

THE M4 CORRIDOR AROUND NEWPORT PUBLIC LOCAL INQUIRY

APPENDICES

Matthew Kennerley

ASSOCIATED BRITISH PORTS

Principal Witness



SCHEDULE OF APPENDICES

APPENDIX	DOCUMENT
1	Letter from ABP to Martin Bates, Welsh Government, dated 23 March 2016
2	Letter from ABP to Martin Bates, Welsh Government, dated 30 September 2016
3	Article 4 Direction dated November 2001
4	Article 4 Direction lifted dated November 2010
5	Plan of the Port of Newport
6	Letter from Robert Goodwill MP, Minister of State at the Department for Transport to ABP
7	Draft Master Plan consultation responses
8	Letter from Rhodri Griffiths, Welsh Government to Linda Willson, Maritime Commerce and Infrastructure Division, Department for Transport dated 15 August 2016
9	Letter from Ove Arup & Partners to ABP dated 3 April 1992
10	ABP note of meeting with Ove Arup & Partners dated 15 April 1992
11	Letter from Ove Arup & Partners and attached meeting minutes dated 3 June 1992
12	Letter from Ove Arup & Partners and attached meeting minutes dated 15 September 1992
13	Letter from Welsh Office Highways Directorate to ABP dated October 1992
14	Letter from ABP to Welsh Office Highways Directorate dated 19 November 1992
15	Letter from ABP to Welsh Office Highways Directorate dated 13 April 1993
16	Letter from Welsh Office Highways Directorate to ABP dated 26 May 1993
17	Letter from Ove Arup & Partners to ABP dated 8 April 1993
18	ABP response to Welsh Office Questionnaire November 1994
19	Eagle Lyon Pope Associates, M4 Relief Road Newport Shipping Profile Extract dated 2 September 1994

APPENDIX	DOCUMENT
20	Letter from ABP to Welsh Office Highways Directorate dated 8 November 1994
21	Welsh Office press release dated 12 July 1995
22	Ove Arup & Partners meeting notes dated 23 August 1995
23	Letter from Ove Arup & Partners to ABP dated 25 October 2000
24	Letter from ABP to Ove Arup & Partners dated 27 November 2000
25	Letter from The National Assembly for Wales to ABP dated 30 October 2001
26	Arup meeting notes dated 1 September 2004
27	Arup meeting notes dated 12 July 2005
28	Arup meeting notes dated 22 August 2005
29	Arup meeting notes dated 6 March 2006
30	Letter from ABP to the First Minister Welsh Assembly Government dated 25 March 2008
31	Letter from Welsh Assembly Government to ABP dated 16 April 2008
32	Letter from Huw Turner, Estates Manager, ABP to Matthew Enoch, Project Engineer, Welsh Assembly Government dated 29 January 2009
33	Letter from Welsh Assembly Government to ABP dated 4 September 2009
34	ABP's response to Welsh Government's consultation, July 2012

APPENDIX 1

Martin Bates
Project Director
Infrastructure Delivery
Welsh Government
Cardiff Park 2
Cardiff
CF10 3NQ

23rd March 2016

Dear Martin

**M4 Corridor around Newport
Associated British Ports – Port of Newport
Proposed Alternative Northern Route**

Further to the above, I write firstly to acknowledge receipt of your letters of both 2nd and 11th March. I have, additionally, passed your letter of 2nd March to our consultant team for their consideration and will respond more formally in due course.

In the meantime, your client has of course now published the first formal tranche of documentation for its proposals – to which we will also be responding formally in due course.

As you know, I had hoped that we would be able to meet to discuss a number of issues before the Orders were actually published bearing in mind ABP's continued objection to the M4Can proposals. I am disappointed that despite attempting to arrange a meeting with you since late last year, this has not been possible.

I have no doubt that opportunities to meet will arise in due course, but one of the issues that I have wanted to discuss with you for some time – an issue upon which I did touch a little while ago – is that in light of the unacceptability of a six lane motorway constructed at a height of some 25 metres cutting through the middle of the Port and the seriously detrimental impact that this will have on both the Port and its operations and the local community and economy, ABP does intend at the forthcoming public inquiry to promote an alternative route that will, to an extent, limit at least some of those detrimental impacts. Indeed, it may well be that we may wish to promote more than one alternative route – although that is still a matter subject to further internal consideration and assessment.

Whilst I note that Welsh Government has asked for information regarding alternative routes when submitting representations/objections to the recently published Highway Orders – and despite the intransigent stance that you seem to be adopting towards ABP and the significant concerns it has in relation to the proposed M4 route – I nevertheless believe that in the interests of transparency, it might be helpful if I provide you with details of our proposed alternative Northern Route, in order to give you formal notice in advance of the publication of the Orders for compulsory acquisition.



Attached to this letter are plans detailing the line and elevations of the alternative route – although I should add the caveat that, at this stage, you should certainly treat these as illustrative in that we are, as you would expect, still assessing the route in terms of engineering and environmental impact.

For your assistance, I have also enclosed a brief written description of the alternative route insofar as it departs from Welsh Government's preferred Black Route.

We will be developing this aspect of our objections during the course of the next few months and I will endeavour to keep you fully informed as to our proposals.

Yours sincerely



Matthew Kennerley
Regional Director, South Wales

enc

APPENDIX 2

Martin Bates
Project Director
Infrastructure Delivery - Transport
Department for Economy and Infrastructure
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

Solicitors and
Parliamentary Agents

Minerva House
5 Montague Close
London
SE1 9BB
DX: 156810 London Bridge 6

Switchboard 020 7593 5000
Direct Line 020 7593 5016
www.wslaw.co.uk

30 September 2016

Our Ref: BG/10995/48

Dear Mr Bates

**Proposed M4 Relief Road
Port of Newport**

I write on behalf of my client, Associated British Ports.

I know that we have been engaging with you and your team at various workshops over the last few months and we look forward to discussing statements of common ground with you so as to assist the Inquiry process. Given that ABP has not been required to provide a Statement of Case, however, my client thought that it might be helpful if we provided, at this juncture, a brief summary of the case that we intend to present at the inquiry. I have copied this to Joanna Vincent for onward submission to the Inspectors in case they too may be so assisted.

In summary, therefore, ABP's case as presently being assembled will be as follows:

1. ABP objects to the Welsh Government scheme as currently promoted, namely a low motorway bridge crossing through the middle of the Port of Newport. My client does note that the principle of scheme is being challenged by other objectors and Welsh Government, as the promoter of the scheme, will no doubt need to satisfy the Inspectors and the decision-maker in respect of the underlying need and the appropriate response to that need.
2. The compulsory purchase, without replacement by Welsh Government, of land owned by ABP which is used and required for the purposes of the carrying on of the statutory undertaking of the Port of Newport would result in serious detriment to that undertaking. The land cannot be replaced by other land belonging to or available for acquisition by the Port without serious detriment (section 16 of the Acquisition of Land Act 1981). In these circumstances, the Welsh Government scheme cannot proceed.
3. In addition, the Welsh Government scheme, as proposed, would interfere with the reasonable requirements of navigation over the waters affected by it, namely, the waters within the Port. This is a consideration which is specifically required to be taken into account by the decision-maker under section 107(1) of the Highways Act 1980. ABP is also

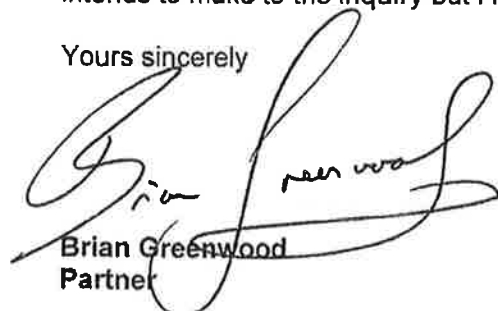
concerned that, on the basis of current information, the Welsh Government scheme will impede the performance of ABP's statutory function.

4. In addition, ABP does not consider that a compelling case in the public interest has been demonstrated for the proposed Welsh Government scheme having proper regard to the implications for the Port.
5. In any event ABP does not consider that a compelling case for the inclusion within the Welsh Government scheme of the Docks Link Road and associated junctions has been demonstrated, at least on the evidence presently available. It follows that in the absence of a compelling case, that part of the Welsh Government scheme should not proceed. (To that extent the Scheme with the deletion of the Docks Link Road and associated junctions may fall to be classified as an alternative).
6. In so far as such underlying need is demonstrated and that a relief road, constructed to motorway standard is actually required, ABP has identified two alternative routes (ANR1 and ANR2) which it believes would better meet the objectives of the WG scheme. As previously explained to you, ABP has been refining its proposed alternatives following its initial indication to you of a possible alternative alignment in March. These two routes supersede that earlier indication. Although still impacting detrimentally upon the Port and its operations, we believe that the adoption of either route in preference to Welsh Government's currently proposed scheme may avoid the section 16 test of "serious detriment". These routes each provide the opportunity for a scheme which would meet the promoter's stated highway objectives assuming the demonstration of need.
7. Significantly, both of these alternatives would also allow the reasonable requirements of navigation to be met. The Inspectors should note, however, that ANR 1 and 2 have thus far been developed on the assumption that the height of the bridge as it crosses the Usk will replicate that of the Welsh Government scheme. ABP, however, does not consider that such an assumption is necessarily proven and it may be that a lower height would be more appropriate.

I have attached to this letter a line drawing of our two proposed alternative routes (ANR1 and ANR2) – the difference being that ANR1 does not include a junction. We look forward to continuing our dialogue on consideration of alternatives. We intend to provide a further more detailed illustration of these routes before the 18th October. I also attach a plan which, for convenience, identifies the Welsh Government Scheme without the Docks Way Junction as referred to in paragraph 5 above.

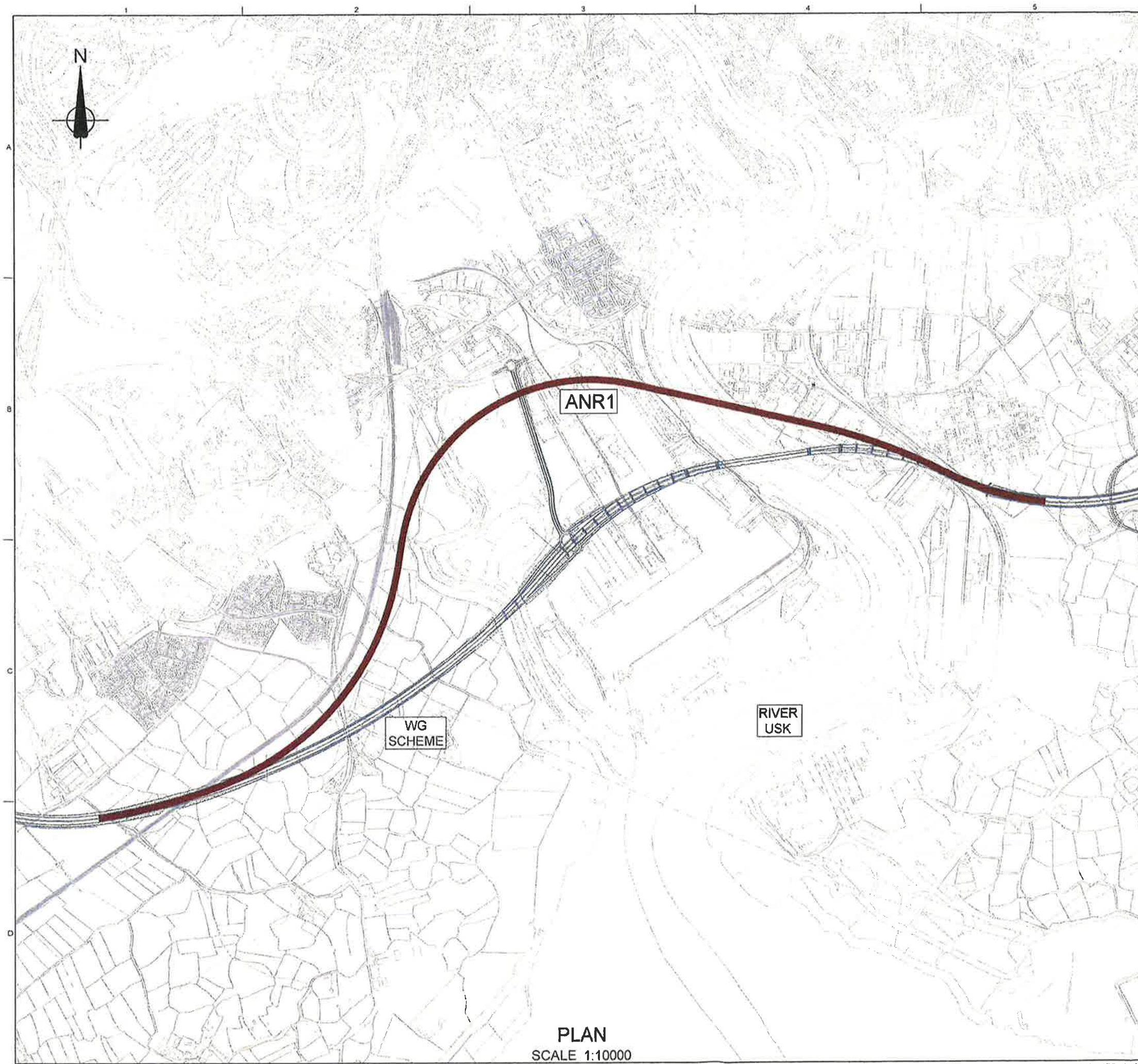
I would emphasise that the above is very much a summary of the case that my client currently intends to make to the inquiry but I hope, at this juncture, that it is of assistance.

Yours sincerely



Brian Greenwood
Partner

DT 020 7593 5016
bgreenwood@wslaw.co.uk



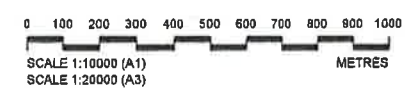
PLAN
SCALE 1:10000

GENERAL NOTES

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM THIS DRAWING

NOTES

LEGEND



CH2MHILL, BURDOP PARK,
SWINDON, WILTSHIRE, SN4 0GD
TEL: +44 (0)1793 812479 FAX: +44 (0)1793 812089

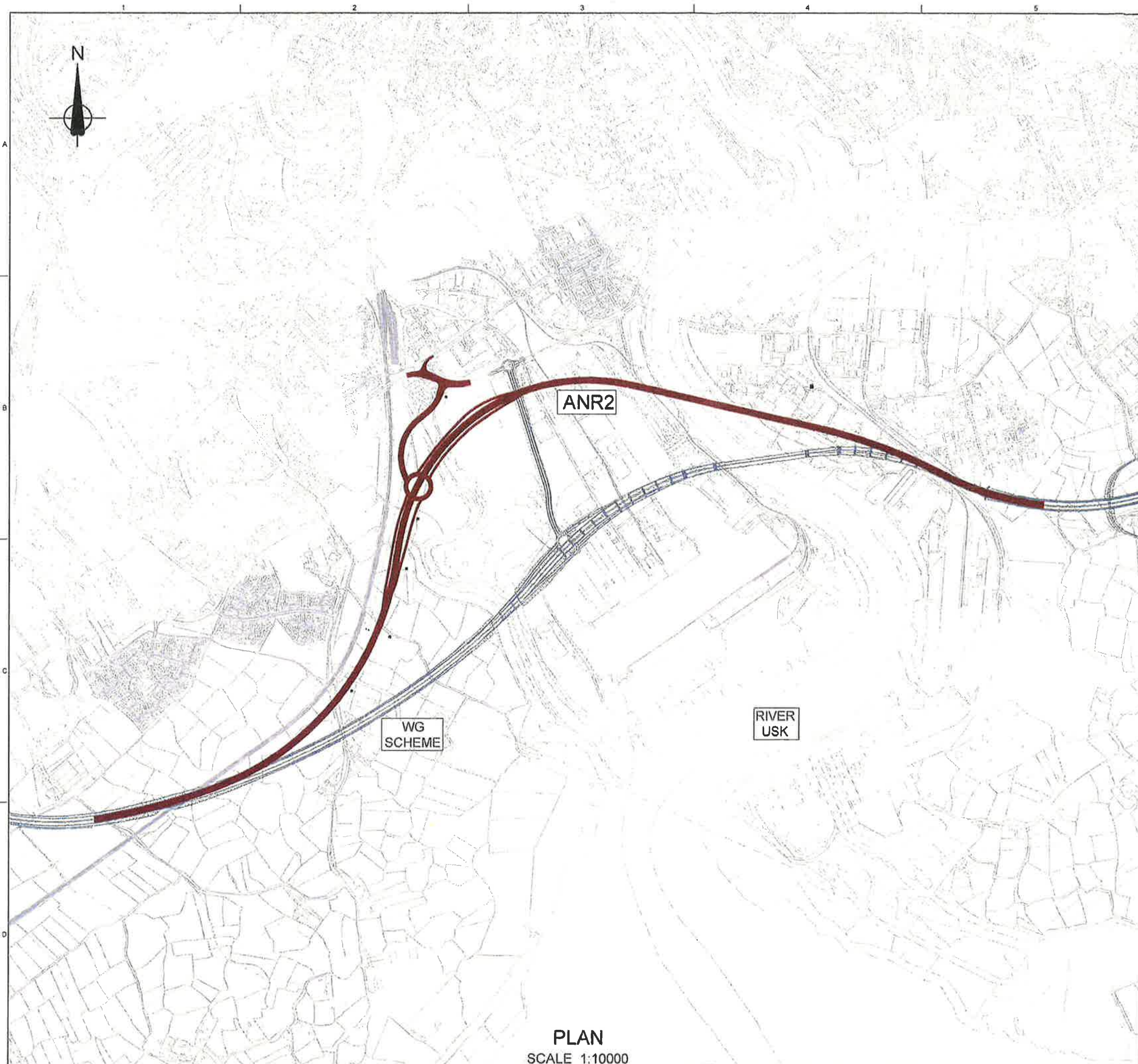


NEWPORT DOCKS - M4 REALIGNMENT
ABP ALTERNATIVE NORTHERN ROUTE 1

SCALE AS SHOWN

DATE	14/09/2016
PROJ	654733
DWG	ABPM-CH2-Z1-RD1-DR-0213
SHEET	1 of 1

DRAFT ISSUE



GENERAL NOTES

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM
3. DO NOT SCALE FROM THIS DRAWING

NOTES

LEGEND

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SCALE 1:10000 (A1)
SCALE 1:20000 (A3)
METRES

CH2MHILL

NEWPORT DOCKS - M4 REALIGNMENT
ABP ALTERNATIVE NORTHERN ROUTE 2

CH2M HILL, BURDEROP PARK,
SHRIMDON, WILTSHIRE, SN4 0GD
TEL: +44 (0)1793 812079 FAX: +44 (0)1793 812080

ABP | ASSOCIATED
BRITISH PORTS

SCALE AS SHOWN
DATE 14/09/2016
PROJ 664733
DWG ABPM-CH2-Z1-RD1-CR-0214
SHEET 1 of 1

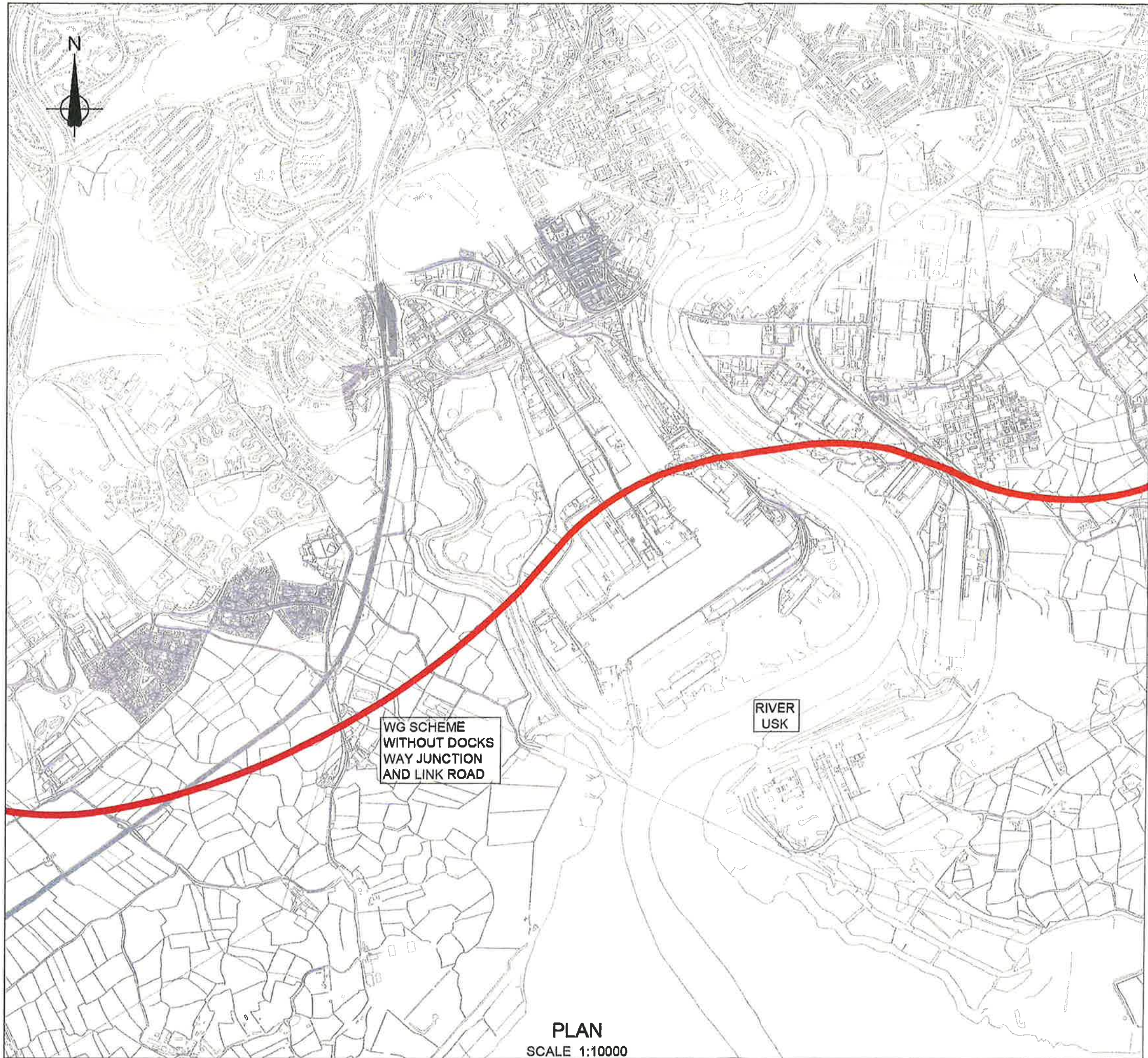
DRAFT ISSUE

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PLOT TIME:

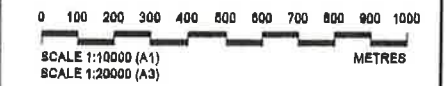
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- GENERAL NOTES**
1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
 2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM.
 3. DO NOT SCALE FROM THIS DRAWING.

NOTES



LEGEND

WG SCHEME
WITHOUT DOCKS
WAY JUNCTION
AND LINK ROAD

RIVER
USK

PLAN
SCALE 1:10000

CH2M HILL, BURDEROP PARK,
SWINDON, WILTSHIRE SN4 0DD
TEL: +44 (0)1793 612479 FAX: +44 (0)1793 612089



CH2MHILL.

NEWPORT DOCKS - M4 REALIGNMENT
WG SCHEME WITHOUT
DOCKS WAY JUNCTION

SCALE	AS SHOWN
DATE	30/09/2018
PROJ	684733
DWG	AB/PM6-CH2-Z1-RD1-DR-0227
SHEET	1 of 1

DRAFT ISSUE

APPENDIX 3

[Handwritten signature]



Cynulliad Cenedlaethol Cymru
The National Assembly for Wales

Y Gyfarwyddiaeth Drafnidiaeth
Transport Directorate

Parc Cathays / Cathays Park
Caerdydd / Cardiff
CF10 3NQ

The Port Director
Associated British Ports
Discovery House
Scott Harbour
Cardiff Bay
CF10 4PJ

Eich cyf / Your Ref

Ein cyf / Our Ref BZ 910175-315-1

Dyddiad / Date 5. November 2001

Dear Sir

**M4 RELIEF ROAD – MAGOR TO CASTLETON
NEWPORT DOCKS**

I refer to Mr Shouler's letter of 30 October 2001 informing you of the proposal to issue a Direction under Article 4(1) of the Town and Country Planning (General Permitted Development) Order 1995.

This Direction has now been signed and I enclose a copy herewith, together with the associated plan.

If any development is proposed within the area specified you will need to apply to the local Planning Authority for planning permission.

I should be grateful if you would acknowledge receipt of this letter.

Yours faithfully

M D Burnell

M D BURNELL
Roads Administration Division 3



BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE

Ffôn / Tel: 029 2082 5111
Llinell Union / Direct Line: 029 2082 6498
Ffacs / Fax: 029 2082 6090
GTN: 1208

E-bost / E-mail: Helen.Burr@Wales.gsi.gov.uk

NATIONAL ASSEMBLY FOR WALES

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED
DEVELOPMENT) ORDER 1995**

DIRECTION MADE UNDER ARTICLE 4(1)

WHEREAS the National Assembly for Wales is satisfied that it is expedient that development of the description set out in the Schedule below should not be carried out on the land shown on the attached plan unless permission is granted on an application made under Part III of the Town and Country Planning Act 1990,

NOW THEREFORE the said National Assembly for Wales in pursuance of the power conferred on it by article 4(1) of the Town and Country Planning (General Permitted Development) Order 1995 hereby directs that the permission granted by Article 3 of the said Order shall not apply to development on the said land of the description set out below.

