

Ask Ior/Gofynnwch am

Our Ref/Ein Cyf

Your Ref/Eich Cyf

Tel/Ffôn

Direct Dial/Rhif Union

DX

E-Mail/E-Bost

25/0593  
01633656656

activetravel@newport.gov.uk

Infrastructure

Isadeiledd



Civic Centre/Canolfan Ddinesig  
Newport/Casnewydd  
South Wales/De Cymru  
NP20 4UR

Tuesday, 21 October 2025

**TO: Head of Regeneration and Economic Development  
FAO Lydia Burrows**

**FROM: Louis Preece**

**DATE: 17<sup>th</sup> October 2025**

**PROPOSAL: PARTIAL DISCHARGE OF CONDITIONS 17 (GREEN TRAVEL STRATEGY), 20 (CEMP), 32 (PILING) AND 35 (OIL INTERCEPTORS) (PHASE 4D ONLY) OF 06/0471 REDEVELOPMENT OF SITE TO CREATE A MIXED USE URBAN EXTENSION**

**SITE: Llanwern Works Queensway Llanwern Newport South Wales NP19 4QZ**

The Active Travel team notes that minor amendments have been made to the Travel Plan submitted by the applicant, specifically the inclusion of provision (on request) of a week's free travel pass on Newport Bus services. This satisfies the previous recommendation made to provide incentives towards modal shift, however residents must be clearly made aware within Travel Packs that the provision of a week's travel pass is available at no cost to them.

The other concern regarding baseline travel surveys does not appear to have been addressed and therefore remains a concern. It is repeated below for convenience.

*LSOA Newport 004D covers the site and it is considered that the 2011 Census Travel to Work data will reflect the future mobility patterns of residents on the site. The wider Glan Llyn site did not commence development until after the 2011 Census. Given the scale of development since then in the LSOA, which had been overwhelmingly rural, and Glan Llyn's location at the west side of the LSOA and proximity to the wider city, it is a significant assumption that mobility patterns will reflect those reported in the 2011 Census. Therefore, we would also like to see the initial baseline survey conducted at an earlier stage than 50% occupancy to verify those assumptions, or if similar surveys have been conducted within the wider Glan Llyn site and are available, then these should be considered when establishing future targets.*

Yours Faithfully,

Louis Preece  
for Head of Infrastructure