

From: Young, Leah (Team Manager, Countryside & Conservation)

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Sent: 14 July 2026 11:08

To: Ferguson, Andrew (Planning and Development Manager)

<Andrew.Ferguson@newport.gov.uk>; Gossage, Joanne (Service Manager Environment & Leisure) <Joanne.Gossage@newport.gov.uk>

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

Subject: RE: Cot Hill / Great Milton Park S106A / D.O.V APPLICATION (26/0412)

Hi both,

Please find attached the comments from a PROW perspective (which I appreciate you will already have seen, Andrew). The key point is that *“new footpaths and existing PROW should be to urban pavement standards and adoptable.”* In line with Jo’s comments, I agree that the required standard should now reflect current Active Travel guidance and associated requirements.

Thanks

Leah

From: Kris Jenkins
Sent: 07 November 2014 15:11
To: Geraint Nicholas Roberts
Cc: Steve Bowden; Planning
Subject: CONIN/14/0969 RESERVED MATTERS APPROVAL FOR INFRASTRUCTURE LAYOUT OF PLANNING PERMISSION 13/0806 FOR THE VARIATION OF CONDITION (TIME LIMITS) OF PLANNING PERMISSION 06/0845 FOR RESIDENTIAL DEVELOPMENT (UP TO 1100 DWELLINGS) AND PROVISION OF PRIMARY SCHOOL

Geraint

RE. CONIN/14/0969 RESERVED MATTERS APPROVAL FOR INFRASTRUCTURE LAYOUT OF PLANNING PERMISSION 13/0806 FOR THE VARIATION OF CONDITION (TIME LIMITS) OF PLANNING PERMISSION 06/0845 FOR RESIDENTIAL DEVELOPMENT (UP TO 1100 DWELLINGS) AND PROVISION OF PRIMARY SCHOOL, VILLAGE CENTRE, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE WORKS (AFFECTING PUBLIC RIGHTS OF WAY 397/3, 397/7, 397/9 AND 397/10 LLANWERN) – LLANWERN VILLAGE, COT HILL, LLANWERN, NEWPORT

Public Rights of Way (PROW)

I note from the Officer Report associated with the 06/0845 Application the following comments from the then Public Rights of Way Officer:

"HEAD OF PUBLIC PROTECTION AND ENVIRONMENTAL SERVICES (PUBLIC RIGHTS OF WAY OFFICER): The proposals are welcome in principle subject to the following: this is an outline application only with details to follow; Public Rights of Way (PROW) should not be enclosed in new play areas; new footpaths and existing PROW should be to urban pavement standards and adoptable; apparent infrequent use is not justification to close or divert a PROW; a formal Temporary Closure Order should be obtained for each PROW before any part is closed for purposes of development. Pleased to note that existing PROWS will be retained and their amenity enhanced via green corridors and landscape focal points."

I also note from the attachments associated with the current Application (14/0969) that the drawing key states Public Rights of Way (to be maintained). I would presume from this use of wording that the PROW's are to remain in the exact same positions as they currently lie – as shown on the PROW Definitive Map. If this is not the case, I would like to request a more detailed plan showing the current PROW route and the proposed PROW route overlaid on the same OS map.

If the PROW's do not follow the exact same route then a formal Diversion Order needs to be applied for and granted before the PROW routes can be altered in any way.

If the PROW routes are to follow the exact same course that they do currently, we would have no objection to the passing of the Reserved Matters Application. That is on the understanding that the points raised by the previous PROW Officer are satisfied. In addition, the following conditions should also be noted:

1. The line of the PROW's (as shown on the Definitive Map) must not be obstructed in any way and must remain clear and available for public use at all times (including during any construction works – unless a temporary closure/diversion order is applied for and granted beforehand).

2. The users of the PROW must not be endangered or disadvantaged in any way by the proposals (including during any construction works).
3. The surface material of the PROW must not be adversely affected in any way. It should be upgraded to urban pavement standards and adoptable (as per previous PROW Officer comments).

Kind regards

Kris Jenkins
Engineering Assistant (Traffic and Road Safety)

Streetscene/Y-Strydynun
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From:Kris Jenkins
Sent:13 November 2013 15:50
To:Geraint Nicholas Roberts
Cc:Steve Bowden; Development
Planning
Subject:13/1024 LLANWERN VILLAGE,
COT HILL, LLANWERN, NEWPORT

Geraint

13/1024 RESERVED MATTERS SUBMISSION
FOR PHASE 1 INFRASTRUCTURE (ROADS
AND DRAINAGE)
PURSUANT TO OUTLINE PERMISSION
06/0845 FOR RESIDENTIAL DEVELOPMENT
OF UPTO 1100
DWELLINGS, PRIMARY SCHOOL, VILLAGE
CENTRE, PUBLIC OPEN SPACE,
LANDSCAPING AND
INFRASTRUCTURE (AFFECTING PUBLIC
RIGHT OF WAYS, 397/3, 397/9 AND
397/10 - LLANWERN) -
LLANWERN VILLAGE, COT HILL, LLANWERN,
NEWPORT

The comments made by the Public
Rights of Way Officer in respect of
the previous Planning Application
(06/0845) still apply. A summary
from the previous "Officer Report"
dated 28/11/2007 is shown
below:

"The proposals are welcome in
principle subject to the following:
this is an outline application only
with
details to follow; Public Rights of
Way (PROW) should not be enclosed in
new play areas; new footpaths
and existing PROW should be to urban
pavement standards and adoptable;
apparent infrequent use is

not justification to close or divert a PROW; a formal Temporary Closure Order should be obtained for each PROW before any part is closed for purposes of development. Pleased to note that existing PROWS will be retained and their amenity enhanced via green corridors and landscape focal points."

Additional points to note:

1. No structures (including walls or fencing) are to be erected that cross through the line of any of the Public Rights of Way (as shown on the Definitive Map).
2. The lines of the Public Rights of Way (as shown on the Definitive Map) must not be obstructed in any way and must remain clear at all times (including during construction - unless a temporary closure/diversion is applied for).
3. The users of the Public Rights of Way must not be disadvantaged in any way by the construction (during the works and following completion).
4. The surface of the Public Rights of Way must not be adversely affected in any way.

Kind regards,

Kris Jenkins
Engineering Assistant (Traffic and Road Safety)