SCHEDULE

Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport or canal or inland navigation undertakings required for the purposes of shipping or in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, being development comprised within Class B of Part 17 of Schedule 2 to the said Order and not being development comprised within any other Class.


Signed on behalf of the Minister for Environment



Date *31st Oct* . 2001

A Principal Engineer
National Assembly for Wales



KEY:-
EGLURHAD:-
 AREA OF ROUTE PROTECTED UNDER ARTICLE 4(1) OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995
 Y RHAN O'R LLWYBR A DDIGELUR O DAN CYMAL 4(1) GORCHYNNWYD CYNLLUNIO GWALAD A THREF (DATBLYGU CYFFREDIOL CANIATAOL) 1895



For more information please contact
The National Assembly for Wales

M4 RELIEF ROAD
MAGOR TO CASTLETON
FFORDD LINIARU'R M4
MAGWYR I CHAS-BACH

TITLE: PREFERRED ROUTE:
NEWPORT DOCKS AREA
TEITL: LLWYBR AMGENACH:
ARDAL DOCIAU CASNEWYDD
DATE: APRIL 2001
DYDDIAD EBRILL 2001
SCALE: 1:12500
GRADDFAI: 12500
SCHEME REF: 910175
CYFEIRNOD Y CYNLLUN: 910175

APPENDIX 4



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Mr Philip Williams
Associated British Ports
Aldwych House
London
WC2B 4HN

Elch cyf . Your ref:

Elin cyf . Our ref BZ 910178-315-2

Dyddiad . Date 23 November 2010

Dear Sir,

**NEW M4 MAGOR TO CASTLETON
ARTICLE 4(1) DIRECTION NEWPORT DOCKS**

I refer to Mr Russell Bennett's letter of 18 November 2010 informing you that it has been decided to withdraw the Article 4 (1) Direction that was issued under the Town and Country Planning (General Permitted Development Order) 1995 for the route of the new M4 through Newport Docks.

As required by the Welsh Assembly Government, this letter formerly withdraws the Article 4 (1) Direction dated 31 October 2001 and the accompanying plan entitled "Preferred Route: Newport Docks Area", which was issued under cover of my letter of 5 November 2001.

I have written in similar terms to the Port Director, ABP, Cardiff Bay, the Newport Harbour Commissioners and Newport City Council.

I should be grateful if you would acknowledge receipt of this letter.

Yours faithfully

M D BURNELL
Transport Planning and Governance



Mike Burnell
Llinell Union . Direct Line: 029 2082 6484
Ffacs . Fax: 029 2082 6090
E-bost . E-mail: Mike.burnell@wales.gsi.gov.uk

Parc Cathays Cathays Park
Caerdydd Cardiff
CF10 3NQ CF10 3NQ

APPENDIX 5

Port of Newport

Maximum acceptance dimensions of vessels (metres)

	Dock, Jetty or Quay	Length	Beam	Draft
South		244.0	30.1	10.4
North		122.0*	17.0	7.6

*Larger vessels may be accepted subject to Harbour Master approval

Port area (hectares) 277.0

Transporter Bridge

Main Entrance Security Point

Weighbridge
The Stage

To M4 Junction 28

NORTH DOCK

Timber Terminal

Steel Terminal

Port Office

West Way Road

Development Area

North Quay

Development Area

Open Storage

Central Workshops

Middle Quay

East Lock

Cement Terminal

Wind Turbine

SOUTH DOCK

Atlantic Shed

Open Storage/Development Site

Travelling Cranes

5A

5B

Steel Terminal

South Quay

Solid Fuels Terminal

East Entrance Jetty

Entrance Channel

West Entrance Jetty

South Lock

Development Site

Tom Lewis Way

Open Storage

11 Shed

Development Area

Open Storage

10 Shed

Open Storage

9A

9B

9 Shed

Open Storage

8

9A

9B

9 Shed

Open Storage

11A

Development Area

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Development Area

Open Storage

10 Shed

Open Storage

9A

9B

9 Shed

Open Storage

8

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9B

9 Shed

APPENDIX 6



**Department
for Transport**

Matthew Kennerley
Director, ABP South Wales
Port Office
Alexandra Dock
Newport
NP20 2UW

From the Minister of State
Robert Goodwill MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: robert.goodwill@dft.gsi.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/164038

Dear Matthew

Thank you for your letter of 3 May that highlights the publication of the draft Port of Newport Master Plan.

I am pleased that the port has chosen to undertake this process. We continue to advocate Master Planning as an important mechanism in setting out the plans and needs of a port, and as an essential tool in communication of these to key stakeholders.

Given the economic importance of a major port at a regional and national level, but also the potential impacts of port activity on those who live and work nearby, those stakeholders range from the local population through to major organisations. This document should assist in keeping those stakeholders apprised of your plans and provide opportunities for open dialogue between all interested parties.

In terms of the document itself, your team should be congratulated on the production of a clear and informative document, and I look forward to seeing the final version, post-consultation.

Lastly, the Department is considering updating the existing guidance on port Master Planning in due course. This is not to change the policy, which we believe remains relevant, but to refresh the sections that are now out of date due to changes in local government, for example. However, as the port to have most recently undertaken the Master Plan process we would welcome any feedback on your experience.

Yours sincerely

ROBERT GOODWILL

CC: MU team & JC

APPENDIX 7

Ask Ior/ Gofynnwch
Our Ref/ Elin Cyl
Your Ref/ Elin Cyl
Tel/ Ffôn 01633 656656
Direct Dial/ Rhif 01633 233600
DX 99463 Newport (Gwent) 3
E-Mail/E-Post

Regeneration, Investment and Housing
Adfywio, Buddsoddi a Thai



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

FAO Chris Green
Associated British Ports
Port House
Alexandra Dock
Newport
NP20 2UW

1 August 2016

Dear Chris,

Further to our letter to our Chief Executive Will Godfrey, We would like to thank you for supplying Newport City Council with details of The Port of Newport Masterplan 2015-2035.

Will has asked me to respond on behalf of our Planning Policy and Economic Development and Tourism Departments.

The Newport Local Development Plan (LDP) (2011-2016) recognises the importance of Newport Docks and protects the site for B1, B2 and B8 uses, but allows development where it can be demonstrated that the development is complementary to and does not hinder the operational use of the Port. We are pleased that the LDP has been recognised in the consultation Master Plan and agree with the wording set out in Chapter 7 (Planning). We support the consultation Master Plan and the Port's aspirations. Just for completeness there is one other policy from the LDP which is specifically relevant to the Docks; M4 Protection of Wharves and Rail. This policy seeks to maintain the sustainable transportation of aggregate through existing wharves and rail some of which are located within the Docks. Reference to this policy is considered appropriate within the LDP section of the document.

The Economic Development Department continues to fully support investment in The Port of Newport. The Port is of strategic importance to the growing economy of Newport and we welcome and support the significant structural and financial investment which is being planned for the period 2015-2035. The Port employs a significant number of employees directly and indirectly to both companies in Newport and the surrounding South East Wales area (currently approximately 3,000 local jobs). We would welcome discussion around how the Masterplan for the Port of Newport might align with and add mutual value to the Council's own Economic Growth Strategy 2015-2025.

In particular, noting the high-quality jobs growth potential of the Port of Newport, discussion around how the Port might work alongside the City Council and local further and higher education providers to ensure the skills required to support this future growth can be sourced amongst the local community. This is not fully explored in the section on socio-economic context, but could be a key area of economic influence for the Port of Newport.

The Council welcomes the Port's current excellent progress and future aspirations in terms of developing sustainable, low-carbon energy sources. Again, this offers a major opportunity to create further high-growth jobs in the area and could be an area of partnership with the City Council and educational institutions. Whilst it is recognised that proposed major infrastructure projects do create uncertainty around the Port's future, developing a strong local workforce able to meet the challenges of construction, engineering, energy generation and logistics in a marine setting, when coupled with the capacity and growth potential of the Port of Newport, would offer the opportunity to turn

challenges such as the proposed tidal lagoon project into a significant benefit for both the City and its Port alike.

From a tourism perspective, the visitor economy is growing fast in Newport and the Port's role in this might be considered. The Port is currently proposed as a cruise terminus for 2017 and it has already evidenced it's used for increased capacity for major events. With the development of the Wales International Conference Centre, this option might be increasingly important.

We wish the Port every success with its future plans and we look forward to continuing to work closely with ABP to achieve future growth and prosperity for both the Port and its surrounding economy.

Yours sincerely

Beverly Owen
Interim Strategic Director - Place

From: Newport Mailbox

Sent: 29/07/2016 09:58

To: Chris Green

Subject: FW: Port of Newport Master Plan 2015 - 2035 Consultation

From: John Green [<mailto:JohnGreen@apostleshipofthesea.org.uk>]

Sent: 28 July 2016 12:46

To: Newport Mailbox

Subject: FW: Port of Newport Master Plan 2015 - 2035 Consultation

Dear Sir/Madam

With regard to 'The Port of Newport and the community', please find the following comment from seafarers' charity, Apostleship of the Sea

'The apostleship of the sea has visited ships in Newport to support the welfare of seafarers for many years. AoS provides the bulk of such welfare provision in the ports of Great Britain. We have been pleased to do this in Newport at no cost to ABP and would like to make the following observations for this consultation

1. The footfall and usage of traditional seafarers centres across GB has dramatically fallen in recent years, with centres in Southampton and Milford Haven recently closing. Looking forward it is therefore crucial to provide seafarers with free wifi access in the port area, especially when there isn't time for them to leave their ships

2. Ship visiting by Apostleship of the Sea ship visitors is vital to gatewaying seafarers to local amenities, providing a personal welcome and support onboard in times of difficulty. The value of this work of the Apostleship of the Sea and its contribution to a happy and safe working environment should be acknowledged in the plan so that its continuation for years to come may be guaranteed.

Please do not hesitate to contact me if I can provide further information in this regard.

Yours sincerely,

John Green

John Green
Director of Development
Apostleship of the Sea

Registered charity in England and Wales number 1069833. Registered charity in Scotland number SC043085. Registered company number 3320318.
39 Eccleston Square, London, SW1V 1BX

Mobile: 07505 653801
Mainline: 0207 9011931

For more information about our work or to donate go to:
www.apostleshipofthesea.org.uk

Follow our pictures: www.flickr.com/apostleshipofthesea
Facebook: <http://www.facebook.com/AoS.GB>
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APPENDIX 8



Llywodraeth Cymru
Welsh Government

Linda Willson
Head, Maritime Commerce and Infrastructure Division
Department for Transport
Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

e-mail:Linda.Willson@dft.gsi.gov.uk

15 August 2016

Dear Linda,

I am writing in respect of ABP's recent consultation on its draft master plan for the Port of Newport 2015-2035.

The Welsh Government recognises that ports have an integral role in supporting economic growth and jobs in Wales. We therefore share the Department of Transport's view of the benefits of producing master plans which set out ports' longer term strategies and aspirations.

From recent correspondence between our Cabinet Secretary for Economy and Infrastructure and the former Secretary of State, you will be aware that a Public Local Inquiry (PLI) into our published proposals for the M4 Corridor around Newport (M4 CaN) is to start on 1 November 2016; we welcome the assistance the Department of Transport is providing in seeking the joint appointment of independent Inspectors to consider the potential impact of the proposals on the ongoing port operations.

We would therefore recommend that ABP is encouraged to consider delaying the finalisation of the master plan until the outcome of the M4 CaN PLI is known, when ABP will be better placed to consider any implications for the longer term future of the port.

I am copying this letter to Matthew Kennerley, Director, South Wales ABP.

Yours sincerely,

Rhodri Griffiths

Deputy Director, Transport Policy, Planning & Partnership

APPENDIX 9

Ove Arup & Partners

44700/18.0/MJE/MG.23
3 April 1992

Cambrian Buildings
Mount Stuart Square
Cardiff CF1 6QP
Telephone 0222 473727
Telex 295341 OVARPT G
Facsimile 0222 472277

ASSOCIATED BRITISH PORTS
- 6 APR 1992
GENERAL ADMINISTRATION
PORT OF NEWPORT

Chief Executive
Associated British Ports
Port Manager
Alexander Dock
Newport
Gwent

ARUP

Dear Sirs

M4 RELIEF ROAD - MAGOR TO CASTLETON

We have recently been appointed by the Welsh Office to examine possible routes for an M4 relief road between Magor and Castleton, in Gwent.

We would like to arrange a meeting with you as soon as possible so that you can advise us of any relevant matters that you wish us to take into consideration during the route selection process.

It would also be helpful if you could nominate a representative to assist us with more general data gathering that we intend to commence in the very near future.

Yours faithfully

H. J. Edwards

R P HENSBY

AKG

Directors
P Ahm C E Ambrose P G Ayres C H I Balmford C T Barker B T Baxter
J S A Berry M G Brown B R Campbell A K C Chan R J Cowap D D Croft
R F Emmerson M J Facer A J Fitzpatrick A J Foster A F Fraser M J Glover
D L Gordon J H Hampson J D Harvey R B Haryott G T Henderson R Hough
A O Hughes F G Irwin D T Johnston A J Keble-White K E Law P M Lee
M R Lewis F J Loader J A Lord L J Lovell D J Lowes I G Lyall M W Manning
A R M Marcelleau J N Martin O Michael J C Miles I G Mudd S A Murray
J Nissen J Pilkington P R Rice C J B Roberts M D P Sargent K L Seago
K W Shaw M Stears R Shields B Simpson M J Simpson W A Southwood
A Stevens M A Stroud E H F Taylor M J Taylor N C Thompson J A Thornton
G Treharne D A Whittleton

Consultant
Sir Jack Zurz
Regional Directors
G E Good R P Hensby S J Luke

Associates
B Coles J D Agnitti I Fenner T Gordon R B Irvine M A Larcombe P A Nedin
R O'Brien W G Pickin G Sage I Statham

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13 Fitzroy Street London W1P 6BQ
Secretary
M J Somers FCA FCCA

An Ove Arup Partnership Company
Consulting Engineers

APPENDIX 10

NOTE FOR PAPERS

15th April, 1992

M4 RELIEF ROAD - MAGOR TO CASTLETON

I met Mr. Mike Edmonds of Ove Arup & Partners today in the company of the Port Engineer and the Dockmaster.

Mr. Edmonds explained the scope of their study which would include the possibilities of a Northern or Southern route and stated that his visit was very much a preliminary one.

The height clearance for a bridge crossing the Usk downstream of the Port was discussed and the figure of 70 metres given in previous telephone conversations was confirmed as a realistic provisional figure.

Mr. Edmonds requested a brief explanation of development proposals for the Port and in summary he was advised that, for example, Newport could be developed for Panamax vessels depending upon demand and cost factors.

I confirmed that the Port Engineer and Dockmaster would be his points of contact for engineering and marine matters respectively.

A handwritten signature, likely of the author, is located in the lower right quadrant of the page. It consists of stylized, cursive letters.

APPENDIX 11

Ove Arup & Partners

44700/18.0/MJE/MG.18
3 June 1992

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ASSOCIATED BRITISH PORTS
- 4 JUN 1992
GENERAL ADMINISTRATION
PORT OF NEWPORT

Port Manager
Associated British Ports
Alexandra Dock
Newport
Gwent
NP9 2UW

ARUP

For the attention of Mr R C F Williams

Dear Sirs

M4 RELIEF ROAD - MAGOR TO CASTLETON

INITIAL CONSULTATION

With regard to your letter dated 22nd May 1992, I am pleased to issue the agreed minutes of our meeting duly amended; for your information.

Yours faithfully

MA. Galsworthy

P.P. M J EDMONDS

Enc.

Directors
P Ahm CE Ambrose PG Ayres CH Balmford CT Barker BT Baxter
JSA Berry MG Brown BR Campbell AK Chan RJ Cowap DD Croft
RF Emmerson MJ Facer AJ Fitzpatrick AJ Foster AF Fraser MJ Glover
DL Gordon JH Hampson JD Harvey RB Haryott GT Henderson R Hough
AD Hughes FGE Irwin DT Johnston AJ Kable-White KE Law PM Lee
MR Lewis FJ Loader JA Lord LJ Lovell DJ Lowes IG Lyall MW Manning
ARM Marcotteau JN Martin D Michael JC Miles IG Mudd SA Murray
J Nissen J Pilkington PR Rice CJB Roberts MDP Sargent KL Seago
M Shears R Shields B Simpson MJS Simpson WA Southwood A Stevens
MA Stroud EHF Taylor MJ Taylor NC Thompson JA Thornton
GTreharne DA Whittleton

Consultant
Sir Jack Zinz

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MINUTES OF MEETING

Page 1 of 2

Ove Arup & Partners

Job No: 44700/18/ROB/MG.127

Date of Meeting: 15th April 1992 - Commenced 3:00 pm

Location: Port Managers Office, Newport Docks

Job Name: M4 Relief Road - Magor to Castleton
CONSULTATION

Present:

R.C.F. Williams	-	Port Manager
B.J. Spanner	-	Port Engineer
Captain I.H. Taylor	-	Dock Master
Mike Edmonds	-	OAP

Apologies: -

Circulation:

Mr Williams - A.B.P.
Mr T Parker - Welsh Office
RPH, RO'B, Duncan Wilkinson

Date of Circulation: April 1992

Prepared By: M J Edmonds

Date of Next Meeting: -

Ove Arup & Partners	Action
<p>1.0 Mike Edmonds tabled a plan of the study area and confirmed the basis of the commission, together with the programmed timescale involved. The meeting was convened to further discussions on factors influencing the choice of routes with issues of interest to ABP.</p> <p>Comments made by ABP were as follows:-</p> <ol style="list-style-type: none"> 1) No previous discussions had been held with any other authority about the relief road. 2) A major influence, of any river crossing on the port, would be the clearance provided to the deck soffit of any bridge. Current capacity of the dock allows ships upto 40,000 tonne but plans currently being considered to widen the entrance lock together with a dredging programme would allow ships upto 70,000 tonnes (Panamac Capacity). Current clearance provisions to the power cables across the river are 64m above High Water level. Given the current developments in Naval Architecture, a provisional clearance of 70m was felt, by ABP, to be necessary. This would allow a bridge to not restrict the development potential of the docks. <p>For discussions on size and categories of ships OAP were directed to IMO and Lloyds of London.</p> <p>2.0 Future development of the south dock is planned in parallel with the widening of the south lock. The entrance to the north dock limits development in the size of ships that can pass through the lock but larger vessels could be accommodated by widening the junction cut into the north dock and deepening the dock, both of which were considered to be relatively simple engineering options.</p> <p>3.0 A crossing of the Usk by Tunnel would have little effect on the docks as dredging requirements are not expected to exceed 1.0m below existing channel.</p> <p>4.0 Current road access to the Dock is via Junction 28, connecting to the motorway system. The construction of the Uskbarrage will allow eastward road access into and out of the dock. These current and proposed routes including the major improvement work at the Brynglas Tunnels would give sufficient access to the motorway network.</p> <p>5.0 Captain Taylors experience of the Usk estuary indicated that climatic influences on a bridge (both Fog and Wind) may be significant.</p> <p>6.0 ABP were happy to assist OAP in their data collection. Mr Spanner and Captain Taylor were identified as contacts for future data collection.</p>	<p>OAP</p>

APPENDIX 12

Ove Arup & Partners

44700.13.1/MJE/JMJ.125
15 September 1992

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ASSOCIATED BRITISH PORTS
18 SEP 1992
GENERAL ADMINISTRATION
PORT OF NEWPORT

Mr B Spanner
Port Engineer
Associated British Ports
Alexandra Dock
Newport
Gwent
NP9 2UW

ARUP

For the attention of Mr Spanner

Dear Mr Spanner

M4 RELIEF ROAD, MAGOR TO CASTLETON
NAVIGATION CLEARANCES

Following our meeting of 21st August I enclose a brief note of our discussion for your records.

Yours sincerely

M J Edmunds

M J EDMONDS

Enc.

C.C. MR WILLIAMS

Free

PORT ENGINEER NEWPORT		
RECEIVED 17 SEP 1992		
P.E.	17/9	
A.P.E.		
EA (W)		
EA (E)		
C.C.		
- City & A.M. LA		

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Consulting Engineers

MINUTES OF MEETING

Page 1 of 3

Ove Arup & Partners

Job No: 7215/10/MJE/JMJ.80

Date of Meeting: 21st August 1992

Location: Associated British Ports Newport Office

Job Name: M4 Relief Road Magor to Castleton

Present:

Mr B Spanner	-	ABP Port Engineer
Captain I Taylor	-	ABP Dockmaster
Mr M Edmonds	-	Ove Arup and Partners

Apologies:

Circulation:

Dick Hensby	-	OAP
Duncan Wilkinson	-	OAP
Tony Parker	-	Welsh Office

Date of Circulation: 3rd September 1992

Prepared By: Mike Edmonds

Date of Next Meeting:

Ove Arup & Partners	Action
<p>1.0 The purpose of the meeting was to discuss further the vertical clearance requirements into the port. These had been initially discussed during the Consultation of 15th April 1992.</p> <p>2.0 Mike Edmonds explained that Ove Arup and Partners had carried out research on air draft requirements for a variety of ships and selected bridges worldwide with their corresponding air draft clearance.</p> <p>The research shows that the maximum bridge clearance within the UK is 54.8m at the Erskine Bridge, Clyde and worldwide is the proposed Tsing Ma Bridge currently under construction in Hong Kong of 61m.</p> <p>3.0 Ove Arups current view that a working clearance of approximately 50m would provide a clearance compatible with shipping envisaged at Newport Dock.</p> <p>4.0 Ben Spanner and Iain Taylor explained the development hopes for Newport Dock. The current south lock is planned to be widened to 140 feet. This will allow ships very much larger than present to be accommodated.</p> <p>While the reconstruction of the south lock has not been given ABP Board approval, a feasibility report has been undertaken which shows commitment to the development.</p> <p>5.0 It was felt by ABP Newport that of all the South Wales ports Newport had the most potential given its location, its current access to the M4 and points east.</p> <p>6.0 As a follow on to the development of the south lock, ABP want to widen the entrance to the north dock and develop that to the same parameters as the south dock (ie. vertical clearance).</p> <p>7.0 ABP hopes are that the development of the south lock can be brought into the overall ports development strategy for the next 5 year plan.</p> <p>8.0 The ports current view on vertical clearance is that the 64m working clearance provided by the overhead 275kv power lines should not be reduced. No restriction to navigation that would disadvantage the ports potential in relation to other UK ports would be welcomed.</p> <p>9.0 Iain Taylor agreed to check with current users of the docks on clearance requirements for car carrying ships.</p> <p style="text-align: center;">END OF MEETING</p>	

MINUTES OF MEETING

Page 3 of 3

Ove Arup & Partners	Action
<p>In a subsequent phone call (Ben Spanner/Mike Edmonds) ABP confirmed that they would not want to reduce their requirements on vertical clearances to below 61m.</p>	

APPENDIX 13

Y Swyddfa Gymreig
Adran Y Cyfarwyddwr Priffyrdd

Rhan 1
Adailadau'r Llywodraeth
Tŷ Glas Road
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i'r Cyfarwyddwr Priffyrdd gan
ddyfynnu ein cyfeirnod*



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Welsh Office
Highways Directorate

Phase 1
Government Buildings
Tŷ Glas Road
Llanishen
Cardiff CF4 5PL

*All correspondence to be addressed
to the Director of Highways quoting
our reference*

Mr Stephen Pritchard
The Regional Property Manager
Associated British Ports
Pierhead Building
Bute Docks
Cardiff CF1 5TH

IN CONFIDENCE

ASSOCIATED BRITISH PORTS
14 OCT 1992
GENERAL ADMINISTRATION
PORT OF NEWPORT

ZB 910175-115-19

Date: October 1992

C F Williams,
Port Manager, Newport Docks

Mr T Travers, Chairman
Newport Harbour Commissioners

Dear Sir

M4 RELIEF ROAD - MAGOR TO CASTLETON
NAVIGATION CLEARANCES

In conducting consultations as part of the route selection process for the above project, Messrs Ove Arup and Partners, our Consulting Engineers, have held discussions with the Port Manager at Newport Docks, Mr R C F Williams.

Whilst a preferred route for the roadscheme has yet to be identified, it is necessary at this stage to establish critical parameters such as navigational clearances across the River Usk and the Docks in order that true comparison can be made of various competing options.

Mr Williams has indicated that your company requires a 70 metres air draft clearance for navigation beneath any structure crossing either the approaches to or over any part of the north or south dock at Newport.

We consider that this requirement is excessive particularly bearing in mind the implications it would have for the road project. To meet this requirement the cost of the structure would be very significant increasing by about £25 million for every 10 metres clearance required. In addition the environmental impact would be severe. Visually the structure, which would have twice the air draft of the Second Severn Crossing, would dominate Newport and the surrounding area. This could seriously affect the feasibility of the project.

We are conscious of the fact that there is no statutory requirement for navigation clearance on the River Usk or the docks. However, we would wish to take account of any genuine need demonstrated by your company.

I will be grateful therefore if you would reconsider the matter in the light of the foregoing. For the purposes of our preliminary assessment we are proceeding on the basis of an air draft clearance of 37 metres.

I request that you confirm either way whether this is acceptable to you.

Yours faithfully

K J THOMAS
Director of Highways

APPENDIX 14

CONFIDENTIAL

Our Ref: PM.1608/JEH

19 November 1992

K J Thomas Esq
Director of Highways
Welsh Office Highways Directorate
Phase 1
Government Buildings
Ty-Glas Road
Llanishen
CARDIFF CF4 5PL

Dear Mr Thomas,

M4 RELIEF ROAD - MAGOR TO CASTLETON
NAVIGATION CLEARANCES

With reference to your letter of October 1992, sent to Mr Pritchard our Regional Property Manager, I have been given a copy and in view of the importance to the Port of Newport, wish to reply direct.

