do not consider that such a reduction would jeopardise the strategy. However, this is a matter that will be considered in detail through the hearing sessions.

Transport colleagues have indicated that they should be consulted on all planning applications in the safeguarded area. We agree that this is essential and this should be conveyed to the Inspector through the relevant session.

#### 2014 Update

Using the feedback received from the consultation (Draft Consultation Document M4 around Newport 2013) , the Welsh Government will decide whether to adopt the draft Plan, with or without amendments, taking account the responses to associated assessments. This decision will take place in the Summer of 2014 and there must be no predetermination of this quasi judicial process. The outcome will determine if the existing TR111 will be retained, amended or deleted.

We are not aware as to what extend/if any the route will be changed. We consider that if a new TR111 route is published during the course of the examination, then this would need to be addressed and any implications

considered in detail. A further 6 week consultation may be required, depending on the magnitude and impacts for the LDP.

The Public Local Inquiry is expected to be held in Winter 2016/2017. Following this inquiry, further changes may/may not be required to the safeguarded route. Therefore until such time as the final route is known, (which based on estimated timescales will not be until 2017) and any funding or delivery mechanisms become certain, the safeguarded route should remain on the constraints map.

The final route (when known) should be allocated in the plan, shown on the proposals map, and subject to the relevant SEA. Given this is not likely to be until 2017, this would be more appropriately dealt with within a partial/plan review. I hope this clarifies matters and aids discussion at the hearing sessions.

Following the PHM tomorrow we would like to meet you for half an hour afterwards to chat through some issues with you such as the upcoming release of the 2011 household projections. Would that be ok with you?

Kind Regards,

Candice Coombs  
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