As you say we have had discussions with Ove Arup and Partners who were acting on your behalf in the initial appraisal of the road options for the M4 Relief Road. A number of meetings have been held and you will be aware that initially we indicated that an air draft of 70 metres above MHWS would be required but that after the latest meeting we revised this to 61 metres which is the height for the proposed Tsing Mar bridge in Hong Kong. Clearly considerable further exploratory work would have to be done on the exact air draft clearance necessary at Newport but at this stage I consider that 61 metres is a reasonable figure.

I appreciate your comments on the cost and environmental implications of every 10 metres of clearance required and this will obviously be an important factor in your choice of route. I note that for the purpose of your preliminary assessment you are proceeding on the basis of a clearance of 37 metres, which I presume is related to the cost and environmental implications. There is however no indication that it is based on the current and potential navigation requirements at Newport.

For your further information, I read in a recent publication from the Port of Yokohama that the Tsurumi Fairway Bridge is now under construction and that "since vessels of more than 30,000 tonnes navigate the Tsurumi Fairway, the main passageway is 440 metres wide and requires a height of at least 49 metres". You will be aware that Newport currently handles vessels of approximately 40,000 tonnes and that we are actively evaluating plans for improvements to our lock entrance and even a new lock which would at the very least enable us to accommodate the largest Panamax vessels in use with a possibility of accommodating part laden vessels to the 100,000 tonnes size. I am therefore concerned at your preliminary clearance of 37 metres and have to say that this is unacceptable to me.

I note from the fifth paragraph of your letter that you are conscious of the fact that there is no statutory requirement for navigation clearance on the River Usk and the Docks. The matter is a little more complicated and there are implications for constructions in navigable parts of the River Usk under local harbour acts; I am also aware that under the various acts which may be used for authorising construction of bridges over navigable waters, there is usually a requirement for the Minister to take into consideration the reasonable requirements of navigation for waters so affected.

I do not wish to appear negative in our approach but we have to protect the present and future Port of Newport and the industry and employment which goes with it and in these difficult trading times with strong competition, it is important that nothing is done to destroy our potential or our competitiveness. I understand that you wish for a genuine need to be demonstrated and this we are attempting to do but I presume that in the same way you have to show that a figure of 37 metres is a genuine one and caters for the need of the port and the associated economic infrastructure.

I am sure that the provision of the M4 Relief Road will be of great value to this area and to South Wales, as will the second Severn Crossing in the longer term. The short term implications are however very worrying and already painful and negative in the one case. I hope that we can deal with the implications of the M4 Relief Road in a way which will do no further damage to the confidence of existing and potential customers in the Port of Newport.

Yours sincerely,


PORT MANAGER

APPENDIX 15

Our Ref: PM.1608/JEH

13 April 1993

Your Ref: ZB 910175-126-1

Highways Directorate
Welsh Office
Phase 1
Government Buildings
Ty-Glas Road
Llanishen
CARDIFF CF4 5PL

For the attention of Mr M J A Parker

Dear Sirs,

M4 RELIEF ROAD - MAGOR TO CASTLETON
NEWPORT DOCKS

I refer to your letter dated 1 April and the meeting at this office on 31 March. I have endeavoured to give below the information requested at the meeting and listed in your letter:-

1. Relevant Physical Characteristics of the Largest Vessels
Using the South and North Docks in Recent Times

a) South Dock

- i. MS "Hyundai" number 109 - Car Carrier
Beam 28 metres,
total height of vessel - 51.2 metres less assumed light
ballast of 5.2 metres = air draft in ballast of 46 metres.

A safety margin of at least 10% has been assumed and
therefore 51 metres bridge clearance over highest
astronomical spring tides is required.

ii. Gearbulk Vessels

MV "Hawk Arrow" - 42,000 tonnes bulk carrier
Beam 29 metres,
total height of vessel - 51.6 metres less assumed light
ballast of 6 metres = air draft in ballast of 45.6 metres.

A safety margin of 10% produces a clearance requirement of
50 metres.

b) North Dock

M Class Vessels

MV "Music"
Beam 16.3 metres; air draft in ballast of 40 metres.

Allowing for a safety margin of 10%, a bridge clearance of
44 metres would be required.

2. Characteristics of Largest Vessel Capable of Using the
Present Sea Lock

Information supplied by Burness Coslett and Partners, Marine
Consultants, gives the following air draft in ballast/light
conditions:-

Bulk Carriers	35-40 metres
Car Carriers	40-50 metres
Cruise Liners	45-55 metres

Allowing for a safety clearance of 10% a minimum clearance
of 61 metres would be required to cater for the larger vessels
tabled above.

3. Characteristics of Panamax Vessels

Panamax vessels represent the next size up from those
vessels which currently use Newport Docks and have a maximum beam
of approximately 32.3 metres giving a normal ships size of
approximately 70,000 tonnes.

Further information is being obtained on the maximum draft
for these larger vessels and this will be supplied as soon as
possible.

4. Horizontal and Vertical Clearances

a) Horizontal Clearances

- i. The dredged width of the navigation channel from the
dock entrance to the limit of the Newport Harbour
Commissioners' area of jurisdiction is currently 130

metres. The width of channel used for navigating vessels of varying sizes is clearly wider than this and when vessels are under tow with up to three tugs the expert opinion from the sea pilots is that a safe horizontal clearance of 440 metres would be required.

For your information the Tsurumi Fairway Bridge being constructed in Tokyo Bay will have a main passageway of 450 metres to cater for vessels in the 30,000 tonnes range.

ii. South Dock Lock

To allow for clearance of the existing lock and the proposed new lock and the safe passage of vessels clearance of 250 metres would be required at either of the following locations:-

(a) If situated over the outer gates

This clearance would enable bridge foundations to be constructed without endangering the culverts and impounding station on the east side of the existing lock or the wall anchorages of the proposed new lock.

(b) If situated immediately seaward of the outer gates

The clearance is necessary to span the existing and proposed lock entrances from the east side of the east pier to the west side of the lead-in jetties for the proposed new lock.

iii. Junction Cut at North Dock

The existing junction cut is 20 metres wide and 50 metres long. To avoid disturbance of the existing masonry walls of both the cut and the dock it is considered that a minimum clearance of 200 metres is necessary.

b) Vertical Navigation Clearances

Given the existing use of the port and the present detailed exploration of the feasibility of either improving the existing lock to take vessels of 32 metres or the construction of a new larger lock, it is our considered view that a navigation clearance of at least 61 metres would be required over any part of the entrance channel or the South Lock or any part of the South Dock.

With regard to the North Dock, vertical navigation clearance of 44 metres would be required to cater for the largest vessel which can currently use this facility.

I am enclosing a copy of our tide tables for 1993 which, apart from giving tidal predictions for that year, also includes notes on how these relate to Admiralty Charts and the relationship of these predictions to OD (Newlyn). If you require any further information on this aspect please let me know.

5. The Statutory Obligations and Functions of ABP

Associated British Ports was formerly the British Transport Docks Board. The Board was established by the Transport Act 1962 and reconstituted under the name of Associated British Ports on the 31 December 1982 by the Transport Act 1981 and the Associated British Ports (appointed day and designation of holding company) Order in 1982. By Section 9 of the Act of 1981 it is the duty of ABP, amongst other things, to provide port facilities at its harbour to such extent that it may think expedient and have due regard to efficiency, economy and safety of operation as respects the services and facilities which it provides.

With particular reference to Newport, the Docks at Newport were transferred to and vested in the British Transport Docks Board by the Transport Act 1962. The entrance channel to the docks is under the jurisdiction of the Newport Harbour Commissioners who were constituted under the Newport (Monmouthshire) Harbour Act 1836. The Commissioners are a body representative of persons having an interest in the river and the maintenance of navigation therein and ABP at Newport is represented by three of its officers who serve as Commissioners. The dredging of the approach channel is undertaken by ABP by authority of a Joint Committee established under the Alexandra (Newport and South Wales) Docks and Railway Act 1916.

ABP at Newport is in addition a competent Harbour Authority for pilotage for the docks under the Pilotage Act 1987 and in accordance with Section 11 paragraph 2 of this Act, at the request of the Harbour Commissioners and on their behalf, exercises the function of providing pilotage services to vessels navigating to and from wharves in the river.

6. Confidentiality

We require any information supplied in due course in connection with paragraph 7 below to remain confidential.

7. Assessment of Replacement Facility

I refer you to Mr Yell's letter of 8 April 1993 and confirm that we would be pleased to attend further meetings in this connection.

Yours faithfully,


PORT MANAGER

APPENDIX 16

M1P.JL

**Y Swyddfa Gymreig
Adran Y Cyfarwyddwr Priffyrdd**

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i'r Cyfarwyddwr Priffyrdd gan
ddyfynnu ein cyfeirnod*



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*All correspondence to be addressed
to the Director of Highways quoting
our reference*

Associated British Ports
Newport
Alexandra Dock
Newport
Gwent
NP9 2UW

Your Ref: PM.1608/JEH

Our Ref: ZB 910175-126-1

Date: 26 May 1993

FOR THE ATTENTION OF MR R C F WILLIAMS, PORT MANAGER

IN CONFIDENCE

Dear Mr Williams

M4 RELIEF ROAD - MAGOR TO CASTLETON
NEWPORT DOCKS

ASSOCIATED BRITISH PORTS
28 MAY 1993
GENERAL ADMINISTRATION
PORT OF NEWPORT

Thank you for your letter dated 6 May regarding the note of the meeting held in your office on 31 March 1993.

The amendments suggested by you have been incorporated in a finalised version which I enclose.

With regard to your letter the 11 May I understood from the meeting on 31 March that you would be assessing the replacement facility required if the road were to pass through the North Dock at low level (Reference Item 3.3(g) of the notes). My feeling is that it will be more fruitful for you to send me the result of that assessment so that I can take the necessary advice before we meet to discuss the matter. I trust this is acceptable to you.

Public Consultation is still programmed for June and July. You will of course receive particulars at the commencement of that process. I would repeat my invitation for senior management of your company to have a private viewing of the exhibition outside public hours if you wish.

If you wish to take up this offer please contact me.

Yours sincerely

M J A PARKER
RCON2

for Director of Highways

Paper-plate

M4 RELIEF ROAD - MAGOR TO CASTLETON

NOTE OF MEETING HELD BETWEEN WELSH OFFICE AND ASSOCIATED BRITISH PORTS (ABP) AT THE DOCKS MANAGERS OFFICE, NEWPORT DOCKS ON 31 MARCH 1993

Present:-

Welsh Office

Mr K J Thomas - Director of Highways
Mr B H Hawker - Superintending Engineer, Roads Construction Division
Miss S A Canning - Legal Group
Mr M J A Parker - Project Manager

ABP

Mr F D R Yell - Director of Engineering (attending on behalf of the Managing Director)
Mr R C F Williams - Port Manager
Mr B Spanner - Port Engineer
Captain Taylor - Docks Master

ACTION

1. M4 Relief Road Welsh Office Proposal

1.1 Welsh Office outlined the need for the scheme. The increasing congestion on the M4 around Newport is causing problems for strategic traffic. Brynglas Tunnels Relief Scheme will provide temporary relief at this location. However, by the turn of the century, the great proportion of the length under consideration would be congested. The Welsh Office view the implementation of effective measures to relieve the motorway by around that time as being vital to ensure the economic well-being of the South Wales coastal belt, including Newport Docks.

1.2 Various options including routes to the north of Newport as well as on-line widening of the motorway were being considered. The meeting was called to discuss the navigation requirements of the Port on the 4 routes south of Newport that were presently under consideration.

1.3 All major interests are being consulted prior to Welsh Office consulting publicly in the summer (June/July). The aim is to identify and protect against development, a single preferred route by early 1994. Welsh Office outlined the procedures after that to enable construction to start around the turn of the decade or earlier. It was agreed that until public consultation, all discussions were in confidence.

ACTION

1.4 Welsh Office gave a description of the 4 route options shown by solid lines on figure 02 'Usk Crossing Options: Constraints' attached). It was stressed that it is necessary to assess all route options and ultimately defend the promoted route on financial, economic, engineering and environmental terms. All 4 routes were tightly constrained by physical features or major developed interests in the vicinity of the Usk. The flowing alignment demanded by motorway design standards made negotiation of these constraints particularly difficult. All routes were deemed feasible in engineering terms but the height of clearances provided for navigation purposes has a crucial effect in cost and environmental terms. Raising the road 10 metres in height at the Usk would add £25m to the cost of the road and would be potentially extremely visually intrusive. Welsh Office were bound, therefore, to ensure that the crossing of the Usk was constructed to the lowest possible level compatible with reasonable navigational requirements. In the case of the any conflict between these 2 sets of interests, it may be necessary for a decision to be made as to what, on balance, constitutes the national interest.

2. ABP's Position

2.1 ABP view Newport Docks as having a leading if not, the leading role, in the South Wales Ports. The sea lock is 100 feet wide and 1,000 feet long. Vessels up to the 40,000 tons can use the Port. Typically, about a year ago, approximately 7 vessels of this size used the Port in a month. Presently things were a little quiet due to the recession.

2.2 The largest air draught of these vessels in ballast entering the South Dock was some 46 metres. The equivalent figure for vessels entering the North Dock was 40 metres. ABP considered it appropriate to provide navigation clearance of these figures plus 10% viz 51 metres above Highest Astronomical Tide (HAT) and 44 metres above maximum impounded dock water level respectively.

2.3 The Port has development plans to increase the lock size to accommodate Panamax type vessels which potentially have an air draught in ballast up to 55 metres, making the navigation clearance 61 metres above HAT. The ABP representatives observed that in the longer term vessels of new configuration could have unpredictable air draft and any high level crossing may restrict our ability to handle such vessels.

2.4 Horizontal clearances were 100 feet at the sea lock, 60 feet at the 'junction cut' between the North and South Docks. ABP felt that 150-300 metres would be required on the river approach to the sea lock.

2.5 ABP were sensitive to any public statements which may imply additional constraints on the size of vessels able to use the Port.

ACTION

3. Discussion

3.1 Welsh Office observed that it was normal to see if existing use of facilities can be maintained in such instances. If this was not possible, or if genuine and firmly committed development proposals were inhibited, this could be taken into account by the District Valuer when assessing injurious affection to the value of the interest.

3.2 ABP indicated that they would be willing to consider accommodating the loss of part or whole of the North Dock, but this would need to be accompanied by replacement facilities. Welsh Office agreed to investigate and indicate without prejudice on a plan an approximate line to which the northernmost route could be shifted north to minimise this effect.

Welsh Office

ABP agreed then to consider the best means of providing a replacement in the South Dock for what would be lost.

ABP

3.3 ABP agreed to provide by the 13 April a statement containing the following:

ABP

- a) All relevant physical characteristics of the largest vessels which have used the North and South Docks in recent times.
- b) The same characteristics of the largest vessel which is capable of using the present sea lock.
- c) Similar information should the development proposals to enlarge the sea lock to take panamac vessels come to fruition.
- d) ABP's view of horizontal and vertical clearances required for the North and South Docks and tidal approaches for existing and proposed use.
- e) An account of the statutory obligations and functions of company.
- f) Identification of any information ABP require to remain confidential for commercial reasons.
- g) An assessment of the replacement facility required if the road crossed the North Dock at a low level with a broad-based estimate of cost if possible.

It was agreed that item g) may not be possible by the 13 April.

3.4 Welsh Office research had indicated that there was no navigation clearance specified in any of the statutes covering navigable waters in the area. ABP were requested to advise Welsh Office if they knew of any.

ABP

ACTION

It was suggested that the way to establish the required clearances was to make an application to the Department of Transport under section 34 of the Coast Protection Act 1949, and this should be put in hand immediately to enable the prospect of resolution before public consultation in the summer.

4. The Way Forward

4.1 Welsh Office indicated that they will be making a decision on the routes to go forward for public consultation in the next few weeks. Public consultation would then start in June with exhibitions in July. ABP would be welcome to attend any of the exhibitions.

4.2 Welsh Office felt that they would need to examine the clearances requested by ABP to see how they affected the feasibility of routes as they appeared to be excessive when compared to the results of other enquiries made by their Consultants. It was likely that Welsh Office would be making a submission to the Department of Transport Marine Division under the 1949 Act to attempt to resolve the difference. If the matter cannot be resolved before going public, then it may be necessary to establish a form of words which preserves interests pro tem. However the Welsh Office objective would be to seek the public's view on a full range of options with respect to clearances if the matter was not resolved.

WO

4.3 Both parties agreed that the meeting had been a useful exchange of views and were grateful to be able to discuss the salient facts.

The meeting closed.

APPENDIX 17

Ove Arup & Partners

44700/MJE-MG.127
8 April 1993

Cambrian Buildings
Mount Stuart Square
Cardiff CF1 6QP
Telephone 0222 473727
Telex 295341 OVARPT G
Facsimile 0222 472277

ASSOCIATED BRITISH PORTS
20 APR 1993
GENERAL ADMINISTRATION
PORT OF NEWPORT

Mr R C F Williams
Port Manager
Associated British Ports
Alexandra Dock
Newport
Gwent
NP9 2UW

ARUP

Dear Mr Williams

M4 RELIEF ROAD - MAGOR TO CASTLETON

ALTERNATIVE ALIGNMENTS FOR ROUTE 1

As requested by Mr M J A Parker, Project Manager for the scheme at the Welsh Office, I enclose 2 copies of our sketch SK C34. The drawing is issued without prejudice and is indicative only. It highlights the potential flexibility at this stage of the study but may change with the development of the scheme.

Yours sincerely

M. J. Edmonds

M J EDMONDS

Enc.

cc: Mr M J A Parker, Welsh Office

20/4
copy of letter →
2 plans since
to Port Enr.

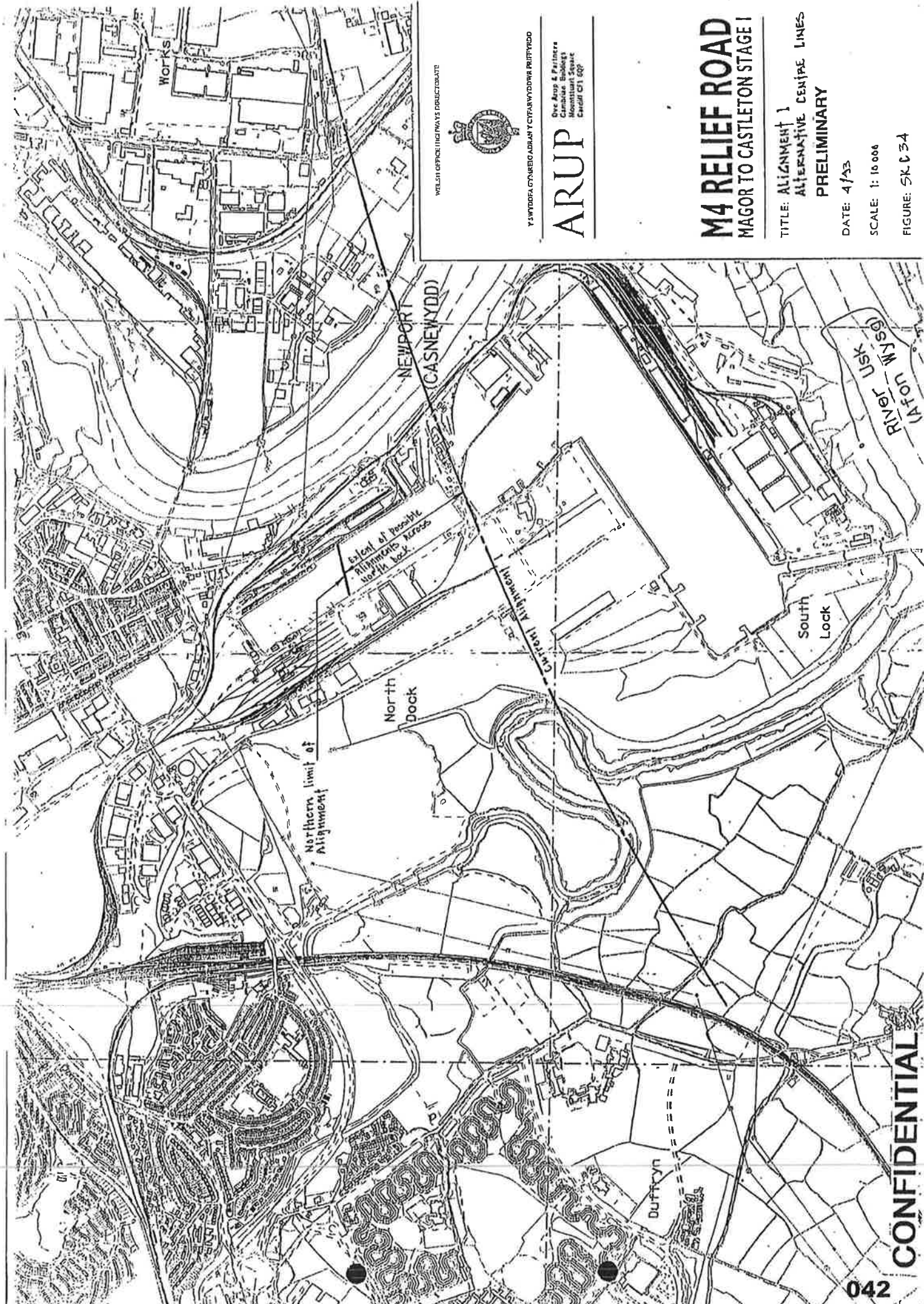
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WELSH OFFICIAL HIGHWAYS DIRECTORATE



Y SWYDDFA GYMRWEDD ADRIAN Y CŵR WYDDMA RHYTHYDD

Ove Arup & Partners
Cambrian Buildings
Mountbatten Square
Cardiff CF1 6QP

ARUP

M4 RELIEF ROAD MAGOR TO CASTLETON STAGE I

TITLE: ALIGNMENT 1
ALTERNATIVE CENTRE LINES
PRELIMINARY

DATE: 4/53

SCALE: 1:10,000

FIGURE: SK 034

CONFIDENTIAL

APPENDIX 18

M4 RELIEF ROAD - MAGOR TO CASTLETON
CROSSING THE RIVER USK AND NEWPORT DOCKS
QUESTIONNAIRE

NAME OF COMPANY

ASSOCIATED BRITISH PORTS

PART A: BACKGROUND INFORMATION

1. What is your business?

Port Authority and Stevedore.

2. How long have you been operating in the area?

Since 1875.

3. How many people do you employ locally?

101 directly.

4. Please confirm the extent of your property on the attached plan.

I enclose a port plan showing the extent of ABP's property.

5. Do you have a freehold or leasehold interest?

Freehold.

6. Please explain if you have a navigation interest. Details of current usage would be most helpful. (Please continue on a separate sheet if necessary)

ABP has a direct navigation interest for ships entering the South and North Docks and the river berth. These have been discussed in detail with you and the Welsh Office. We require a navigation clearance of 61 metres for alignment X and 44 metres for alignment Y and Z.

PART B: OPTION CHOICE

7. Do any of the route options pass through your property?

Yes ☒ No ☐

If yes, which option

X ☒ Y ☒ Z ☒

8. Landbased interest: assuming the road passes over the property on a bridge, what is the minimum approximate height of the bridge which would avoid direct interference with your current use of the land.

Up to 5 metres	<input type="checkbox"/>	5 - 10 metres	<input type="checkbox"/>	10 - 15 metres	<input type="checkbox"/>	15 - 20 metres	<input type="checkbox"/>
20 - 25 metres	<input type="checkbox"/>	25 - 30 metres	<input type="checkbox"/>	30 - 35 metres	<input type="checkbox"/>	Over 35m	<input checked="" type="checkbox"/>
							Please specify
							Please see 6 above

9. Do you have any development proposals which would alter this figure - if so, what and what affect would it have? (Please continue on a separate sheet if necessary)

Development proposals include a 10% increase in the width of the locks and these are covered by the clearances stated in item 6.

10. Navigation interest: Assuming the road passes on a bridge over the navigable waterway you use, what is the minimum approximate height of the bridge which would not interfere with your current use of the waterway.

Up to 5 metres	<input type="checkbox"/>	5 - 10 metres	<input type="checkbox"/>	10 - 15 metres	<input type="checkbox"/>	15 - 20 metres	<input type="checkbox"/>
20 - 25 metres	<input type="checkbox"/>	25 - 30 metres	<input type="checkbox"/>	30 - 35 metres	<input type="checkbox"/>	Over 35m Please specify Please see 6 above.	<input checked="" type="checkbox"/>

11. Do you have any development proposals which would alter this figure - if so, what and what effect would it have? (Please continue on a separate sheet if necessary)

Please see 9 above.

.....

.....

.....

12. Would restricting the storage or handling of certain materials (eg explosives, inflammables) beneath the bridge restrict your current use of land?

Yes ☒ - No ☐

Routes Y and Z would adversely affect the port's explosive licence.

13. Please identify on the plan any particular areas where the positioning of a pier support for the bridge would have a major effect on your property or business and explain why. (Please continue on a separate sheet if necessary)

Any piers on our dock estate would have a major effect on our business
since we need to leave both dock and dockside clear to retain flexibility
in our future operations. I enclose a plan showing those areas where
pier supports would have a severe and potentially disastrous effect.

14. Do you have a preference for any of the options? If yes, which option

X ☒ Y ☐ Z ☐

15. Are you likely to be affected by the proposed Newport Barrage across the River Usk?

Yes ☐

No ☒

If yes, please explain why. (Please continue on separate sheet if necessary)

.....

.....

.....

16. Do you have any other comments you would like to make? (Please continue on a separate sheet if necessary)

.....

.....

.....

Thank you for completing the Questionnaire and any supporting information or comments.

Please return the Questionnaire, local plan and any supporting information (by 7 November 1994) to Ove Arup & Partners, Cambrian Buildings, Mount Stuart Square, Cardiff CF1 6QP for the attention of the Project Manager, Mr Dick Hensby.

APPENDIX 19

Eagle Lyon Pope Associates



**Port & Marine
Consultants**

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London E11 2AA
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**M4 RELIEF ROAD
Newport Shipping Profile**

EXTRACT

**A Report
to
Ove Arup & Partners**

P.126 Version 01

2nd September 1994

**Partners: P. R. Lyon Master Mariner FRIN, MNL J. Isbester Es. C. FN, MRIN.
Principal Associates: R. T. Ekblom FRICS, F. S. Harris C. Eng FRINA, D. V. Noekels B. Sc. M. Sc. C. Eng. MRINA, FROSH.
Consultants: F. H. Eagle Master Mariner MPM, Prof. J. F. Kemp PhD. Es. C. FRIN, FNJ**

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Newport Shipping Profile

Ove Arup & Partners

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2. APPROACH ADOPTED
 - 2.1 Methodology
 - 2.2 Data Sources
3. EXISTING TRAFFIC
 - 3.1 All Newport
 - 3.2 The River Usk
5. OPERATIONAL ASPECTS

References

Annex

Listing of Ship Dimensions

Newport Shipping Profile

Ove Arup & Partners

1. INTRODUCTION

At the request of Ove Arup & Partners, this report provides a summary of the consideration given to height clearance requirements of shipping using Newport, as an input to the planning of a bridge across the River Usk. For this purpose the height requirements of shipping currently using Newport have been assessed.

Three possible bridge crossing locations have been identified, each of which may be subject to differing height requirements for shipping. These crossing locations are reproduced at Figure 1, as locations "X", "Y" and "Z".

Dimensions of various ship types have been obtained and analysed, from which conclusions are drawn regarding bridge heights at each location when crossing the Docks and the River Usk.

Newport Shipping Profile

Ove Arup & Partners

2. APPROACH ADOPTED**2.1 Methodology**

The initial consideration has been given to identifying traffic currently using Newport, both for the docks and the berths on the River Usk. From this, preliminary conclusions are drawn regarding the bridge heights necessary to permit the continued use of the present facilities by the present traffic.

2.2 Data Sources

Various data sources have been utilised for different aspects of the study. The initial source used has been the Department of Transport Port Statistics (Reference 1) to ascertain the numbers and types of shipping using Newport, on an annual basis.

For the purposes of identifying individual ships which have visited Newport recently, the daily records of Lloyds List have been examined for the last three calendar months. Local enquiries have also been made with regard to traffic using the berths in the River Usk.

Ship dimensions have been obtained from a variety of sources, with the initial source being Lloyds Register of Shipping. This Register however does not provide the values of the ships' air drafts (the distance from the waterline to the highest point of the ship). Air drafts have therefore been obtained from other registers and from outline drawings of ships from which the air draft could be measured.

For the traffic presently using Newport, air drafts for many of the ships were readily obtained from a publication dedicated to small river and sea traders (Reference 2). For the remainder of the vessels and for the later considerations of a wider ship population, air drafts of bulk carriers have been obtained from the Bulk Carrier Register (Reference 3), and the remainder of the vessel types considered have been obtained mainly from scaled drawings. Two particular sources have proved of value. The first of these are the annual publications of the Royal Institution of Naval Architects, showing General Arrangement plans of newbuildings (Reference 4). The second is a publication of General Arrangement plans of standard ship designs for a variety of ship types (Reference 5). Some other air draft values have been obtained from technical journals and from direct enquiries to shipping companies.

3. EXISTING TRAFFIC

3.1 All Newport

The Department of Transport Port Statistics (Reference 1) show almost 1000 ship arrivals at Newport in 1991, of which over 500 are in the size range 1 - 4999 dwt. classified as "Other dry cargo vessels". About 250 are classified as "Container Vessels" in the same size range. The remaining traffic consists of Ro-Ro vessels, some of which are in the size range 5000 - 19,999 dwt. and believed to be the dedicated vehicle carriers. There is also an indication from these statistics that there were about 60 - 70 calls of moderate sized dry bulk carriers.

In order to more readily identify the individual ships using Newport, the daily notices of arrivals and sailings given in Lloyds List were examined. The period taken was for the most recent three months, namely 9th May to 12th August 1994. (The "additional" days allow for a late reporting of arrivals/departures).

From this sample, a total of 153 ships, with several ships calling more than once, is listed. Assuming a constant level of shipping activity throughout the year, this suggests 612 ship arrivals per annum, which is less than given in the Department of Transport Port Statistics for 1991.

Both the Department of Transport Statistics and the daily Lloyds List entries are believed to include dock and river traffic together.

The list of 153 ships with their dimensions, including air drafts, is given at Table A.1. As can be seen, many air draft dimensions are shown as estimations, made on the basis of the known air drafts of ships of similar grt. and dimensions, given either in the listing or in the dimensions of a similar class of vessel, as indicated in the Annex. Where there is uncertainty, the highest air draft is assumed.

Of the 153 listed ships, 135 (88% of the population) are classified by Lloyds Register as general cargo ships, i.e. a much higher proportion than given in the Department of Transport statistics. A great many of these are small coasters and motor barges, designed with a low air draft for navigation of continental waterways.

Shown at Figure 2 is a scatter graph of all the air draft values given at Table A.1 against the grt. The main grouping of air drafts is in the range 5 - 15 metres.

The distribution of air drafts has been examined in relation to limitations on ship size that apply within Newport Docks. The publication of Associated British Ports "ABP Ports '93" gives the following ship size limitations for Newport Docks:

	Length (m)	Maximum Size of Vessel		Approx. dwt.
		Beam (m)	Draft (m)	
South Dock	244	30.1	10.5	40,000
North Dock	122	17.0	7.6	8,000

Of these dimensions, beam will impose the greatest limitation. A ship with a beam of 30.1 metres will almost invariably be shorter than 244 metres, as will a ship of 17 metres beam be shorter than 122 metres. The air drafts have therefore been plotted against the ship beam dimensions, as shown at Figure 3.

Superimposed on Figure 3 is the limiting beam dimension of 17.0 metres, applicable to passage through to the North Dock. It is of interest to note the clear separation in this sample of the air drafts that apply to those vessels capable of passing into the North Dock and those that could not, due to a greater beam. From this assessment the highest air draft that could have entered the North Dock (with a maximum beam dimension of 17 metres), from the three month sample, was 25.0 metres. It is also of interest to note that none of the sample of ships that are too wide for the North Dock has an air draft of less than 32 metres.

A similar exercise has been undertaken showing ship length against air draft, as given as Figure 4, with the length limitation of 122 metres applicable to North Dock superimposed. This does show that five vessels that are within the length limitation for North Dock have air drafts in excess of 30 metres, with the highest at 40 metres. These vessels however all have a beam in excess of 17.0 metres and thus could not enter North Dock. Three of these vessels are reefer ships, one is a vehicle carrier and one a large general cargo ship. The greatest air draft from the sample of 153 ships can be seen to be 41.0 metres, although these are estimated air drafts for the two ships, based upon known air drafts of similar size and type of vessels.

The concentration in the sample of very low air drafts is due to the large population of small coaster shipping. The distribution of air drafts of the vessels able to enter North Dock, i.e. with a beam of 17.0 metres or less, is shown at Figure 5. This shows the great majority of air drafts, almost 90% of the population sample, to be less than 15.0 metres. It may be that if this type of shipping could be concentrated in the northern part of North Dock, then the bridge height for Route "Z" could be as little as 13 metres, as intimated from Figure 3.

In summary therefore, from the sample of ship arrivals at Newport, the greatest air draft noted was 41.0 metres and the greatest for passage into the North Dock was 25.0 metres. If the bridge crossing was to be placed to accommodate these air drafts, then the height requirements at each of the three crossing locations might be:

Route "X"	-	41 metres
Route "Y"	-	25 metres
Route "Z"	-	13 metres

3.2 The River Usk

The River Usk is a tidal river, with the ships taking the bottom during the Low Water period. Apart from a lack of water depth, the tight bends in the river also limit the size of ship which can be accepted.

Height restrictions over the Usk are imposed by electricity cables at a height of 64 metres immediately to the south of the South Dock entrance: at a height of 53 metres immediately upstream of Dallismores Wharf and at 54 metres just downstream of the Transporter Bridge. The first of these cables also restricts traffic for Newport Docks. The Transporter Bridge has a height limitation of 54 metres and the George Street Bridge, further upstream, has a limiting height of 13 metres, although it is believed that no commercial shipping passes beyond the George Street Bridge.

Investigations of River Usk traffic indicate that there were approximately 586 cargo vessel calls and 430 sand dredger calls for 1993. The breakdown of these calls by berth is shown at Table 1, giving also the maximum dimensions of vessels believed to be acceptable at each of the seven berths. It can be seen at Figure 1 that shipping for Blaina, Great Western and Lysaght Wharfs would have to pass all bridge routes. Traffic for Dallimores Wharf would have to pass bridge routes "X" and "Y", while traffic for the Eastern Dry Dock and Bellport would only pass bridge route "X". Alpha Steel Wharf traffic would be unaffected by any of the bridge routes.

On all the river berths, lack of water depth is the common limiting criterion, although substantial vessels are presently accommodated. Table A.2 shows the dimensions of the small sample of River Usk traffic obtained, indicating also the relatively low air drafts, apart from ships that might call at Alpha Steel Wharf.

The bridge clearance heights stated in Section 3.1 to allow for the believed existing Newport Docks traffic would thus be adequate for the river traffic, based purely on the limited sample obtained for the River Usk traffic.

Newport Shipping Profile

Ove Arup & Partners

Table 1 - River Usk Traffic Estimates (1993) (to be read in conjunction with Table A.2)

Name of Berth	Operator	Vessel Type	No. of Calls p.a (approx)	Max. Ship Size			Examples of Ships Calling
				loa (m)	beam (m)	draft (m)	
Blaina Wharf	Channel Shipping	Gen. cargo/ short sea	100	110	15	7.5	PETERSBURG MINIFOREST
Great Western Wharf	United Marine Aggregates	Sand dredgers	150	72	12	3.5	CITY OF SOTON CITY OF BRISTOL
Lysaght Wharf	British Steel Corporation	Gen. cargo/ short sea	200	110	20	9.0	SENA SENARA
Dallismores Wharf	ARC Marine	Sand dredgers	120	60	10	4.0	ARCO DART ARCO DEE
Eastern Dry Dock	British Dredging	Sand dredgers, scrap cargoes	160 dredgers 24 cargo	100	12	4.5	WELSH PIPER GALLIARD
*Bellport	Bell Lines Ltd.	Containers	250	220	20	8.5	BELL RANGER? BELL PIONEER? BELL RACER?
Alpha Steel Wharf	Alphasteel Ltd.	Deep sea gen. cargo	12	Up to 30,000 dwt			Not known

* Believed now owned by Birds Scrap Ltd., but not yet in operation

5. OPERATIONAL ASPECTS

The term "Air Draft" has yet to be defined in this document. The definition adopted is that used in the Clarksons Register, i.e. the distance from the highest point of the ship to the waterline, with the ship in the light condition. The light condition is one with the ship empty of cargo, fuel or stores. During a ship's life this condition occurs only when the ship is built or, occasionally, when prepared for drydocking. It is not a normal operational condition. The air drafts used throughout this study therefore are likely to be in excess of any operational condition, perhaps by as much as 1 - 4 metres, depending upon the ship size.

The highest point of the ship is usually a radio or radar mast, the height of which can be altered during the ship's life. It is also the case that radio masts can readily be lowered in many cases. A ship in a light or ballast condition is invariably trimmed by the stern and, with the highest point of the ship usually astern of a midship position, the effective air draft is further reduced.

In summary, the air draft value varies according to the ship's condition of loading and can vary through its life depending upon radar and radar mast fittings. The values given in this document are however taken to be an overestimate of the likely actual dimension, for the population samples taken. There may well be isolated examples of other ships of similar overall sizes with greater air drafts.

The bridge height, over the River Usk, should be calculated from the same datum as that used for the cable and Transporter Bridge heights shown in the Admiralty Chart. Heights over the Docks should be calculated from the highest level to which the Docks are filled. A further aspect is the provision of a safe additional height clearance to allow for any possible margin of error in the assessment of air draft for any given ship. Let this margin be taken as 1.0 metres, which will need to be added to the bridge height dimension requirements.

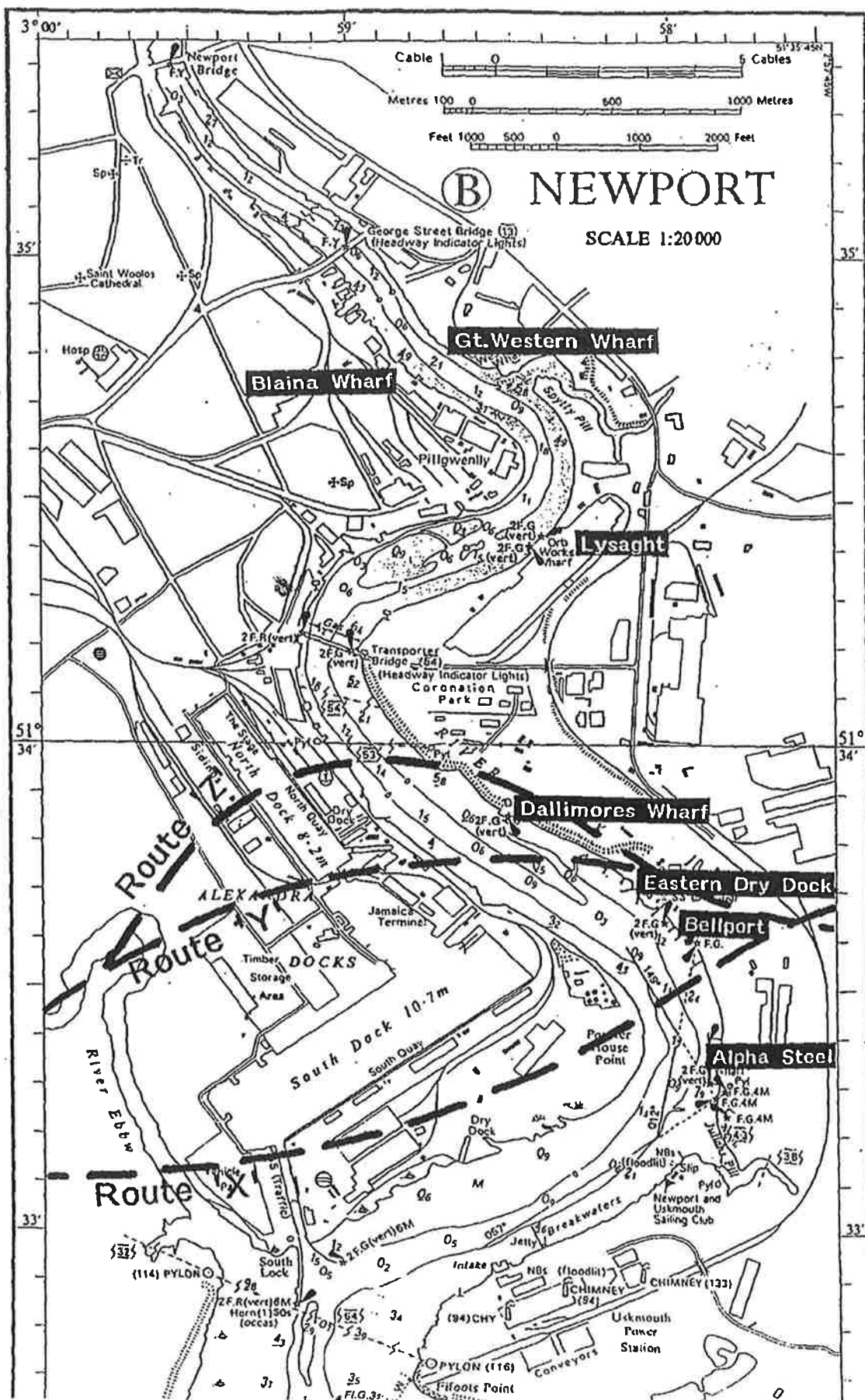
Newport Shipping Profile

Ove Arup & Partners

References

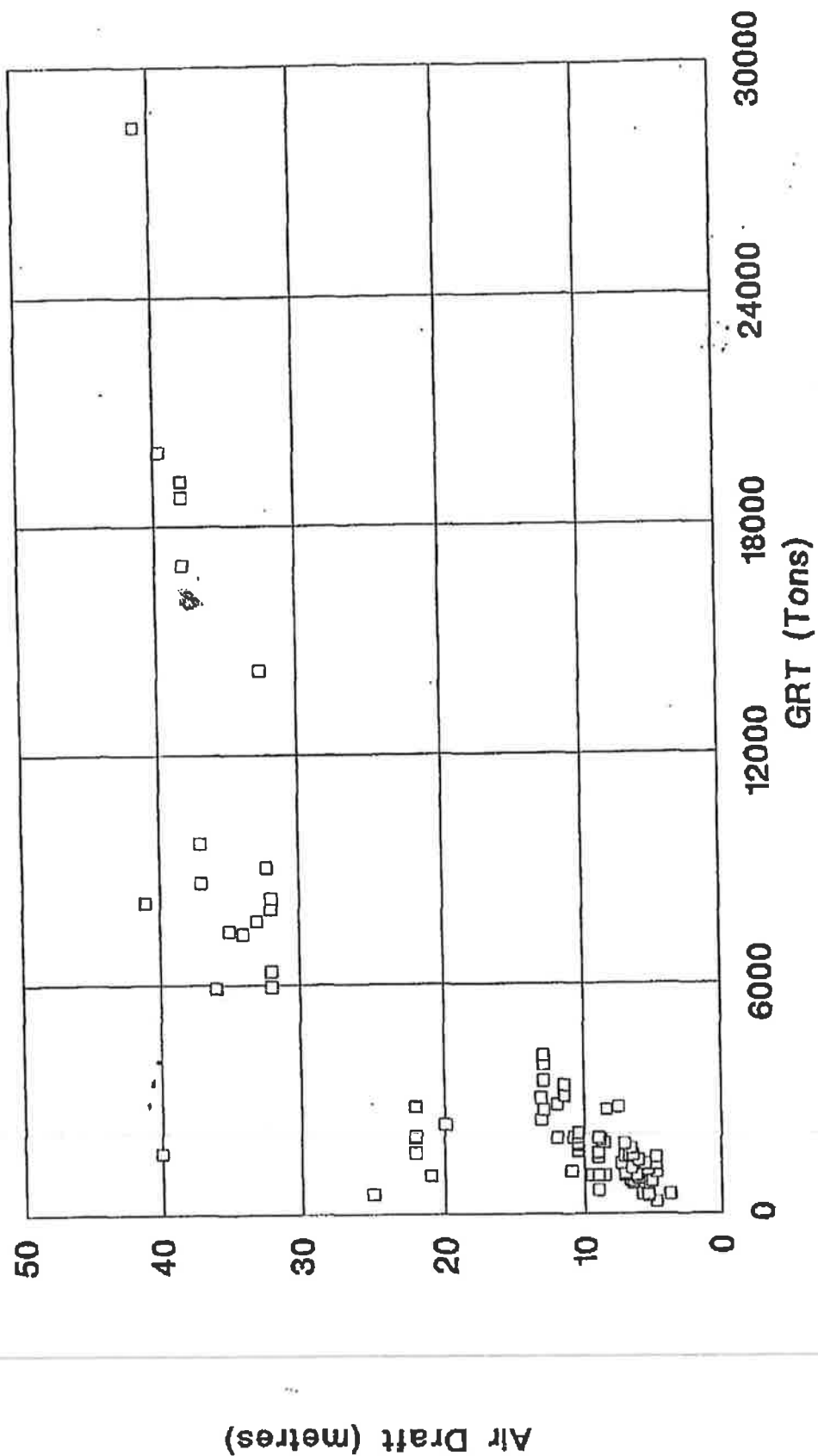
1. Port Statistics 1991. Statistics Bulletin (92) 35.
The Department of Transport, STB Division. October 1992.
2. Modern River Sea Traders. Chris Cheetham & Max Heinemann. 1992.
3. The Bulk Carrier Register 1990. Clarkson Research Studies Ltd.
4. Significant Ships (1991, 1992, 1993). The Royal Institution of Naval Architects. 1994.
5. Standard Ship Designs. Fairplay Publications. 1984.

Figure 1



Air Draft versus GRT

Ship Arrivals at Newport



Air Draft versus Beam **Ship Arrivals at Newport**

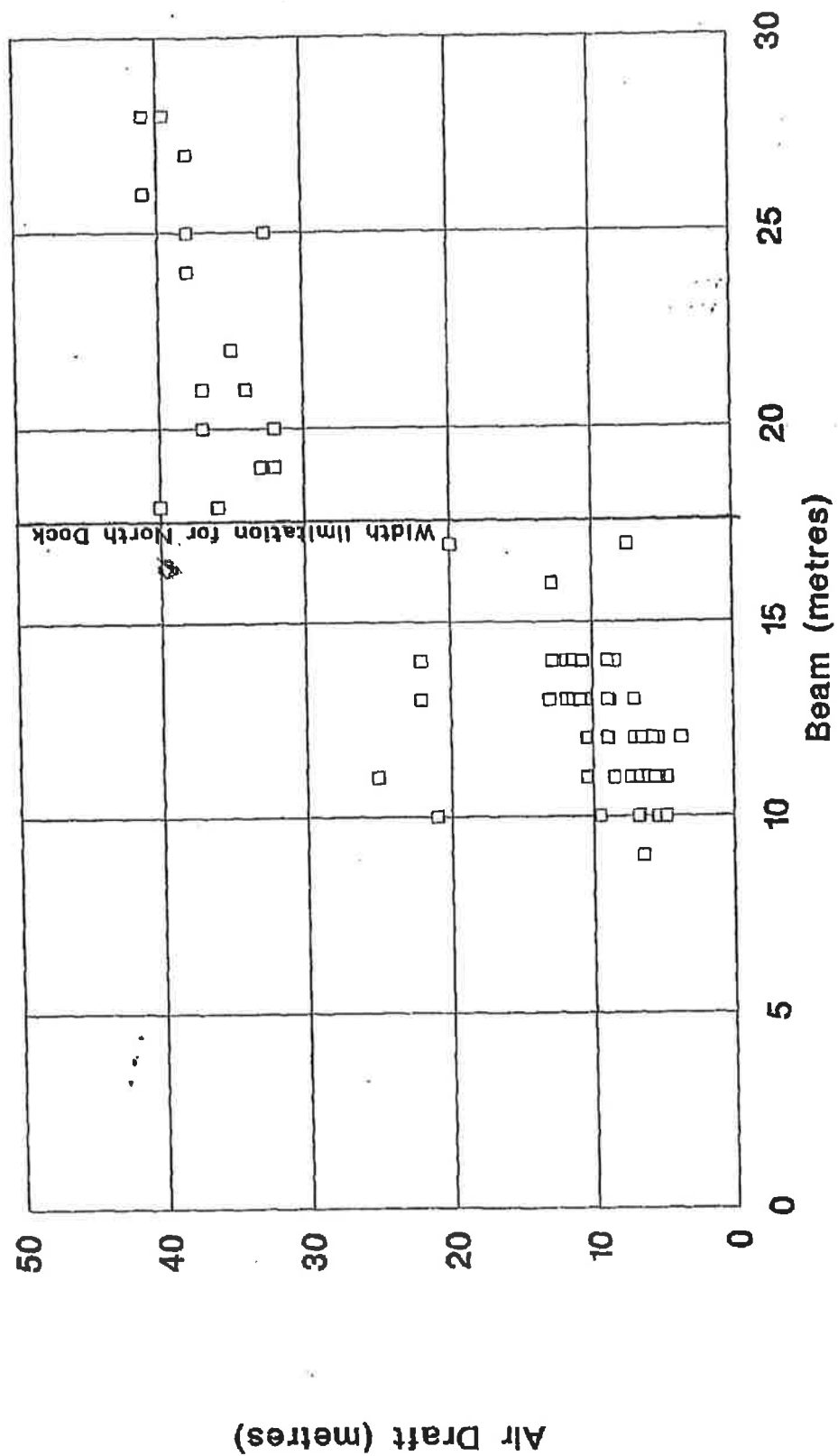


Figure 3

Air Draft versus Length OA

Ship Arrivals at Newport

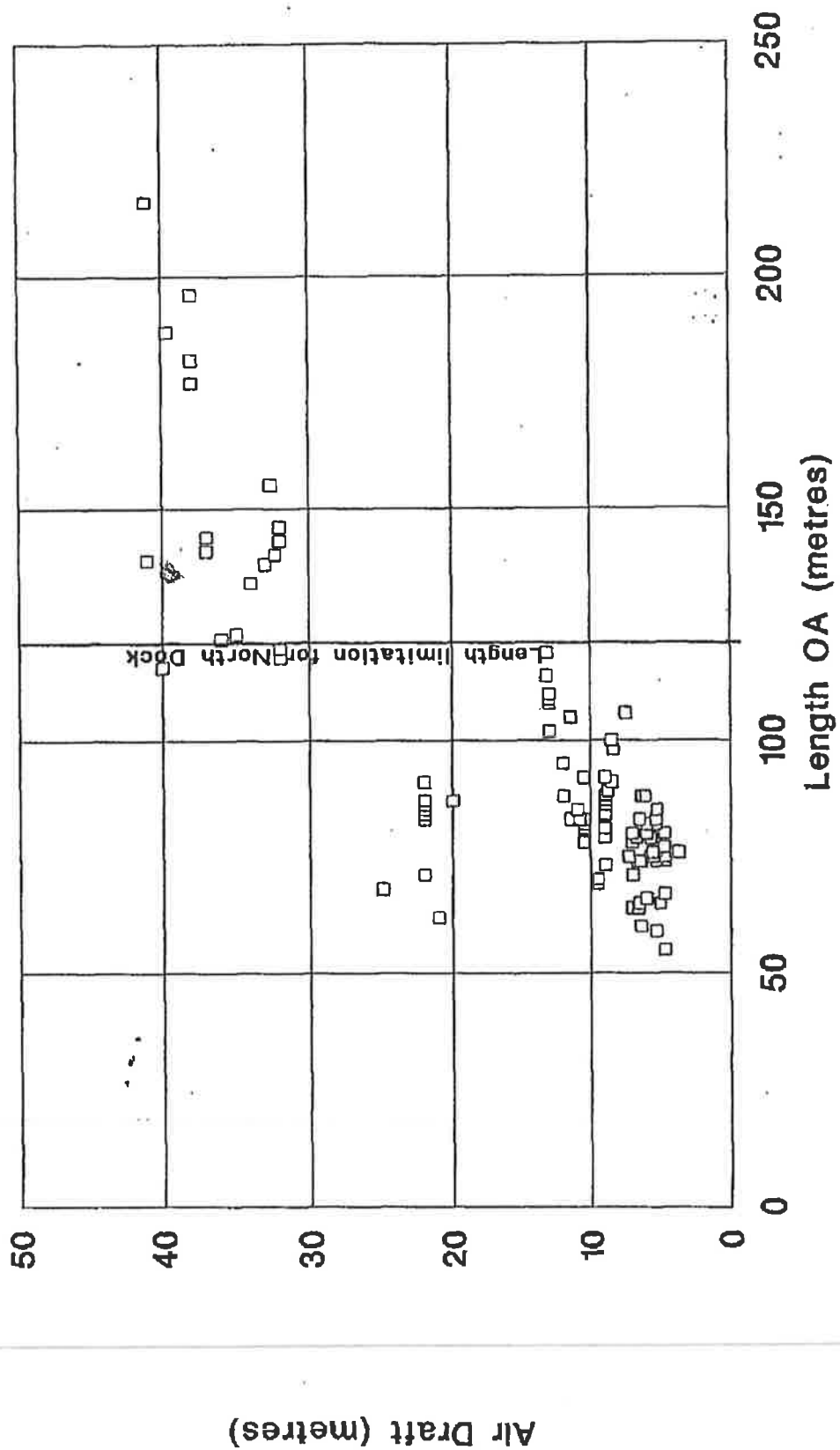


Figure 4

Distribution of Air Drafts (Vessels able to enter North Dock)

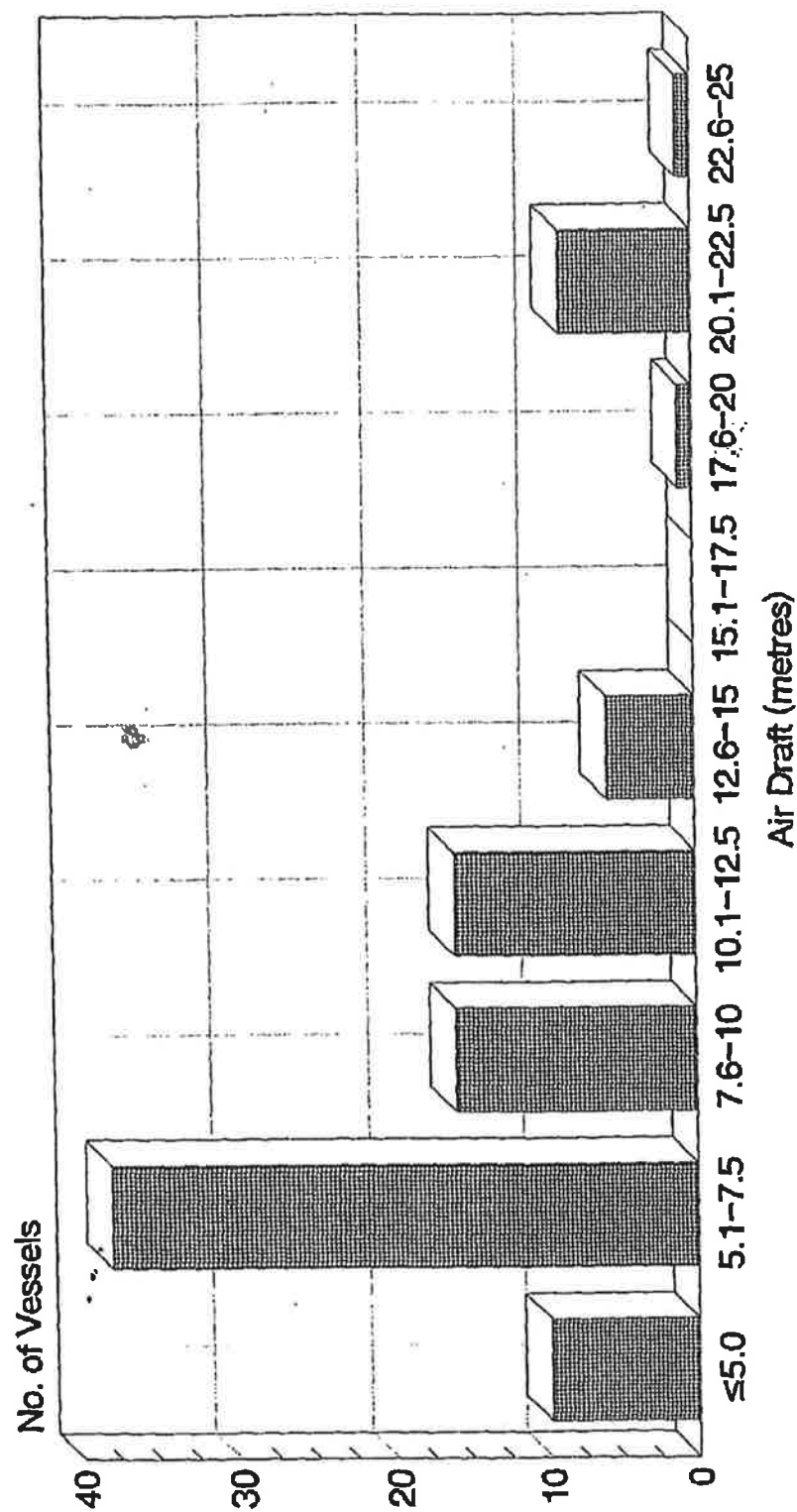


Figure 5

Annex

Listing of Ship Dimensions

Table A.1	-	Ship Arrivals at Newport
Table A.2	-	River Usk Traffic

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

No.	Ship's Name	Rptd Date	Arvd Date	Sld Date	Type	Tons GRT	Metres LOA	Metres Beam	Metres Summer Draft	Air Draft	Remarks
Ref.	Ship's Name	Date	Date	Date	Type	GRT	LOA	Beam	Draft	Draft	
1	RMS Lagune	13.5	9.5		Gen.cgo	299	74	10	2.8	4.7	AD Estimated
2	Tudor				Gen.cgo	1296	80	10	3.1	4.7	
3	Aladin				Gen.cgo	499	83	11	3.6	5.3	
4	Storfosna		10.5		Gen.cgo	776	59	10	3.9	5.3	AD Estimated
5	Nescio				Gen.cgo	851	64	10	3.4	6.6	
6	Sormovskiy 3049				Gen.cgo	3041	119	13	3.8	13.2	
7	Auriga	14.5	11.5		Gen.cgo	1588	86	14	5.9	9.0	*or smaller (AD Estimated)
8	Vasiliy Malov				Gen.cgo	1987	95	13	4.0	12.0	
9	Kim				Gen.cgo	1469	81	12	4.7	9.0	*or smaller (AD Estimated)
10	Vasiliy Nazarov				Gen.cgo	1595	88	12	3.3	9.0	AD Estimated
11	Danica Rainbow			10.5	Gen.cgo	1087	67	10	3.6	4.7	AD Estimated
12	Arklow Bay	16.5	12.5		Gen.cgo	1523	74	12	3.8	6.7	
13	Almaris	18.5	13.5		Gen.cgo	2730	98	14	4.3	8.4	
14	Boreas		15.5		Bulker	28451	216	28	12.5	41.0	*or smaller (AD Estimated)
15	Margareta				Gen.cgo	1781	83	11	4.4	10.5	
16	RMS Anglia	21.5	18.5		Gen.cgo	298	75	10	2.9	4.7	AD Estimated
17	Ronez		20.5		Cem.carr	837	65	10	3.5	5.0	AD Estimated
18	Karin	25.5	22.5		Gen.cgo	3093	83	13	4.5	11.5	
19	Salama				Gen.cgo	1580	87	13	5.0	22.0	AD Estimated
20	RMS Scotia				Gen.cgo	299	74	10	2.9	4.7	AD Estimated
21	Almenum				Gen.cgo	802	74	12	4.9	6.4	
22	Danica White	26.5	23.5		Gen.cgo	997	62	10	3.3	21.0	AD Estimated
23	Arklow Manor				Gen.cgo	1523	74	12	3.8	6.7	
24	Svir				Gen.cgo	2794	106	17	3.4	7.5	AD Estimated
25	Oborishte				Bulker	9067	140	19	9.0	32.3	
26	Prins Frederik Willem		24.5		Reefer	5966	118	19	8.3	32.0	AD Estimated
27	Fivi	28.5	20.5		Bulker	19166	182	27	10.9	38.0	AD Estimated
28	Storfosna (2)		25.5								
29	Salam M	1.6	22.5		Gen.cgo	1599	84	14	6.3	9.0	AD Estimated
30	Ilka	4.6	27.5		Gen.cgo	999	88	11	4.7	6.1	

Table A.1

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

No.	Ref.	Ship's Name	Rptd Date	Arvd Date	Sld Date	Type	Tons GRT	Metres LOA	Metres Beam	Metres Summer Draft	Metres Air Draft	Remarks
31		Vida		28.5		Bulker	4154	110	16	6.8	13.0	*or smaller (AD Estimated)
32		Arklow Vale				Gen.Cgo	2867	88	14	5.8	12.0	
33		Ems-Linear		30.5		Gen.Cgo	462	85	10	3.3	5.3	
34		Prince of Seas				Reefer	6363	120	19	6.3	32.0	AD Estimated
35		Gama	6.6	31.5		Gen.Cgo	1857	81	13	4.2	10.5	
36		Richard C	8.6	31.5		Gen.Cgo	1298	75	11	3.3	5.5	
37		Ariel				Gen.Cgo	978	70	10	3.5	9.5	AD Estimated
38		Anna Meryl				Gen.Cgo	999	69	10	3.9	9.5	
39		Aries				Gen.Cgo	7983	146	20	7.9	32.0	AD Estimated
40		Ronez (2)										
41		Fofi	9.6	3.6		Gen.Cgo	3489	108	16	6.6	13.0	AD Estimated
42		Iberian Sea				Gen.Cgo	1597	85	13	6.0	22.0	AD Estimated
43		Aladin (2)										
44		New Generation		5.6		Heavy L	2355	87	17	4.6	20.0	AD Estimated
45		Cheryl C										
46		Ruth W				Gen.Cgo	2119	92	11	4.7	10.5	
47		Inisheer		4.6		Gen.Cgo	1839	78	13	4.3	7.0	AD Estimated
48		Nautilus	10.6	5.6		Gen.Cgo	7398	123	22	8.3	35.0	*or smaller (AD Estimated)
49		Heinke		6.6		Gen.Cgo	1710	83	11	4.5	6.5	
50		Prins Willem van Oranje	11.6	7.6		Reefer	5966	118	19	8.1	32.0	AD Estimated
51		Gala				Gen.Cgo	499	68	11	4.0	25.0	AD Estimated
52		Auriga (2)										
53		Zuijin	13.6	8.6		Veh.carr	8186	139	26	7.8	41.0	AD Estimated
54		Rachel		9.6		Gen.Cgo	1162	74	12	3.7	5.3	AD Estimated
55		Arklow Bay (2)	14.6	9.6								
56		Amisia	15.6	10.6		Gen.Cgo	1281	76	11	3.4	5.5	
57		Arklow Marsh		11.6		Gen.Cgo	1523	74	12	3.8	6.7	
58		Petersburg				Gen.Cgo	1838	81	13	4.2	10.5	AD Estimated
59		Ingrid		12.6		Gen.Cgo	1950	89	13	4.4	8.8	
60		Prince of Tides				Reefer	7329	134	21	6.6	34.0	AD Estimated
61		RMS Lagune (2)	16.6									

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

No.	Ship's Name	Rptd Date	Arvd Date	Sld Date	Type	Tons GRT	Metres LOA	Metres Beam	Summer Air Draft	Remarks
Ref.	Ship's Name	Date	Date	Date	Type	GRT	LOA	Beam	Draft	
62	Heidi				Gen.cgo	499	76	12	3.9	3.7 AD Estimated
63	Willy 2				Gen.cgo	1189	65	12	4.4	6.5
64	Pink	17.6	14.6		Gen.cgo	3898	109	16	6.9	13.0 AD Estimated
65	Durrington				Gen.cgo	7672	138	19	7.9	33.0 AD Estimated
66	Sea Ems	18.6	15.6		Gen.cgo	499	79	12	3.3	5.7
67	Keitum	20.6	16.6		Tanker	3370	105	14	6.2	11.5 AD Estimated
68	Marc L	22.6	17.6		Gen.cgo	1301	75	11	3.3	5.5
69	Union Moon		18.6		Gen.cgo	1543	88	11	3.9	6.4
70	Senara		20.6		Gen.cgo	1860	91	11	4.9	8.5 AD Estimated
71	Prins Casimir				Reefer	5966	118	19	7.3	32.0 AD Estimated
72	Kish				Gen.cgo	1593	84	14	5.4	22.0 AD Estimated
73	Arold				Gen.cgo	858	60	9	3.9	6.4 AD Estimated
74	Almaris (2)	23.6	20.6							
75	Arklow Bay (3)				Gen.cgo	9704	144	21	8.9	37.0 *or smaller
76	Condor									(AD Estimated)
77	Aries (2)		23.6							
78	Birgit				Gen.cgo	1474	77	11	3.8	4.7 AD Estimated
79	Serafin Topic				Bulker	19945	188	28	10.8	39.6
80	Rachel (2)	25.6	22.6							
81	Bottensee		23.6		Gen.cgo	999	88	11	4.5	6.3
82	Richard C (2)	27.6	23.6							
83	Marman				Gen.cgo	1781	82	12	4.4	10.5
84	Inishfree		24.6		Gen.cgo	1599	73	13	5.1	9.0 AD Estimated
85	Fofi (2)	28.6	24.6							
86	Bettina	30.6	26.6		Gen.cgo	1992	79	12	5.4	9.0 AD Estimated
87	Emsland	1.7	27.6		Gen.cgo	1857	81	13	4.2	10.5
88	Arklow Abbey				Gen.cgo	1054	71	11	4.2	7.0 AD Estimated
89	Prins Frederik Willem (2)									
90	Anga		28.6							
91	Marc L (2)									
92	Freya				Gen.cgo	1500	80	11	4.4	7.0
93	Sormovskiy 49	4.7	30.6		Gen.cgo	2466	114	13	3.7	13.2

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

No.	Ref.	Ship's Name	Rptd		Arvd		SLD	Type	Tons		Metres		Summer		Air		Remarks
			Date		Date				GRT	Beam	LOA	Beam	Draft	Draft	Metres	Draft	
94		Henning S						Gen. cgo	1307		75	11	3.4	7.3			
95		RMS Anglia (2)			1.7												
96		Paola	8.7		1.7			Gen. cgo	994		64	12	3.9	7.0			
97		Klazina C			2.7			Gen. cgo	1633		81	12	4.3	10.5			*or smaller (AD Estimated)
98		Zuijin (2)															
99		Prince of Seas (2)			3.7												
100		Vedette			4.7			Gen. cgo	2033		86	14	5.3	22.0			*or smaller (AD Estimated)
101		Emsborg			5.7			Gen. cgo	1999		83	13	4.9	22.0			AD Estimated
102		Milagro						Bulker	18763		196	24	11.1	38.0			AD Estimated
103		Condor (2)															
104		Dana Guro			6.7			Gen. cgo	299		55	10	3.3	4.7			AD Estimated
105		Deike	11.7		6.7			Gen. cgo	999		88	11	4.7	6.1			
106		Pluto						Gen. cgo	1998		83	14	5.0	10.8			
107		RMS Bavaria	16.7			13.7		Gen. cgo	299		75	10	2.9	4.7			AD Estimated
108		Michelle						Gen. cgo	1599		71	13	5.9	22.0			*or smaller (AD Estimated)
109		Prins Willem van Oranje (2)															
110		Gorch Fock	18.7		14.7			Gen. cgo	1525		74	12	3.4	6.5			
111		Sea Thames						Gen. cgo	1291		75	11	3.4	5.7			
112		Adamastos				14.7		Bulker	16977		177	25	10.3	38.0			AD Estimated
113		Kathe						Gen. cgo	999		100	11	4.2	8.5			
114		Sesam	21.7		15.7			Gen. cgo	499		82	11	3.5	5.3			
115		Marijampole			16.7			Gen. cgo	2723		102	14	6.2	13.0			AD Estimated
116		Jerome H			17.7			Gen. cgo	1297		75	11	3.4	5.5			
117		Geilo						Gen. cgo	1598		84	14	5.3	9.0			AD Estimated
118		Prince of Tides (2)															
119		Sindbad			18.7			Gen. cgo	499		82	11	3.5	5.3			
120		Maasvallei	22.7		18.7			Gen. cgo	998		79	10	3.4	6.7			
121		Auriga (3)															
122		Montlhery	23.7		19.7			Veh. car	1597		116	18	5.3	40.0			830 cars (AD Estimated)

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

No.	Ship's Name	Rptd Date	Arvd Date	Sid Date	Type	Tons GRT	Metres LOA	Metres Beam	Metres Summer Draft	Metres Air Draft	Remarks
Ref.	Ship's Name	Date	Date	Date	Type	GRT	LOA	Beam	Draft	Draft	
										Metres	
123	Ahrenschoop		20.7		Gen.cgo	498	76	11	3.6	5.3	AD Estimated
124	Anna Meryl (2)										
125	Sunnanhav.	25.7	21.7		Gen.cgo	999	87	13	4.9	9.0	AD Estimated
126	Marietje Andrea	27.7	21.7		Gen.cgo	798	82	11	4.1	6.0	
127	Rhenus		22.7		Gen.cgo	1281	76	11	3.2	5.5	
128	Fast Wil	29.7	25.7		Gen.cgo	1394	80	11	4.1	6.0	AD Estimated
129	Eems				Gen.cgo	1576				22.0	AD Estimated
130	Laura Helena		26.7		Gen.cgo	2811	91	14	5.8	22.0	AD Estimated
131	Lancing			25.7	Gen.cgo	1598	84	14	5.2	9.0	AD Estimated
132	Bianca				Gen.cgo	8680	141	20	8.9	37.0	AD Estimated
133	Buizerd	30.7	26.7		Gen.cgo	852	64	11	3.4	6.6	
134	Bulk Trader				Gen.cgo	5922	122	18	7.7	36.0	AD Estimated
135	Prins Casimir (2)	1.8	27.7								
136	Lord Hinton	4.8	30.7		Bulker	14201	155	25	9.0	32.6	
137	Saar Antwerp		31.7		Gen.cgo	1662	82	12	3.8	10.5	AD Estimated
138	Prins Frederik Willem (3)	5.8	1.8								
139	Petersburg (2)										
140	Bargstedt	8.8	3.8		Gen.cgo	2119	92	11	4.7	10.5	
141	Vendome	10.8	2.8								
142	Celtic Voyager	11.8	5.8		Gen.cgo	924	66	11	4.1	6.0	AD Estimated
143	Kathe (2)		6.8								
144	Prince of Seas (3)		7.8								
145	Bell Racer				Gen.cgo	599	92	14	3.3	9.0	AD Estimated
146	Brandaris		8.8		Gen.cgo	2007	78	13	4.5	10.5	
147	Rachel (3)										
148	Sea Avon	12.8	8.8		Gen.cgo	1102	85	13	4.5	11.0	
149	Bottensee (2)		9.8								
150	Amethyst		10.8		Bulker	8254	143	20	7.2	32.0	AD Estimated
151	Kay L	13.8	11.8		Gen.cgo	1299	75	11	3.3	5.5	
152	Bembsborg (2)	15.8	11.8								
153	Sesam (2)		12.8								

Ships Visiting Newport 9.5.94-12.8.94 (as shown in Lloyd's List)

[illegible]

Ships Typically Calling at Berths on the River Usk

Ref No	Ship's Name	Type	GRT Tons	LOA Metres	Beam Metres	Draught Metres	Draught Metres	Remarks	AD Estimation
1	Arco Dart/Dee	Dredger	1309	68	13	4.1	9	Dredger/sand carrier	
2	Bell Pioneer	Container	6111	115	19	5.9	16.3	Poss. not this Bell v/l?	
								AD Estimate	
3	Bell Ranger	Gen. cgo	613	93	14	5.3	9		
4	City of Bristol/So'ton	Dredger	1027	72	12	3.8	9		
5	Galliard	Gen. cgo	997	66	11	4.3	6		
6	Miniforest	Gen. cgo	499	89	13	4.1	9		
7	Petersburg	Gen. cgo	1838	81	13	4.2	10.5		
8	Sena/Senara	Gen. cgo	1860	91	11	4.9	8.5		
9	Walsh Piper	Dredger	1251	69	13	4.4	9		
10	Bell Racer	Gen. cgo	599	92	14	3.3	9		
11	(Alpha Steel Wharf)	Gen. cgo/Bulker	18000	175	25	10.5	36	Typical dimensions of v/l of approx. 30000 dwt	

Table A.2

(to be read in conjunction with Table 1)

APPENDIX 20

Our Ref: PM.1608/JEH

Your Ref: ZB910175-126-1 pt3

8 November 1994

Mr M J A Parker
Highways Directorate
Welsh Office
Phase 1
Government Buildings
Ty-Glas Road
Llanishen
CARDIFF CF4 5PL

Dear Mr Parker

M4 RELIEF ROAD - MAGOR TO CASTLETON

Thank you for your letter of 20 October enclosing a copy of a report dated 2 September 1994 from Eagle Lyon Pope Associates to Ove Arup and Partners.

I note the requests you have made in paragraphs 2 and 3 and with particular regard to the final sentence of paragraph 3 I refer you to my letter of 13 April 1993 when I set out the information which you had requested; I enclose a copy for ease of reference. You will see that our position differs significantly from that of the Consultants which you have employed not least because of the narrow sample they have taken for the 3 months from 9 May to 12 August 1994. This is an exceptionally short period over which to gather data for ports and shipping. You will see from my letter of 13 April 1993 that I have given examples of vessels using the South Dock with an air draught of 46 metres and a vessel which came to the port and could have used the North Dock with an air draught of 40 metres. In arriving at air draft clearances for a permanent bridge structure we have assumed a safety clearance of 10% but I note that your Consultants have assumed a margin of 1 metre.

It is also the case that the Consultants' report is based on actual traffic during the period in question and no consideration has been given to any development factors. In assessing its overall requirements ABP considers that the capacity of the port to accept Panamax vessels in the future following any lock widening development, should be protected, hence our figure of 61 metres for alignment X where it crosses the locks.

Cont.....

- 2 -

8 November 1994

M J A Parker Esq

I note that the Consultants have differentiated between alignments Y and Z and suggest that height requirements should be 25 and 13 metres respectively. I can see no logic in differentiating between the two. I would also point out that both alignments Y and Z would have an effect upon ABP's river berth situated just North of the Dock Office. This berth has a potential for handling vessels larger than those which can be accommodated in the North Dock as the berth has no beam restriction.

I note that ELP acknowledge that the data is limited and would benefit from co-operation with and augmentation by ABP, but I regret that I am unable to provide any corroboration and any augmentation would represent a major re-writing of the report. In short, I am unable to agree that the data is a fair reflection of the present situation and our position remains that contained in my letter of 13 April 1993. Essentially, this reflects the fact that currently we have a port with unrestricted air draft. In order to retain this freedom of commercial opportunity for the future, we need the air draft clearances indicated.

Yours sincerely

R C F Williams
PORT MANAGER

enc

cc Director of Engineering, Head Office

APPENDIX 21



HYSBYSIAD I'R WASG

Y SWYDDFA GYMREIG

PRESS RELEASE

WELSH OFFICE

W95234/027

12 July, 1995

WILLIAM HAGUE ANNOUNCES PREFERRED

ROUTE FOR M4 RELIEF ROAD

The Preferred Route for the M4 Relief Road at Newport was announced today (Wednesday, 12 July) by the Secretary of State for Wales, William Hague.

Mr Hague has adopted the central of three proposed routes to cross the Newport Docks, with some minor modifications to the Usk and Ebbw river crossings. It was thought that the bridge on the suggested southern route was too tall and too intrusive.

It was decided last July that the route should be south of the town and the Llanwern Steelworks but, in a second consultation exercise, the public's views were sought on options to link with the existing motorway at Magor and Castleton. There was also a further examination of the options for the docks.

Mr Hague has confirmed the preference for the northern routes at Magor and Castleton, and has included modifications preferred by local authorities and British Steel. These allow for future development at Duffryn and expected business expansion at Llanwern.

Tel: (01222) 82564 2/3/4/5/6/7



Swyddfa'r Wasg,
Adeilad y Goron,
Parc Cathays,
Caerdydd. CF1 3NQ.

Press Office,
Crown Building,
Cathays Park,
Cardiff. CF1 3NQ.



2.

The 24-km (15 miles) Preferred Route will now be protected for planning purposes - any proposal to develop land in its vicinity must be referred to the Secretary of State.

Mr Hague said: "The Second Severn Crossing is due to open next year and we have to plan now to ensure that the M4 corridor across South Wales does not become so badly congested that the economy of the region is jeopardised.

"I am determined, too, that the scheme will be developed with appropriate sensitivity towards neighbouring communities and other environmentally important areas that might be affected."

In accordance with the European Commission directives, the Secretary of State for Wales will be publishing in due course an Environmental Statement.

Subject to the completion of statutory procedures, and the availability of finance, work on the Relief Road is expected to begin at the turn of the century. At today's prices, the cost would be about £330m.

NOTE

The Welsh Office held a public consultation exercise in 1993 about the proposal for a relief road, offering three route options. More than 6,000 responses were received.

In July last year, the Welsh Office announced that there was a sound case for the road, and that it should run south of Newport and the Llanwern Steelworks. The announcement also said that a second public consultation exercise would be held about a choice of options for the links at Magor and Castleton. This produced more than 1,000 responses.

3.

Further survey and design work will now be carried out, and in due course the Secretary of State will seek statutory powers to construct the road. At that time, representations and objections can be made by the public or interested organisations and, if necessary, the Secretary of State can hold a public inquiry, the findings of which he will consider before making his final decision.

Copies of the Statement outlining the reasons for the choice of Preferred Route are available from the Welsh Office Highways Directorate, Phase 1, Government Buildings, Ty Glas Road, Llanishen, Cardiff, CF4 5PL.

The Preferred Route:

At Castleton, the route connects into the M4 and A48(M) west of Junction 29, near New Park Farm, taking a line through Berryhill Farm and the northern corner of the Parc Golf Centre.

It runs south-east towards Duffryn, then south of the main railway line, and continues generally eastwards to cross the Ebbw and Usk rivers and Newport Docks.

From the docks the route goes south of Whitson sub-station and, at a point south-east of Llanwern Steelworks, it swings north-eastwards past Llandeveyney and under the M4 just east of Junction 23 at Magor.

A cutting takes it east through Knollbury to connect with the Rogiet Interchange now being built as part of the approach road to the Second Severn Crossing.

APPENDIX 22

Job title	M4 RELIEF ROAD - MAGOR TO CASTLETON	Job number 44700/50
Meeting name & number	Consultation Meeting : Associated British Ports	File reference 28.0
Location	ABP Offices, Newport	Date of meeting 23 August 1995
Purpose of meeting	Consultation Meeting	

Present Mr Dick Williams, Port Manager Mr Ben Spanner, Port Engineer
 Ms Morag Drummond, Management Trainee
 Graham Good, Ove Arup & Partners
 Mike Edmonds, Ove Arup & Partners

Apologies

Circulation Those present
 Welsh Office

Prepared by Graham Good

Date of circulation 4 September 1995

Date of next meeting To be arranged

Job title	Job number	Date of meeting	Action
M4 RELIEF ROAD - MAGOR TO CASTLETON	44700/50	23 August 1995	
<p>1.0 OAP explained that they had been asked by the Welsh Office to undertake the planning of the site investigation for the Relief Road following the Preferred Route announcement by the Secretary of State on 12 July 1995.</p> <p>The investigation was likely to start early next year and technical data collection was now underway. The purpose of the meeting was:-</p> <ul style="list-style-type: none"> a) To make sure that all the main interests likely to be affected by the investigation were consulted with a view to understanding likely impacts and constraints. b) Make the design team aware of any special procedures that may be relevant. c) Raise issues that will impact on the preliminary design and will need to be the subject of future ongoing discussion. d) Establish lines of communication. <p>OAP explained that the meeting notes would be issued to the Welsh Office and that issues raised would be available to the team undertaking the detailed design.</p>			
<p>2.0 OAP explained the Preferred Route is a centre line with a band of interest 67m either side. The road will be built fully within that 134m band, which is now a protected area.</p> <p>Impact of Preferred Route</p>			
<p>3.0 ABP explained they have an immediate problem. The line has been moved from that on which ABP were consulted; they were not consulted on what is now the Preferred Route. They have plans to extend and build sheds around MBM Forest Products to the NE of South Dock. One proposal is to extend the Glocom Shed, where foundations are already contracted; another scheme is a new fertiliser shed for a new import business. ABP are going out to tender for construction before the end of August; boreholes are being taken next week.</p> <p>The line of the preferred route runs down the area proposed for the extension.</p> <p>ABP said they have General Development Orders powers to construct port related operational buildings, and so do not need planning consent. Mr Williams has discussed the issue with Tony Parker of Welsh Office, who asked ABP to write to WO explaining the issue; such a letter will be sent in the next few days.</p>			ABP

Job title	Job number	Date of meeting	Action
M4 RELIEF ROAD - MAGOR TO CASTLETON	44700/50	23 August 1995	
4.0	If the buildings have to be placed elsewhere, they will take up other valuable land that could otherwise be used for other purposes. ABP explained that these are not new proposals of ABP, but that it is the movement of the motorway line 40/50m south from the previous consultation route which causes the problem. ABP will require the issue to be settled within, say, one month in respect of their immediate development plans.		
5.0	ABP queried the future use of land under a Relief Road Viaduct. The company considers that Port usage is not compatible with the Welsh Office acquiring land within the Port, even though ABP understands that it could be licenced back to the Port.		
6.0	ABP also queried the Route around the north end of South Dock, as ocean-going ships berth there; this raises an air draft requirement. There may also be an issue of ships smoke blowing over the motorway. ABP have also let a contract a week ago for the extension of the Banana Shed on the east side of South Dock - the 67m motorway band of interest cuts across the corner of the existing shed and proposed extension. ABP said their scheme must proceed; the Preferred Route plan sent by WO in July does not touch these sheds and the 67m band of interest is not referred to in the Statement of Reasons. The meeting was the first ABP had heard of this matter.		
7.0	On the western approach to the rivers, the Route centre line passes through ABP workshops and storage sheds. These can be replaced. The position of viaduct piers is relevant as ABP may wish to widen the cut between South and North Docks to enable larger ships to pass. The air draft through the cut and for the adjacent sand based operation in North Dock will need to be adequate.		
8.0	Regarding air draft, the ABP requirement is still 44m; this relates to potential ship access requirements into North Dock. OAP pointed out that Bailey have previously suggested 30m will be adequate, and Dowds said 40m. ABP also have an interest in a river berth just north of the Relief Road Bridge, which they also need to consider. ABP have a new harbour mobile crane which is 53m high when travelling - this needs to get all round the docks. It cost £1.3m and was bought in 1995. Their requirement is thus for 53m clearance above dock level to allow total mobility around the docks.		

Job title	Job number	Date of meeting	Action
M4 RELIEF ROAD - MAGOR TO CASTLETON	44700/50	23 August 1995	
9.0	ABP also pointed out they have a licence to handle explosives - these are currently stored on the north side of South Dock. This will be an issue that needs discussing during the detailed discussions leading to the design of the Relief Road.		
	Geotechnical Information		
10.0	ABP are, in principle, happy to share any geotechnical information that exists regarding the docks, subject to this not requiring too much of their staff time. OAP should contact Mr Spanner, the Port Engineer. ABP can probably easily make available previous ground investigations. OAP asked if there are any historical records, information on water levels in the Docks, etc. ABP will review this.		OAP
	Impact During Construction		
11.0	ABP are anxious about possible interference with the operation of the port during construction of the Relief Road. OAP explained this would form part of future discussions, and the needs of the port would clearly be recognised when setting construction procedures. All such issues will emerge as the design develops.		

APPENDIX 23

Our ref 53600/DWS/CAT/File 4.6

25 October 2000



Ove Arup & Partners Consulting Engineers
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Direct
T +44 (0)29 2026 ____
F +44 (0)29 2047 2277
E dan.saville@arup.com

- offered him
6-7/11

Associated British Ports
Alexandra Docks
NEWPORT
NP9 2UW

Julia

Meeting please

RS
INT
mbk

plus →

ARUP

Dear Sirs

urgently

**M4 RELIEF ROAD MAGOR TO CASTLETON - STAGE 2
NAVIGATION CLEARANCES**

As you know, we are, on behalf of the National Assembly for Wales engaged in the gathering of information to complete the preliminary design of the above scheme.

You were kind enough to meet with us on two occasions in September and October 1997 to discuss the matter of navigation clearances to allow the continuing navigation of the River Usk and providing us with a listing of vessel names which called at the river berths.

Some time has elapsed since then, and we have now been asked to update the information collected. I am writing therefore to ask if you would, again, be good enough to provide us with a listing of vessel calls made in the past 12 months to the river berths at:

- Dowds
- Burt Boulton ? *Tewson*
- Baileys
- Others, eg. aggregates

It would also be helpful if we could take the opportunity to establish whether you are aware of any future development plans for these or other river wharves.

We apologise in advance for the intrusion of your time, but would of course be willing to visit you to discuss the matter further and to provide a member of staff to collect the information if this would be of assistance.

With our thanks to you in advance for your co-operation.

Yours faithfully

D W SAVILLE

Deputy Project Manager

Spoken to Dan Saville and
offered dates for a meeting.
Clearly he doesn't regard
this as urgent and will
come back to me in a
few days. Julia 31-10

- 1 Dan Saville
- 2 Eagle Pope
- 2 Wesa office

Disk ref W:\DOCS\0154\LETTER DWS ABP.DOC

APPENDIX 24

Our ref: PM.2119/JEH

27th November 2000

Mr D W Saville
Ove Arup & Partners
4 Pierhead Street
CARDIFF
CF10 4QP

Dear Mr Saville

M4 RELIEF ROAD MAGOR TO CASTLETON - STAGE 2
NAVIGATION CLEARANCES

I refer to your letter of 25th October and our subsequent meeting here with members of the National Assembly staff and Eagle Lyon Pope. The information supplied at that meeting was very helpful by way of update.

As requested, I enclose details of the vessels using the north dock over the relevant period and I have also included a list of vessels which although worked in the South Dock were for FinnForest BBH (formerly Burt Boulton & Haywood). These are relevant because future development plans for the port include transferring discharge from the South Dock to an area in the North Dock adjacent to their premises. This information read in conjunction with previous statistics provided demonstrates the need for clearance at the heights we have previously put forward.

In addition to the FinnForest BBH proposal there has been investment in areas around the North Dock which makes unimpeded access all the more essential. ABP has invested in additional shed space for W E Dowds (Shipping) Ltd to provide storage to feed the investment made by Island Steel UK Ltd in their steel slitting plant. This latter investment in itself is not yet complete as they are seeking planning permission to double the size of their plant, obviously doubling capacity.

Jewson Internal Supply have invested in a new mill and warehouse facilities on the west side of the North Dock which will guarantee an increase in volumes of timber to be imported through the facility. Flexibility in selecting suitable vessels is therefore essential.

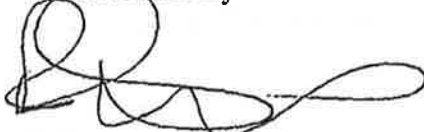
Severn Sands have further developed their site to include a concrete batching plant and security of supply of sea dredged aggregate to their berth is essential to their business.

You are already aware from previous correspondence during the last decade that ABP is the statutory port authority for Newport Docks and as such has a duty to protect access to the docks and wharves under their ownership. The implications from this are that we must retain the flexibility we have to carry out our operations efficiently. These include not only protection of access for our shipping but also for the free movement of plant and equipment around the docks.

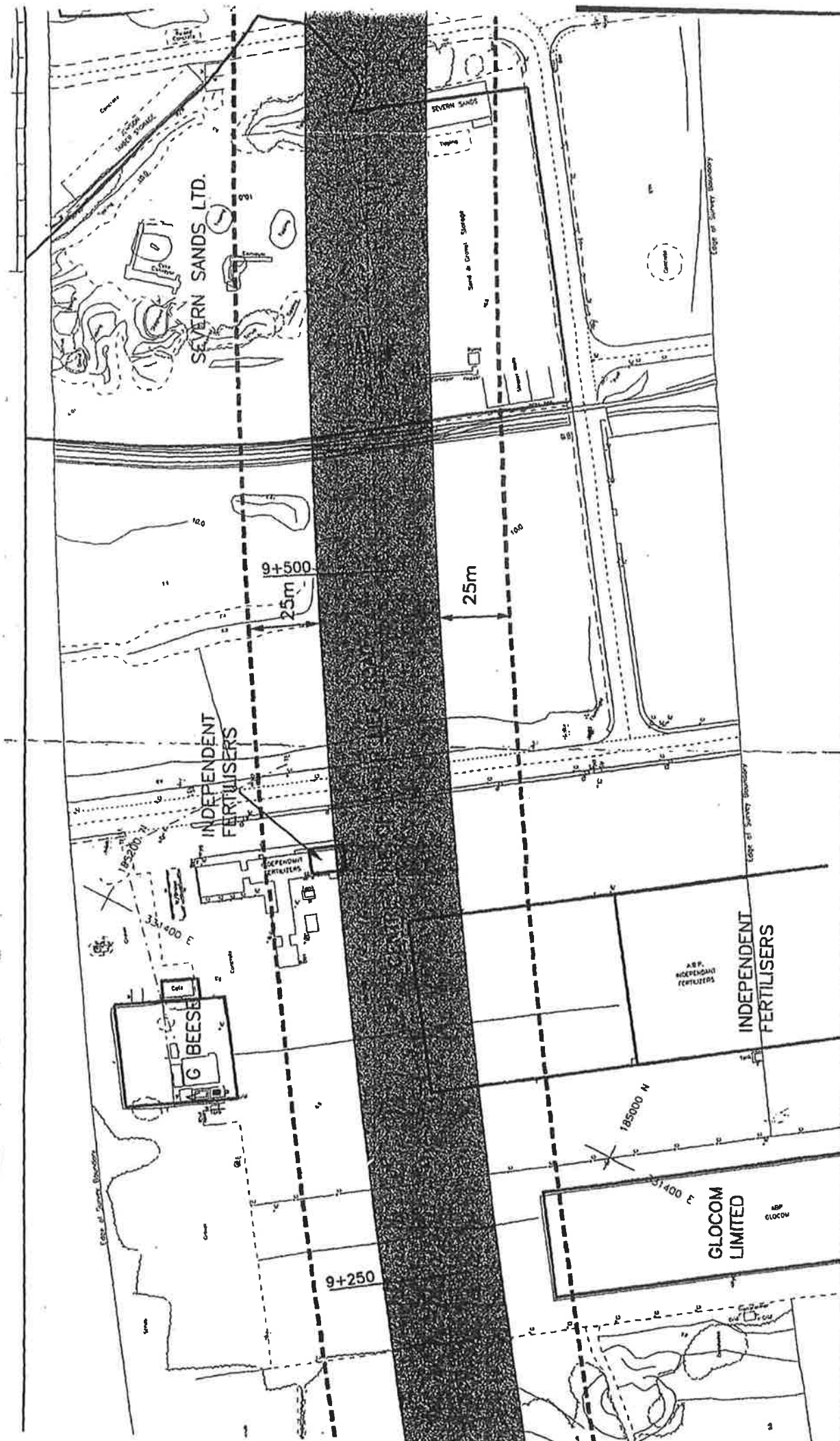
In previous correspondence we have mentioned our mobile harbour crane which has to move round from the south side of the south dock to the north side. Whereas this used to happen only occasionally, it now has to be moved quite frequently as the crane is used to carry out work on the coal terminal and steel terminal on the south side, then on the west side of the North Dock for Jewson and moving around to the north side of the South dock to the bulk terminals. Even at the clearance levels previously suggested by ABP, this flexibility will be lost and operational capacity will need to be replaced.

I hope that the foregoing updates you on the present situation and prospects for the port, which are very positive.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Robert Smith', with a long, flowing horizontal stroke extending to the right.

Robert Smith
PORT MANAGER



10cm - SCALE WITH CAUTION AS DISTORTION CAN OCCUR

Edge of Severn Docks

NORTH DOCK

185400 N

331800 E

SEVERN SANDS LTD.

BAILEY INDUSTRIAL
ENGINEERING LIMITED

ASSOCIATED BRITISH PORTS

10+000

SOUTH DOCK

185200 N

331800 E

JAMAICA PRODUCERS MARKETING
COMPANY LIMITED

RIVER USK

VESSELS BERTHED IN NORTH DOCK 12 MONTH PERIOD FROM 1ST OCT 99 17/11/00

VESSEL	DATE	BERTH	CARGO
DANIEL	04.10.99	DOWDS	STEEL
BRANDARIS	06.10.99	DOWDS	STEEL
TIRADOR	06.10.99	DOWDS	STEEL
BRIGITTA	12.10.99	DOWDS	STEEL
ALMENUM	18.10.99	DOWDS	STEEL
EMILY	18.10.99	JEWSON	TIMBER
LOVOSICE	18.10.99	DOWDS	STEEL
HANDORF	19.10.99	DOWDS	STEEL
BRIGITTA	21.10.99	DOWDS	STEEL
FOSSELAND	25.10.99	DOWDS	STEEL
THARSIS	03.11.99	DOWDS	STEEL
LAURINNE NEELTJE	04.11.99	DOWDS	STEEL
ORION	07.11.99	DOWDS	STEEL
EMILY	20.11.99	JEWSON	TIMBER
CITO	22.11.99	DOWDS	STEEL
OSTERHUSEN	22.11.99	DOWDS	STEEL
TIRADOR	23.11.99	DOWDS	STEEL
ELEONORE	01.12.99	DOWDS	STEEL
HOO VENTURE	01.12.99	DOWDS	STEEL
SANDAL	01.12.99	DOWDS	STEEL
PATRIA	05.12.99	JEWSON	TIMBER
JASON	08.12.99	DOWDS	STEEL
R.M.S.WALSUM	08.12.99	DOWDS	STEEL
SEISBULK	14.12.99	JEWSON	TIMBER
LLANO	21.12.99	DOWDS	STEEL
HARNS	25.12.99	DRY DOCK	REPAIRS
SILVERTHORN	30.12.99	DOWDS	STEEL
EMPIRE	02.01.00	DOWDS	STEEL
AHRENSHOOP	05.01.00	JEWSON	TIMBER
BALTICA HAV	06.01.00	DOWDS	STEEL
CELTIC VOYAGER	07.01.00	DOWDS	STEEL
CANUM	10.01.00	DOWDS	STEEL
FREYA	13.01.00	DOWDS	STEEL
MARY C	14.01.00	DRY DOCK	REPAIRS
NIMFA II	18.01.00	DOWDS	STEEL
PRASIDENT	22.01.00	DOWDS	STEEL
IBERIAN COAST	01.02.00	DOWDS	STEEL
AURIGA	01.02.00	DOWDS	STEEL
SEA RHINE	06.02.00	DOWDS	STEEL
AHRENSHOOP	07.02.00	JEWSON	TIMBER
TARANTO	08.02.00	DOWDS	STEEL
LOVOSICE	10.02.00	DOWDS	STEEL
ALMENUM	21.02.00	DOWDS	STEEL
WESTERHUSEN	25.02.00	DOWDS	STEEL
LAURINNE NELTJE	28.02.00	DOWDS	STEEL
GATJE	03.03.00	DOWDS	STEEL
NORTHERN LAKE	06.03.00	DOWDS	STEEL

VESSELS BERTHED IN NORTH DOCK 12 MONTH PERIOD FROM 1ST OCT 99 17/11/00

VESSEL	DATE	BERTH	CARGO
OLIVIA	08.03.00	DOWDS	STEEL
AHRENSHOOP	09.03.00	JEWSON	TIMBER
PETERSBERG	15.03.00	DOWDS	STEEL
MARE	20.03.00	DOWDS	STEEL
ALBIS	27.03.00	DOWDS	STEEL
EASTFERN	28.03.00	DOWDS	STEEL
AHRENSHOOP	13.04.00	JEWSON	TIMBER
DINA JAKOBA	16.04.00	DOWDS	STEEL
HELGA	17.04.00	DOWDS	STEEL
LEESWIG	17.04.00	DOWDS	STEEL
MAGDALENA	19.04.00	DOWDS	STEEL
R.M.S.ARAMON	24.04.00	DOWDS	STEEL
SAVA HILL	25.04.00	DOWDS	STEEL
TAFELBERG	30.04.00	DRY DOCK	REPAIRS
WIDOR	01.05.00	DOWDS	STEEL
AHRENSHOOP	02.05.00	JEWSON	TIMBER
IBERIAN COAST	06.05.00	DOWDS	STEEL
RHINEFELS	10.05.00	DOWDS	STEEL
SAMAN TRADER	14.05.00	DOWDS	STEEL
NORDERSELD	16.05.00	DOWDS	STEEL
ALDERBOON	16.05.00	DOWDS	STEEL
WOLTHUSEN	18.05.00	DOWDS	STEEL
SEA MERSEY	18.05.00	DOWDS	STEEL
SIERKSDORF	27.05.00	DOWDS	STEEL
SEA KESTREL	28.05.00	DOWDS	STEEL
SEA SHANNON	03.06.00	DOWDS	STEEL
COASTAL BREEZE	12.06.00	DOWDS	STEEL
NJORD	15.06.00	DOWDS	STEEL
HERA	25.06.00	JEWSON	TIMBER
HOMBERG	03.07.00	DOWDS	STEEL
LADOGA 103	10.07.00	DOWDS	STEEL
HANSE	12.07.00	JEWSON	TIMBER
MOLDAVIA	12.07.00	DOWDS	STEEL
WIEBKE D	18.07.00	DOWDS	STEEL
FREYA	18.07.00	DOWDS	STEEL
SAVA STAR	19.07.00	DOWDS	STEEL
TARANTO	19.07.00	DOWDS	STEEL
LYDIA B	02.08.00	DOWDS	STEEL
PARSIVAL	07.08.00	DOWDS	STEEL
AHRENSHOOP	09.08.00	JEWSON	TIMBER
CELTIC ENDEAVOUR	14.08.00	DOWDS	STEEL
IBERIAN COAST	21.08.00	DOWDS	STEEL
A.B.DUBLIN	06.09.00	DOWDS	STEEL
M.F.MALTA	07.09.00	DOWDS	STEEL
AHRENSHOOP	08.09.00	JEWSON	TIMBER
SIROCCO	11.09.00	DOWDS	TIMBER
HELGA	17.09.00	DOWDS	STEEL

VESSELS BERTHED IN NORTH DOCK 12 MONTH PERIOD FROM 1ST OCT 99 17/11/00

VESSEL	DATE	BERTH	CARGO
R.M.S.WALSUM	18.09.00	DOWDS	STEEL
SOLI DEO GLORIA	27.09.00	DOWDS	STEEL

VOYAGERS MADE BY SEVERN SANDS 12 MONTH PERIOD FROM 1ST OCT 99 17/11/00

VESSEL	NUMBER OF VOYAGERS	BERTH	CARGO
SEVERN SANDS	233	NORTH DOCK	SAND

VESSELS WITH CARGO OF TELEGRAPH POLES 12 MONTHS FROM 1ST OCT 99 17/11/00

VESSEL	DATE	BERTH
BALTIC TARA	21.10.99	SOUTH DOCK
BALTIC TARA	21.12.99	SOUTH DOCK
BALTIC TARA	07.02.00	SOUTH DOCK
BALTIC TARA	05.05.00	SOUTH DOCK
BALTIC TARA	28.06.00	SOUTH DOCK
BALTIC ERIN	25.08.00	SOUTH DOCK

APPENDIX 25



Cynulliad Cenedlaethol Cymru
The National Assembly for Wales

Y Gyfarwyddiaeth Drafnidiaeth
Transport Directorate
Parc Cathays/Cathays Park
Caerdydd/Cardiff
CF10 3NQ

Associated British Ports
Discovery House
Scott Harbour
Cardiff Bay
CF10 4PJ

Elch cyf/Your Ref:

Ein cyf/Our Ref: BZ910175-122-3

Dyddiad/Date: 30 October 2001

For the attention of Mr John Copping, Port Director, South Wales

Dear Mr Copping,

**M4 RELIEF ROAD – MAGOR TO CASTLETON
NEWPORT DOCKS – PLANNING CONTROL**

As you know, the Assembly has protected a route for planning purposes for the proposed M4 Relief Road. This route crosses Newport Docks between the north and south docks. I am writing to inform you that we will shortly be issuing to you a Direction under Article 4(1) of the Town and Country Planning (General Permitted Development) Order 1995.

The purpose of this Direction is to ensure that future development within the docks does not jeopardise the proposed M4 Relief Road. Under this Direction, you will need to apply for planning permission for any proposed development within the area specified.

Please contact me if you have any queries about this Direction, or the proposed scheme in general.

Yours sincerely,

S C Shouler
Project Director



Simon Shouler
Llinell Union/Direct Line: 02920 826660
Ffacs/Fax: 02920 826306
E-bost/E-mail: simon.shouler@wales.gsi.gov.uk

Ffôn/Tel: 02920 825111
GTN: 1208
Minicom: 02920 823280

APPENDIX 26

Job title	M4 Relief Road	Job number
		59900-31
Meeting name & number	Meeting with ABP	File reference
		9.80
Location	ABP's Offices Newport Docks	Time & date
		1:30pm 01 September 2004
Purpose of meeting	To discuss navigation issues	
Present	Owen Young - ABP Simon Brett - ABP John Doherty - ABP Philip Holliday - ABP Russell Bennett - WAG Tom Drennan - ELP Dan Saville - Arup	
Apologies		
Circulation	Those present As above Robin O'Brien, Arup Adrian Wilson, AG	

Received by post
29/9/04

Prepared by DWS
Date of circulation 23 September 2004
Date of next meeting To be advised

Job title	Job number	Date of Meeting	Action
M4 Relief Road	59900-31	01 September 2004	

1. Introductions

The attendees at the meeting introduced themselves as follows:

Owen Young – ABP Estate Surveyor, Newport
 Simon Brett – ABP Deputy Port Manger, South Wales. By way of introduction, SB stated that it was ABP's view that the M4 Relief Road was considered as a benefit to the City and ABP would be helpful in responding to queries raised by WAG during this informal consultation process.
 John Doherty – ABP Operations Manager, South Wales
 Philip Holliday – ABP Marine Manager, South Wales
 Russell Bennett – AG Project Engineer
 Tom Drennan – Eagle Lyon Pope (sub-consultants to Arup advising on shipping issues)
 Dan Saville – Arup Project Manger

2. Context for Meeting

RB provided some general background to the scheme and advised the earliest estimated start date for the scheme was no earlier than 2011 (commencement of construction) based on current forecasts.

RB referred to an Announcement by the Minister in October 2003 advising that "... solving congestion on the M4 around Newport was one of the top priorities ...". RB advised that a decision by the Minister on the way forward for the Scheme was expected in the Autumn, although it was currently unclear as to what the Announcement might be.

The purpose of the current exercise was for AG/Arup to update the factual information on which the preliminary design was based, and to understand any changes since the previous discussions with ABP in 2001.

3. Previous Reports and Findings

- Most recent reporting of relevance:
 - Environmental Statement (ES); May 2001
 - Preliminary Design Report (PDR); August 2001
- As part of the reporting Arup considered navigation issues both in River Usk and North Docks:
 - a preliminary assessment of bridge height and width requirements was made in December 1994 updated in 1998 and updated again in 2001 (12 month profile September 1999 - 2000).
- Consisted of data gathering, telephone calls to operators verifying traffic information and individual ship data.
- Based on the collated data, an assessment of the influence that various height restrictions may have on the shipping data was made; this fed into the PDR and ES.
- Summary of findings:
 - Over the period studied (1994 – 2001) the total number of ships using Newport has remained fairly constant.
 - 84% of ship visits had an air draft <20m.

Job title	Job number	Date of Meeting	Action
M4 Relief Road	59900-31	01 September 2004	

- 96% of ship visits had an air draft of <25m.
- 3 No. ships visited North dock with air drafts >30m, but none in the 1999/2000 sample.
- Trend towards coastal, short, near sea trading vessels, although at the other end of the scale other layers of containers were being added to short sea container ships, giving air drafts of up to 37m.
- Main berth operations:
 - Dowds – dry bulk and steel cargoes, generally relatively low air drafts.
 - Baileys – dry dock; wide spread of air drafts 6m – 34m.
 - Burt, Boulton and Hayward – importing timber; air drafts 22.5 – 25m.
 - Mayer, Jewson; aggregate dredgers, general cargo air draft 18m. NB: Severn Sands dredger made 233 calls to North Dock in the latest sample.
- Highest clearance requirement identified as 52m from ABP land-based mobile crane.
- RB confirmed road will fly over the Port and not at ground level

4. Changes Since Previous Work

The main changes were identified by ABP as follows:

- 3 No. mobile cranes now use the docks with a further 1 No. on order for delivery (compared to 1 No. in 2001); ABP could provide information on the locations/times of movements of the cranes. ABP advised that the cranes traversed the whole of the docks area and are a key part of the flexible nature of the current operations. Fixed berth-side cranes are in the process of being dismantled/mothballed once they reach the end of their useful life.
- North dock usage has increased since 2001; various long-term agreements have been signed with Jewsons, International Timber and O'Dowds and a new shed and processing facilities are being progressed with BBH.
- A recent newspaper article indicated that Baileys are closing their dry dock – there is uncertainty relating to the plans for the dry dock and this will need more detailed consideration when updating the shipping profile and when considering the future usage. ABP confirmed that Baileys had not yet approached them direct about the closure.
- There are tentative plans to fill in the northern end (top 1/3) of the North Dock, in order to provide additional land. This will also provide additional berthing areas (as the existing ones require significant repairs) and makes additional land available for warehouses, storage etc.
- There are also tentative plans for Island Steel to extend the berth on the north-eastern side of the North Dock.
- ABP noted there is generally a premium on available land in the Docks area, with not enough land for storage; ABP would be very interested in maximising all land areas for storage even after the road is opened (including land beneath the viaduct itself).
- ABP have disposed of approximately 150 acres of land (from a holding of 200 acres) within the last few years – this relates to a shift from a “taxi

Job title	Job number	Date of Meeting	Action
M4 Relief Road	59900-31	01 September 2004	

rank" approach to berthing ships employed 3 – 4 years ago compared to the long-term agreements currently employed or being planned. The long-term agreements have entailed the disposal of land but has, in turn, put pressure on the remaining land-holding as described above.

- ABP noted HSE's view that they would revoke the explosives licence if the scheme were to proceed. Also, there were concerns relating to the impact on the ammonium nitrate store and bagging plant; Arup noted that they had considered this as part of the previous work.
- ABP have a wharf on the west bank of the River Usk, upstream of the crossing point and this would need to be considered as part of the recommendations relating to impacts on the Docks. It is currently abandoned and not in use but ABP advised that it could, with some engineering work, be brought back into use.
- ABP roughly outlined the changes in tenant/customer occupies areas. AG acknowledged requirement to update property interest search.

5. Updated Information Required/Available

- It was agreed that Arup would forward information to ABP on the current illustrative design; it was acknowledged at the meeting that this information should be used with caution, as any future detailed design exercise could change the layout significantly. Arup (DS)
- Also, Arup would provide the factual information on which the previous recommendations relating to navigation clearances were made. Arup (DS)
- Arup would also prepare a list of data required to update the air draft study and forward to ABP for action. Arup (DS)/
ELP (TD)
AG (RB)
- RB will investigate the constraints on storage under the structure.
- RB will advise ABP on when they should consult their tenants with regard to operational impacts. AG (RB)
- RB will advise if Advance works demolition costs can be claimed by ABP. AG (RB)

No further meeting was arranged but RB confirmed that once the factual information was determined and the shipping report updated meetings with both ABP and the Harbour Commissioners would be held.

APPENDIX 27

Job title	New M4 Magor to Castleton	Job number 117300
Meeting name & number	Meeting with ABP	File reference 5Aviii
Location	Arup's Offices, 4 Pierhead Street	Time & date 1030 Tuesday 12 July 2005
Purpose of meeting	To update ABP on the planning of the New M4 following the announcement made by Andrew Davies in December 2004	
Present	Adrian Wilson Clive Thomas Stephen Pritchard Huw Turner Robin O'Brien Stuart Watkins Susan Thomas	Transport Wales, Welsh Assembly Government Acting Port Director, South Wales, ABP Regional Property Manager, South Wales, ABP Estate Superintendent, Newport, ABP Arup Arup Arup
Circulation	Those present	

Prepared by Susan Thomas
Date of circulation 12 July 2005 – draft for ABP
Date of next meeting TBA

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	Tuesday 12 July 2005	

1. INTRODUCTION

- 1.1 TW/Arup tabled a plan showing the current status of the New M4, i.e. the protected route published in 1995 (amended 1997), together with an area of proposed northward shift in the area of the Llanwern Steelworks. A copy of this plan was retained by ABP.
- 1.2 The New M4 Magor to Castleton project announced by the Minister for Economic Development and Transport, Andrew Davies AM, in December 2004 was now seen as an important part of an integrated transport strategy for South East Wales. As such, the construction of the New M4 along the line of the previous M4 Relief Road was part of the strategy and the current project would include changes to the existing M4 to help improve accessibility from the valley communities and facilitate improvements to the public transport infrastructure.
- 1.3 The road would be tolled, but the tolling mechanism had yet to be decided. The Welsh Assembly Government would enter into a PPP Contract with a concessionaire/developer to construct and maintain the road and it was intended that this appointment would be well progressed by the time the scheme Orders were published. A construction start date of early 2010 was the key programme target.
- 1.4 Crucial surveys were now under way in order to assist the preparation of the Outline Business Case (OBC) which is programmed for Spring next year. Given a viable Business Case, the project would continue with developing the preliminary design and progressing through statutory procedures.
- 1.5 In parallel with the work to develop the OBC would be the republication of the TR111 Protected Route to reflect the proposed shift at Llanwern. Engineering survey and environmental assessment work required for the preliminary design for the New M4 is progressing.
- 1.6 TW expect to have regular liaison with the key Local Authorities and with the major stakeholders. They were currently concluding a consultation strategy to cover this process.
- 1.7 It was noted that there had been a previous meeting with ABP on 1 September 2004 (involving Owen Young, Simon Brett, John Doherty and Philip Holliday from ABP).

2. COMMENTS FROM ABP

- 2.1 ABP have not conducted any freight surveys recently, but such information about freight patterns to the port could be obtained by ABP relatively easily.
- 2.2 Current rail infrastructure to the south side of the dock is reaching capacity, and growth is therefore likely to be fed by road. Road traffic growth to the north side of the dock is also likely to increase, and the opportunities for rail are limited because of the single track.

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	Tuesday 12 July 2005	

- 2.3** ABP expressed interest in the likely height of the bridge over the Usk (and the associated land take, embankments etc), and when discussion about this might be undertaken in the context of the detailed design of the route. Robin said that at the meeting with ABP in September 2004 an update of the shipping profile was discussed, and ABP were asked for shipping pattern information and it was not clear whether this had been progressed. ABP said that this was underway and shipping height information was now being collected. ABP now therefore have some 6 – 9 months of information. Robin said that further more detailed meetings would need to be held with ABP to discuss operational issues.
- 2.4** **North Dock** – there is an operation at the top of the North Dock which is looking to expand. A significant investment is being made elsewhere in North Dock. Overall, therefore, there is an increase in vessel activity in North Dock. Robin asked ABP if it was possible to prepare a short statement about the current operation and the planned proposals – ABP confirmed that this would be possible, but that some of the information would be confidential. This will need to be clarified with regard to the Freedom of Information Act and a protocol developed. Robin said that such a protocol will need to be discussed at the next meeting with ABP.
- 2.5** ABP expressed the view that it was considered unlikely that port traffic would use the New M4, as the SDR was a more likely route to link to the M4.
- 2.6** ABP has one wharf facility on the River Usk, but ABP has no operational facilities on the Usk.
- 2.7** Newport has the only operational dry dock facility in South Wales (in the North Dock).
- 2.8** Overall, the height and landtake of any bridge structure is the major area of interest for ABP. Further discussions will be held with Huw about this, and about the operational aspects of the dock that could influence the detailed design, particularly given the growth that has taken place at the port and which is expected to continue.

ABP

Arup

3. CONTACT DETAILS

Arup, 4 Pierhead Street, Capital Waterside, Cardiff CF10 4QP

Name	Role/Responsibility	Telephone	e-mail
Robin O'Brien	New M4 Project Manager	029.2026.6659	robin.obrien@arup.com
Stuart Watkins	Traffic/Transportation	029.2026.6524	stuart.watkins@arup.com
Susan Thomas	Communications Manager	029.2026.6678	susan.thomas@arup.com

ABP, Alexandra Dock Newport NP20 2UW and Queen Alexandra house, Cargo Road, Cardiff CF10 4LY

Name	Role/Responsibility	Telephone	e-mail
Stephen Pritchard	Regional Property Manager	029.2083.5031	spritchard@abports.co.uk
Clive Thomas	Deputy Port Manager South Wales	01633.204.403	cjthomas@abports.co.uk
Huw Turner	Info awaited		hturner@abports.co.uk

NOTE: Huw Turner is the main point of contact at ABP

APPENDIX 28

Job title	New M4 Magor to Castleton	Job number 117300
Meeting name & number	Meeting with Associated British Ports (ABP) & Newport Harbour Commissioners (NHC)	File reference 5 Aviii
Location	ABP Dock Offices, Newport Docks	Time & date 10:30 22 August 2005
Purpose of meeting	Follow up to 12 July 2005 meeting. To develop technical understanding of the current land use and operational practices in Newport Docks and River Usk such as they might influence Docks Crossing Structure designs.	
Present	Russell Bennett Clive Thomas, Huw Turner Ian Roberts Capt. Iain Hutton-Taylor Tom Drennan Keiran Hammill Simon Lawrence Iain McCulloch	Transport Wales, Welsh Assembly Government ABP, Deputy Port Manager / Acting Port Director South Wales ABP, Estate Superintendent (Newport) NHC, Chairman ABP, Dock & Harbour Master – representing NHC Eagle Lyon Pope, Marine Manager (ELP) Eagle Lyon Pope, Naval Architect (ELP) Arup, Engineering Manager Arup,
Apologies	Martin Bates	Transport Wales, Welsh Assembly Government
Circulation	Those present Robin O'Brien Susan Thomas,	Arup, Project Manager Arup, Communications Manager

Prepared by
Date of circulation

30 August 2005

Date of next meeting

TBC

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	22 August 2005	

1. INTRODUCTION

- 1.1 For the benefit of those not present at the Introductory Meeting of 12 July, RB revisited the background to the project.
- 1.2 The New M4 Magor to Castleton project announced by the Minister for Economic Development and Transport, Andrew Davies AM, in December 2004 was now seen as an important part of an integrated transport strategy for South East Wales. As such, the construction of the New M4 along the line of the previous M4 Relief Road was part of the strategy and the current project would include changes to the existing M4 to help improve accessibility from the valley communities and facilitate improvements to the public transport infrastructure.
- 1.3 The road would be tolled, but the tolling mechanism had yet to be decided. A construction start date of early 2010 was the key programme target.
- 1.4 Crucial surveys were now under way in order to assist the preparation of the Outline Business Case (OBC) which is programmed for Spring next year. Given a viable Business Case, the project would continue with developing the preliminary design and progressing through statutory procedures.
- 1.5 In parallel with the work to develop the OBC would be the republication of the TR111 Protected Route to reflect the proposed shift at Llanwern.
- 1.6 TW expect to have regular liaison with the key Local Authorities and with the major stakeholders. They were currently concluding a consultation strategy to cover this process.
- 1.7 The purpose of this meeting was to enable TW, Arup and ELP to gain a more detailed understanding of the current land uses and operational practices in Newport Docks and River Usk such as they might influence Docks Crossing Structure designs.

2. COMMENTS & DISCUSSION

- 2.1 TD – Note that shipping profiles were last updated in 1997. The review in 2000 / 2001 was based on historical data.

Freight tonnage through Newport Docks has increased since the last review of shipping profiles. Unclear if this is reflected in higher tonnages per vessel or an increased number of vessel movements. ABP to advise number of ship moves per year over last 5 years.

ABP

For Newport Docks technical queries – confirmed acceptable for ELP to liaise directly with ABP: T Drennan to H Turner to I Hutton-Taylor (Harbour Master, Docks)



For River Usk technical queries: T Drennan to Trevor [ABP - Please advise] (Harbour Master, River)

- 2.2 HT reported that detailed shipping traffic information has been gathered for the period Dec. 2004 to the present (and ongoing). Data includes vessel name, destination, air and water draft – as advised by the ship's Master. Data includes shipping to both Newport Docks and R. Usk wharfs.

TD confirmed that this level of detail is adequate.

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	22 August 2005	
	SL requested representative checks to determine if the quoted air drafts include / exclude any safety allowance.	✓	ELP
	NHC have recently provided details of R. Usk shipping for 2003 / 04. All agree it is unnecessary for NHC to update as a more recent, comprehensive data set will become available in the information pack from ABP in due course.	✓	
2.3	CT – tabled a drawing illustrating R. Usk wharfs and Newport Docks berths. This drawing to be included in information pack from ABP. River wharfs: <ul style="list-style-type: none"> o Uskmouth (power station) – currently dormant o Alpha (Alphasteel – steel) – operational o Birdport (former dry dock) – operational o Eastern Dry Dock (former dry dock) – operational o Dallimore's (aggregates) – operational o Lysaghts (Orb Works – steel) – operational o Liner 1 & 2 (opposite Lysaghts) – dormant but there have been previous proposals to re-commission, possibly for leisure use. 	✓	ABP
2.4	CT – Summary of Newport Docks' operational areas: Distinct commodity types are handled in specific areas but there are no physical barriers to the movement of freight or equipment within the dock complex.	✓	
	South Dock – South Side – coal and mineral cargos imported, steel imported and exported. Serviced by fixed / harbour-side cranes supplemented by mobiles – use of 2 mobiles reasonably common. Capacity to handle 2 coal / mineral vessels simultaneously with 5 quayside + 2 mobile cranes. Recent Transit Shed extensions 5A and 7A reflect increased cargo handling. Export steel is predominantly rail freighted to the docks.	✓	
	South Dock – East Wharf – cement terminal and timber, vessels moor in East Lock. East Wharf has no fixed / harbour-side cranes - relies on mobile craneage. Timber contract commits to 2 mobile cranes for cargo handling.	✓	
	South Dock – Middle Quay – Middle Quay warehouse - paper and pulp products (formerly banana wharf). Middle Quay serviced by harbour-side cranes. Middle Quay also used as Lay By berth.	✓	
	Central Engineering Workshops – located at the mid point of the docks (east side). Contains electrical and blacksmiths workshops, lathes, boiler making facilities, presses, civil engineering offices. Also some sub-contractor facilities. Mobile cranes serviced at workshop.	✓	
	North Dock – Bailey's Dry Dock – various ship repair businesses hire the facility. Confirmed as the only operational dry dock in South Wales.	✓	
	North Dock – East Side – currently Dowds and Island Steel use for steel handling. Expansion planned in this area.	✓	
	North Dock – East Side (suspended quay) and North Side – currently unused. Medium to long term development may include a new wharf and partial infill to create additional development land.	✓	
	North Dock – West Side – predominantly timber import. New timber treatment plant planned by FinForest. Jewson expanding capacity (Jewson's other UK import facility is Hull). Jewson contract commits to 2 mobile cranes.	✓	

SALE EN B

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	22 August 2005	
2.8	The matter of title of land within scheme footprint to be considered by AG and ABP and discussed further. ABP preference would be for land not to be acquired outright.		 ABP / AG 
2.9	IR noted the need to consider 'future proofing' of clearance heights. IH-T and TD mentioned experimental vessels and wingsail vessels. RB noted that a holistic approach was being considered for future business of ports, rail transport.		
2.10	Regarding navigation widths at the River Usk It was noted that there are strong technical and environmental aspirations to position the bridge piers outside of the high water mark. However, the formal position at present is that the pier positions remain within the high water limits.		
2.11	<p>Junction Strategy:</p> <p>Newport is a 'Midlands' port. For road hauled goods the Newport SDR is the primary route to / from the docks. The SDR also bypasses 'difficult' sections of the existing M4 motorway.</p> <p>ABP do not see the New M4 offering any potential direct benefits to Newport Docks distribution, irrespective of junction locations – the geography does not suit docks access. This would be likely to be compounded by tolls – hauliers will avoid additional costs. There may be indirect benefits from reduced traffic on local roads.</p>		
3.	CLOSING COMMENTS		
3.1	The implications of the Freedom of Information Act were noted. A FoIA protocol is being developed. Once approved by the Assembly Government and Arup, SL to forward to HT.		SL
3.2	The interface between the New M4 and the operations at Newport Docks and the River Usk are potentially significant. All agree that future liaison and dialogue would be beneficial.		

Job title	Job number	Date of Meeting	Action
New M4 Magor to Castleton	117300	22 August 2005	

4. CONTACT DETAILS

Transport Wales, Welsh Assembly Government, Cathays Park CF10 3NQ

Name	Role/Responsibility	Telephone	e-mail
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Russell Bennett	New M4 Project Manager	029.2082.5128	russell.bennett@wales.qsi.gov.uk

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Susan Thomas	Communications Manager	029.2026.6678	susan.thomas@arup.com
Iain McCulloch	Structures -- Docks Crossing	0121.213.3703	iain.mcculloch@arup.com

Eagle Lyon Pope, Irwin House, 118 Southwark Street, London, SE1 0SW

Name	Role/Responsibility	Telephone	e-mail
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Associated British Ports South Wales, Alexandra Dock, Newport, NP20 2UW

Name	Role/Responsibility	Telephone	e-mail
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Huw Turner	ABP, Estate Superintendent (Newport)	087.0609.6699	hturner@abports.co.uk

Newport Harbour Commissioners,

All contact with NHC to be via Rosemary Smith, Clerk to Newport Harbour Commissioners, c/o Walter Hunter, 24 Bridge Street, Newport, NP20 4SF

Name	Role/Responsibility	Telephone	e-mail
Ian Roberts	Chairman	029.2061.8993 01633.265.323	IRober665@aol.com RSmith@walterhunter.co.uk
Capt. Iain Hutton-Taylor	(ABP) Dock & Harbour Master West South Wales	087.0609.6699	ihutton-taylor@abports.co.uk

APPENDIX 29

Job title	New M4 Project - Magor to Castleton		Job number	117300
Meeting name & number	Meeting with Associated British Ports (ABP) & Newport Harbour Commissioners (NHC)		File reference	5 Aviii
Location	ABP Dock Offices, Newport Docks		Time & date	12:30 06 March 2006
Purpose of meeting	To discuss proposed navigation clearances prior to public announcement.			
Present	Martin Bates (MB) John Fitzgerald (JF) Clive Thomas (CT) Huw Turner (HT) Stephen Pritchard (SP) Ian Roberts (IR) Simon Lawrence (SL)	Transport Wales, Project Director ABP Port Director ABP, Deputy Port Manager ABP, Estate Superintendent (Newport) ABP Regional Property Manager NHC, Chairman Arup, Engineering Manager		
Apologies				
Circulation	Those present Dan Saville Iain McCulloch, Susan Thomas.		Arup, Project Manager Arup, Structures Arup, Communications Manager	

Prepared by Simon Lawrence

Date of circulation 28 April 2006

Date of next meeting TBC

Job title	Job number	Date of Meeting	Action
New M4 Project - Magor to Castleton	117300	06 March 2006	

1. INTRODUCTION

- 1.1 The purpose of this meeting is principally to provide ABP and NHC with the opportunity to discuss and comment on the proposed Newport Docks and River Usk navigation clearances prior to any public announcement.
- 1.2 MB corrected the article that appeared in the South Wales Echo on Friday 03 March announcing that Orders had been published for the New M4. The New M4 remains under development and the next anticipated public announcement will be the republication of the Preferred Route.

2. DISCUSSION – NAVIGATION CLEARANCES & VIADUCT MATTERS

- 2.1 Eagle Lyon Pope (ELP) are finalising the updated shipping profile based on data provided by ABP from the Vessel Traffic Service (VTS). The VTS have been gathering the responses to questions put to ships' Masters on entry to the River Usk or Newport Docks.

Navigation clearance calculations are based on air drafts measured above a normal dock water level of 7.56m AOD at the North Dock cut and a mean high water level of 6.29m AOD in the River Usk.

ABP requested a copy of the ELP report. Copy to be issued once finalised by ELP.

SL

- 2.2 Proposed navigation clearances are:

25m (above 7.56m AOD) at the North Dock cut which has been assessed as providing for c. 93% of existing shipping traffic.

27m (above 6.29m AOD) at the River Usk providing for c. 94% of existing shipping traffic. 27m is the proposed minimum clearance, the arched profile of the main river span would be likely to provide a greater clearance at the crest.

- 2.3 The basis of the quoted percentages was sought by ABP. The percentages are based on vessel air draft as reported by the ship's Master to the VTS. There is no further detail in the data provided to ELP to indicate the basis of the air draft being quoted. ABP to advise any further (specific) questions relating to air draft / clearance that they feel need to be addressed.

ABP

- 2.4 Viaduct pier locations and main span length were discussed.

It was confirmed that the proposed main span length has been increased from 250m to c. 450m to locate the piers outside of the tidal river channel. To achieve this span the structural form would be likely to be a cable stayed bridge. This could be similar in appearance and scale to the Second Severn Crossing. A span of c. 450m avoids conflict with river traffic and Dallimore's Wharf and addresses potential environmental concerns. It would also allow the west pier to be constructed with minimal disturbance of transport infrastructure within the docks.

- 2.5 ABP confirmed Arup's current understanding that rail movements to South Dock south side presently number c. 10 trains per day (20 movements two way).

ABP also advised that they are developing plans for rail access to the South Dock north / west sides (in addition to the existing line to Sims and the

Job title	Job number	Date of Meeting	Action
New M4 Project - Magor to Castleton	117300	06 March 2006	
	proposed Network Rail sidings). HT to provide plan to SL to indicate proposed location.		HT
2.6	IR noted that Newport CC are investigating opportunities to open up old river wharfs for leisure use (for the Waverly paddle steamer).		
2.7	MB noted that he was seeking to republish the Preferred Route towards the end of March and would like to provide specific figures concerning navigation clearances. IR and JF expressed reservations that this programme would allow insufficient time to discuss with and obtain the agreement of all stakeholders. It was noted that the bridge span details could be published but that it would be preferable to defer publication of navigation clearances until stakeholder consultation had taken place. Subject to timing of future consultation, navigation clearance information to be withheld from Preferred Route Review announcement. It will however be necessary to announce the navigation clearances prior to the completion of the OBC. Agreed that NHC would convene a meeting of the Advisory Body + ABP to allow the Assembly Government / Arup (& ELP) to present the proposals to ABP and NHC stakeholders. Suggested attendees for ABP – Phil Holiday and Trevor Auld. IR to liaise with SL		IR / SL
	<i>[Post meeting note – Proposed meeting date Wednesday 5th April 2006. Venue to be confirmed.]</i>		SL
2.8	JF requested sight of any public announcement on the subject of the docks crossing in advance of any formal press release.		MB
2.9	Harbour Mobile Cranes (HMC) – The smallest of ABP's three HMCs would be likely to pass beneath the viaduct at the River Usk and may be accommodated on the west side of the North Dock cut. MB advised that changes to crane access arrangements would be dealt with as a compensation matter.		
3.	LAND MATTERS		
3.1	Docks Way boundaries – HT recommends referral to Land Registry plans in the first instance to confirm ABP ownership boundaries. Arup have ordered the necessary plans from HM Land Registry. SP noted that ABP have bought Crown out. On this basis the ABP ownership probably does extend to the River Ebbw channel centre line.		
3.2	Land acquisition – Traditionally title would be acquired for viaduct pier positions and easement beneath spans. A maintenance access easement will be required around all piers and adjacent to retaining walls for future inspection.		
3.3	Land use – Operational use of land beneath viaduct spans would generally be retained by ABP and / or their tenants on completion of the construction work.		

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Some limited disruption to occupation and use would be expected during construction.

4. A.O.B.

- 4.1 Freedom of Information Act (FoIA) – Further to recent and ongoing discussions about the FoIA and confidentiality agreements, MB tabled the text of an advisory letter previously sent to other parties. This sets out the Assembly Government's position regarding consultation with providers of information in the event that a request for disclosure is made. MB to formally issue to ABP for ABP to consider and respond to.

MB
ABP

ABP do not believe that they are subject to request for disclosure under FoIA.

- 4.2 Public exhibitions are due to be held at Magor, Nash and Castleton. Precise dates are to be confirmed but will be after Easter 2008.

- 4.3 Current anticipated programme –
- o Contractor appointed late 2007
 - o Orders publication 2008
 - o Public Inquiry 2009
 - o Construction commences 2010 (subject to the completion of the normal statutory processes)
 - o Construction duration c. 3 years.

- 4.4 Date of next meeting – NHC Consultees + ABP, Wednesday 5th April 2006. Venue TBC.

5. CONTACT DETAILS

Transport Wales, Welsh Assembly Government, Cathays Park CF10 3NQ

Name	Role/Responsibility	Telephone	e-mail
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Name	Role/Responsibility	Telephone	e-mail
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Susan Thomas	Communications Manager	029.2026.6678	susan.thomas@arup.com
Iain McCulloch	Structures – Docks Crossing	0121.213.3703	iain.mcculloch@arup.com

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Name	Role/Responsibility	Telephone	e-mail
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Name	Role/Responsibility	Telephone	e-mail
John Fitzgerald	ABP, Port Director		
Clive Thomas	ABP, Deputy Port Manager	087.0609.6699	cjthomas@abports.co.uk
Huw Turner	ABP, Estate Superintendent (Newport)	087.0609.6699	hturner@abports.co.uk

Newport Harbour Commissioners,

All contact with NHC to be via Rosemary Smith, Clerk to Newport Harbour Commissioners, c/o Walter Hunter, 24 Bridge Street, Newport, NP20 4SF

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Job title	Job number	Date of Meeting	Action
New M4 Project - Magor to Castleton	117300	06 March 2006	

APPENDIX 30

Rt. Hon Rhodri Morgan AM
First Minister
Welsh Assembly Government
Cardiff Bay
CF99 1NA

25 March 2008

Dear Mr Morgan

M4 Proposed Relief Road - Magor to Castleton

I was appointed as Chief Executive of Associated British Ports in March of last year. I understand that you may have known my predecessor, Bo Lerenius and I would welcome a chance to meet with you at some point. As you know, ABP has five ports in South Wales, all of which are of great importance not only to ABP's current business but more especially to ABP's future growth plans. ABP's South Wales ports are also important contributors to the Welsh economy, contributing approximately 2.5% of its total gross output and supporting approximately 16,000 jobs on a direct and indirect basis as calculated by the Welsh Economic Research Unit in 2004.

I am aware that proposals for a new M4 route around Newport have been under consideration for the best part of twenty years. For much of this time, many of the routes under consideration did not cross ABP's Port of Newport, and throughout this period we have consistently maintained that any such road should not in any way restrict, or be perceived to restrict, ship access to the Port. The current proposed route, which I understand is now being actively progressed, does, however, cross directly through the middle of our Port bisecting the North and South Docks and splitting the Port into three separate operational areas.

I understand that the draft CPO for the M4 Relief Road is likely to be published some time towards the end of this year. The management team at the Port of Newport are, of course, discussing the proposal with the relevant teams within the Welsh Assembly Government. Following a meeting which took place between our teams on 20 December 2008 a letter has been received today and a detailed response is being prepared. In the meantime I thought that it might be helpful to personally write to you to emphasise that a scheme that contemplates the construction of a motorway that would bisect the Port of Newport would have a very significant adverse effect on the Port's current business, on its future prospects and on customer perception of the Port which is currently an entirely unrestricted deep water sea port with the largest lock entrance in South Wales. The detriment that would result from this proposal is totally unacceptable to ABP and for the reasons summarised briefly below, we find that we will have no choice but to vigorously pursue our objections to the relief road as currently proposed.

The Port of Newport is a successful and expanding port (by the end of 2008, the total tonnage of cargo that will be handled by the Port is expected to have doubled in the ten years since 1998). You should understand therefore that ABP has no wish whatsoever simply to object to a proposal that may seemingly, subject to appropriate analysis of your business case, ultimately assist the Welsh economy. With ports in Cardiff, Barry, Swansea and Port Talbot as well as Newport, ABP naturally supports any scheme that will assist the commercial interests of Wales – although I must say that the benefits for our ports deriving from a tolled motorway currently appear somewhat tenuous regardless of the patent damage that will be caused to the Port of Newport. Quite understandably, you may not be aware that the currently proposed design of the relief road looks to construction of the motorway at a height which I am afraid is totally unacceptable – being so low that it will actually impede the passage of vessels into our North Dock - whilst on a line that will in practical terms bisect the port, separating one commercial part from the other.

In light of the above you will I am sure appreciate, that ABP has no choice but to commence the preparation of the case that it will be presenting at the public inquiry, I believe scheduled for mid-2009. Our team obviously will be considering need, height and line as well as a number of related factors. In addition, however, acknowledging always the nature and uncertainty of any CPO proposal, you should also be aware that we are at the same time assembling a comprehensive case for a claim of compensation which even at this early stage will certainly run into tens of millions of pounds.

I very much regret having to write to you in such terms particularly as this is not the way I would have chosen for my first formal contact with you. Normally of course the aspirations of ABP and the Welsh Assembly Government are as one and we have successfully worked together on many occasions in the past and hope that this will continue to be the case in the future. We cannot, however, in this instance stand back and allow the proposal for the M4 Relief Road to wreak the commercial havoc that we know will be caused to the Port of Newport if the relief road is constructed as currently proposed.

I would of course welcome a chance to discuss this matter with you in person. Alternatively, should you wish to discuss any of the points above with me, please do not hesitate to contact me on the above telephone number.

Yours sincerely

Peter Jones
Chief Executive
Associated British Ports

APPENDIX 31

Y Gwŵr Anrŵ/Rt Hon Rhodri Morgan AC/AM
Prif Weinidog Cymru/First Minister for Wales



Llywodraeth Cymuned Cymru
Welsh Assembly Government

Elin cyf/Our ref FM/00189/08

Peter Jones
Chief Executive
Associated British Ports
Holdings Ltd
150 Holborn
London
EC1N 2LR

16 April 2008

Dear Peter

NEW M4 PROJECT- MAGOR TO CASTLETÓN

I am writing in response to your letter dated 25th March. May I take this opportunity to welcome you into your role as the Chief Executive of Associated British Ports. Your letter specifically highlights your concerns in relation to the New M4 Project - Magor to Castleton and its effects on the Port of Newport, and an extended invitation to discuss the issues.

My current diary commitments are such that a meeting at this stage is unlikely. However, I would like to address the concerns you highlight in your letter.

My officials are acutely aware of the importance of engaging with yourselves as one of the primary stakeholders for the scheme, and have been doing so regularly since the need for additional capacity along the M4 corridor was initially identified in 1990.

This has included a specific consultation with yourselves on the route through the docks area during the initial public consultation in 1994, prior to announcement of the preferred route for the then relief road in 1995.

The route of the M4 was reviewed and re-examined between 2004 & 2006 having been re-activated as part of the 2004 Transport Review. This re-examination again included regular consultation with yourselves during that period and considered the line of the road, land to be acquired and access within the docks.

The current route resulting from this review process is the one my officials are taking to Draft Orders follows an almost identical line on plan through the docks to that published in 1995, extending over the 'cut' between the North and South Dock.

Whilst I acknowledge movement within the dock will no longer be entirely unrestricted with the road in place, the preferred route is proposed to provide the optimal solution in that area. The route across the port and adjacent River Usk is supported entirely on a viaduct.

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rhodri.morgan@wales.gsi.gov.uk

structure and will allow the passage of the majority of vehicle movements beneath it to the various parts of the port. I accept that it would restrict the movement of your mobile port cranes while their jibs are extended.

All existing land access routes are maintained by the scheme. Furthermore, we have committed to adjusting the vertical alignment of the route to accommodate a proposed Network Rail siding within the port area.

In considering the navigational clearance across the dock, you will be aware that measuring the heights of vessels entering the North Dock has been ongoing for the last 18 months by the consultants engaged on the project, in order to understand the shipping movements and vessel profile currently using the docks. This information is being used at official level to identify a suitable clearance of the structure to the docks and to understand the implications to the port operations of maintaining, raising or lowering that level. I would be happy to share this information with ABP.

My officials are keen to work with you to develop an evidence-based assessment of the effects of altering the navigation height on the operation of the port facilities. Such consideration and information will enable us to clearly demonstrate why such an alternative can be included or excluded in the scheme which is taken through the Orders process.

Your concerns regarding the scheme and your likely stance at any Public Local Inquiry are noted. On a scheme such as the New M4, we are constantly seeking to deliver a scheme which satisfies many competing objectives. The merits and demerits of all options are constantly being reviewed in terms of environmental, economic and social factors to ensure the solution delivered is the most sustainable one.

I can assure you that we intend continuing with the regular dialogue with ABP working together with you on finding the right solution all round.

I would be more than happy to meet you to get your perspective on ABP's business prospects in Wales.

Yours

Rhodri

APPENDIX 32

F: M4

✓ M4

as sent

29 January 2009

HT/KB

Direct Line: (029) 2083 5036
Please reply to Cardiff

CONFIDENTIAL

Mr Matthew Enoch
Project Engineer
Rail & New Roads Division Transport Wales
Welsh Assembly Government
Cathays Park
CARDIFF CF10 3NQ

Dear Matthew

**PROPOSED NEW M4 PROJECT: MAGOR TO CASTLETON
NEWPORT DOCKS**

I refer to our telephone conversation on 8 January regarding the above mentioned matter. Because of the significance of recent developments, I have outlined below the main elements of our conversation:

- The purpose of my call was to seek clarification about the current programme for the project following Simon Lawrence's statement before Christmas that Arup were on effective stop due to WAG budget constraints. I also sought clarification as to what the scheme's priority was within WAG following the press coverage of Ieuan Wyn-Jones' announcement on the Trunk Road Forward Programme which suggested that it had fallen back and was now of low priority.
- You confirmed that Simon's statement was correct due to significant budget constraints within WAG and that accordingly the work on the project was in effect on stop until the new financial year, April 2009. You confirmed that WAG had stood the majority of their consultants down with only the land referencing exercise involving a couple of staff continuing, justification for this being that this was a time consuming process. You mentioned that even the consultants considering the bridge heights had been stood down at present.
- I explained that it was important for ABP to understand the current situation as we obviously did not want to have our consultants racking up fees when there was no realistic chance of the supply of the information from Arup/WAG that we required to consider matters as requested by WAG. I mentioned that in the light of our likely claim for costs/compensation, bearing in mind indeed the costs that ABP have already had to commit to respond to WAG's proposal, we are anxious to act reasonably and mitigate any costs we incur not least as we expect these to be reimbursed by WAG in due course.

- I confirmed that ABP was due to have a meeting with its consultants on Monday 12 January.
- I emphasised that ABP would obviously be unable to respond to WAG's request to ABP to consider the matter until we were in receipt of certain information from WAG, in particular sight of the draft EIA being assembled by Arup which it appears may not now be available until May/ June. I pointed out that clearly we would not be able to respond formally to WAG's proposals until we had time to consider its justification in terms of the EIA.
- You advised that if you were ABP then you would stand the consultants down until April.
- With regard to the priority of the scheme and the press coverage, you confirmed that the press coverage was misleading and as far as you are concerned the Minister was still seeking to progress the road. The M4 only fell into the second tranche of the forward programme as this was a function of when the works would start on site. The numbering at 20 out of 20 had no relevance.
- You also confirmed that the Proposed New M4 Business Case has still not gone to the Minister and said the delays had resulted from an accounting practice change that had to be reflected in the submission. I understand it is now likely that the Business Case will be submitted at the end of January or beginning of February.
- You mentioned that the Business Case would not make any recommendations and would just outline the options as the Minister will make his own decision based on the facts.
- I asked about the established process for the reimbursement of ABP's costs that had been outlined in your previous correspondence. You said that you did not know the answer to this off hand and that you would investigate and revert in due course.
- You suggested to avoid any misinformation in the future that we should contact you directly as required.
- You also mentioned for information that Jeff Collins is currently seconded off the M4 Project and is acting up at Director level for 6 months.

I trust that this an accurate summary of the key issues we discussed but I would be grateful for your confirmation of this and for any comments you may have.

Following the meeting with our consultants, I can confirm that ABP is not in a position fully to consider WAG's proposals, as published, until we have been provided with the information that we presume will be included in the EIA submitted to support your proposals.

ABP's position, as you are fully aware, is that the Company remains fully opposed to the construction of the M4 should it be constructed in such a position that it bisects the Port of Newport and at a height that will damage the commercial viability of the use of the North Dock in terms of passing vessels. As a consequence, we have asked our consultants to consider whether it would be possible for the M4 to be constructed in a location or at a height that would either not damage, or at worst minimise any damage to, the commercial future of the Port. Bearing in mind that we anticipated that Orders would be published early in the New Year, work on these alternative proposals are relatively well advanced. As part of the exercise, we have commissioned our consultants to prepare what effectively will constitute a "shadow" environmental assessment of our scheme. It seems pointless, however, and a serious waste of money, for our consultants merely to repeat the exercise already undertaken by your consultants. It is for that reason that we seek an early sight of your supporting environmental information – which with the sharing of information should ultimately lead to the removal of any conflicts as to detail, and of course, a considerable saving in cost to both ABP and the public purse.

I understand from our discussions that the information prepared to date is not in a form that can be issued to ABP and you have confirmed, as noted above, that your consultants have now been instructed to suspend work on the project – albeit temporarily. In the interim, however, are you able to confirm the scope of their environmental studies including the extent of the corridor of land considered?

Finally, given the current hiatus in WAG's consideration of the project please confirm the latest thinking on the programme particularly with regard to the timing of the issue of Draft Orders and Public Local Inquiry.

Incidentally, whilst writing I note, despite assurances received, that ABP has still not received the revised proposed confidentiality agreement for consideration. Please advise when the agreement will be available?

I look forward to hearing from you.

Yours sincerely

Huw Turner MRICS
Estates Manager
Regional Property, South Wales

**bcc: Brian Greenwood, Taylor Wessing
Andrew Garner, General Counsel, Head Office
Phil Williams, Group Property Director
Matthew Kennerley, Port Director, South Wales
Clive Thomas, Deputy Port Manager
Bob Slorach, Projects Engineer
Jeff Neale, General Manager, UKD**

APPENDIX 33

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Elch cyf/Your ref PJW/KB
Ein cyf/Our ref DFM/05486/09

Phillip Williams LLM, FRICS
Group Property Director
Associated British Ports
Aldwych House
71-81 Aldwych
LONDON
WC2B 4HN

04 September 2009

Dea N. Williams

Thank you for your letter of 29 July 2009 concerning your opposition to the route of the New M4 Relief Road Project.

In plenary on 15 July 2009, I announced my decision not to proceed with the implementation of the Project, as it is unaffordable in relation to current transport budgets. The intention is to develop a package of alternative measures to enhance the efficiency of the existing network, addressing the issues of capacity, safety and resilience in light of wider transport policy developments and the Wales Transport Strategy.

My officials will now undertake a review of the treatment of the previously proposed route. After this review has been undertaken, I will decide whether to continue to protect the preferred route for planning purposes.

Yours sincerely

Ieuan Wyn Jones

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Ffacs • Fax 029 2089 8198
P5.DeputyFirstMinister@wales.gsi.gov.uk

APPENDIX 34

QUESTIONS AND PROPOSED ABP RESPONSES FROM THE CONSULTATION FORM

Question 1a – Which of the transport related problems listed are the most important for the Welsh Government to be addressed with the M4 CEM programme?

Proposed ABP Response:

1, 3, 10, 17 (see page 4 of the scanned Consultation Response Form)

Question 1b - Would you like to make any other comments on the traffic related problems which should be addressed by the M4 CEM Programme?

Proposed ABP Response:

As a key element of the infrastructure in South Wales the Port of Newport is an important part of the local and regional economy. As such it is a significant generator of traffic. Its entrance and road connection to main arteries are vital and should feature positively in any strategy of road network improvements, which, in addition, should not impact negatively on the port's infrastructure.

Question 2a – In your opinion, which if the goals listed are the most important for the Welsh Gov to achieve with the M4 CEM Programme?

Proposed ABP Response:

1, 2, 4, 14 (5 and 11 are also relevant) – comments please on which we should choose?

Question 2b – Would you like to make any other comments on the goals of the M4 CEM Programme?

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are

keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

- Improvements need to be completed within a reasonably short identified timescale – say within 5 years
- They should be carried out without the inevitable disruption of local and through traffic significantly affecting local businesses
- Improvements must avoid negative impacts on the port of Newport

Question 3a – Which of the public transport measures listed do you think would make the best contribution to relieving traffic on the M4?

Proposed ABP Response:

Additional local trains - if this can be provided without detriment to the availability of commercial rail traffic slots

More stations with park & ride

More bus/ train connecting services

Additional local bus services around and across Newport

Question 3b – To what extent do you think the public transport measure(s) you have selected will address the problems and achieve the goals you have chosen?
Proposed ABP Response:

Better provision and improved integration of public transport would help to remove/ limit expansion of car use on M4 and SDR.

Question 4a – To what extent do you think Highway Infrastructure Option A will address the problems and achieve the goals you have chosen?

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

ABP are opposed to Option A and believe that it should be discounted on several grounds:-

- It will have a temporary and permanent impact on the Port of Newport's estate and operations including the ability to move large harbour mobile cranes around the docks.
- Highest cost of options listed
- Requires a major new crossing over the River Usk

Question 4b - To what extent do you think Highway Infrastructure Option B will address the problems and achieve the goals you have chosen?

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

ABP are supportive of Option B :-

- It will improve traffic flow and capacity on the SDR which connects the port to its customers
 - Increases the ability to assist with M4 traffic relief at critical times in combination with the new Llanwern Steelworks Access Rd
 - Least cost of options listed.
-

Question 4c - To what extent do you think Highway Infrastructure Option C will address the problems and achieve the goals you have chosen?

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

ABP would be supportive of Option C :-

- Assuming that the port's main entrance will be satisfactorily connected to the proposed grade separated junction shown on the plan in the published consultation document
 - This will improve the SDR route including extending it through to Magor via the new Llanwern Steelworks Access, and improve the resilience of the transport network around Newport
 - It could be built in stages to spread the cost
 - Less costly than Options A or D but has some risks
-

Question 4d - To what extent do you think Highway Infrastructure Option D will address the problems and achieve the goals you have chosen?

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

Whilst Option D best addresses the main fundamental problems arising from traffic growth, limited lane provision and junction frequency around Newport, the sub-standard horizontal and vertical geometry would remain a limitation to capacity in the longer term. Also the tunnels remain as a significant risk to traffic flows in the event of incidents in the tunnels themselves. Resilience in terms of flexibility in the use of the tunnels and the additional tunnels should be an important consideration.

This limitation is accompanied by the high cost of £1/2bn+ and significant disruption and construction risks.

In highway capacity terms this appears to be an ideal solution to improve transport efficiency, make the best of the present M4 route and improve E-W travel in South Wales and access to wider markets. As a sole solution, it will not discourage car use.

Question 5 – Have you any additional comments to make regarding how to address travel related problems occurring in the M4 Corridor, Magor to Castleton?

Proposed ABP Response:

Please see next page

Additional Comments

Should you require further space to make comments then please use this sheet to complete your response. **Please make the question number your response relates to clear.**

Proposed ABP Response:

ABP acknowledge that there is an urgent need to improve the capacity and resilience of M4 East-West traffic flows around Newport and are keenly supportive of finding a solution which does not cause detriment to its estate or operations of the port of Newport or its connectivity to road, rail or sea links.

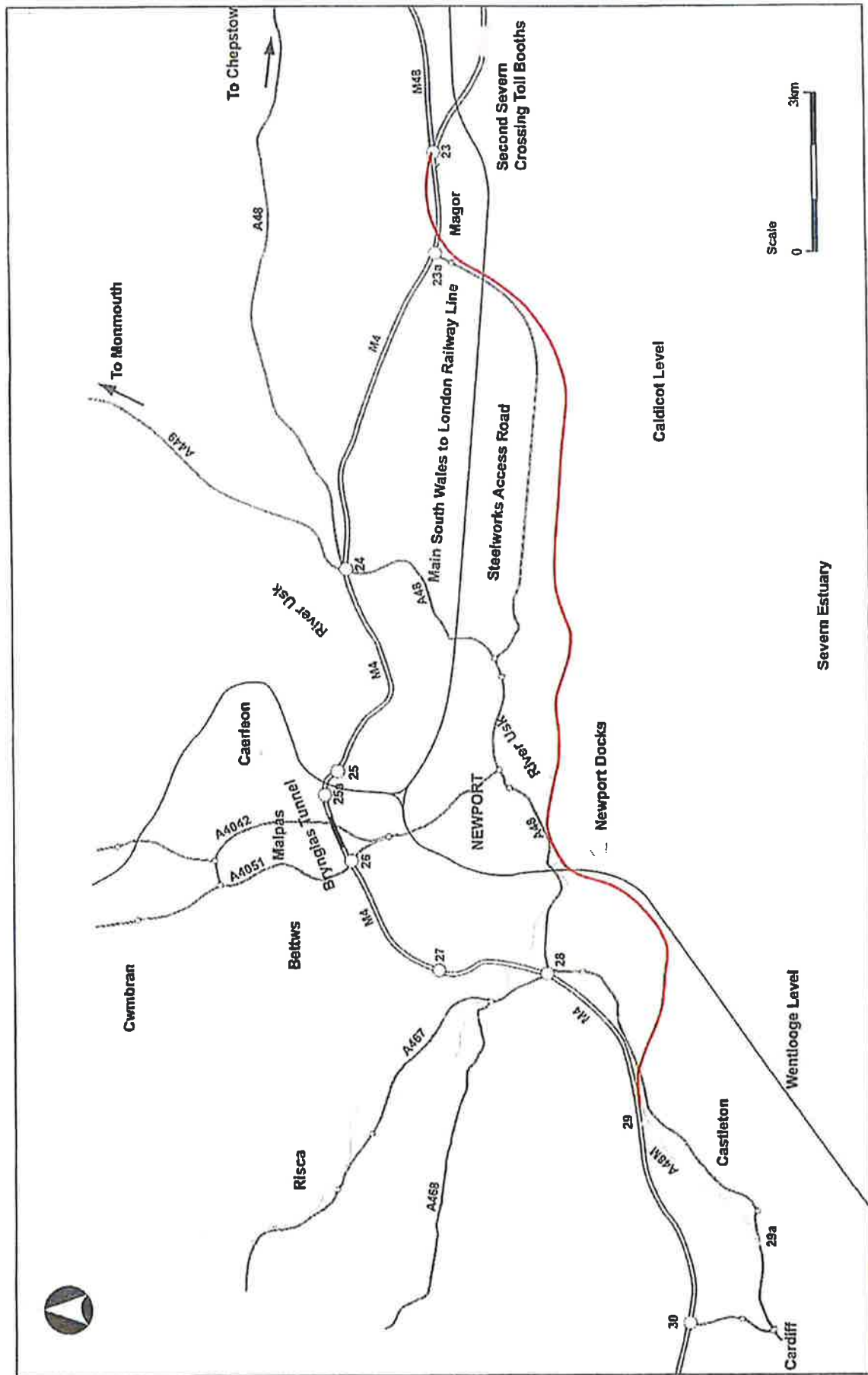
ABP's port of Newport is classed by the UK Government as a major port and as such is a key piece of infrastructure providing an economic centre in Newport and South Wales as was demonstrated by the Feb 2009 WERU Report. ABP firmly believe that the future development of the port of Newport must continue to be part of general transport policy development in Wales. ABP wishes to see transport improvements which will benefit the economy locally and in the wider region of South Wales and is willing to continue discussion with the Welsh

Government and its advisors to assist and examine the detail of any of the chosen schemes which may affect ABP's port of Newport. ABP have been involved in assessing previous proposals for the M4 around Newport and are able to provide information on issues relating to port operation and maritime transport and its interaction with road and rail links, to assist this process.

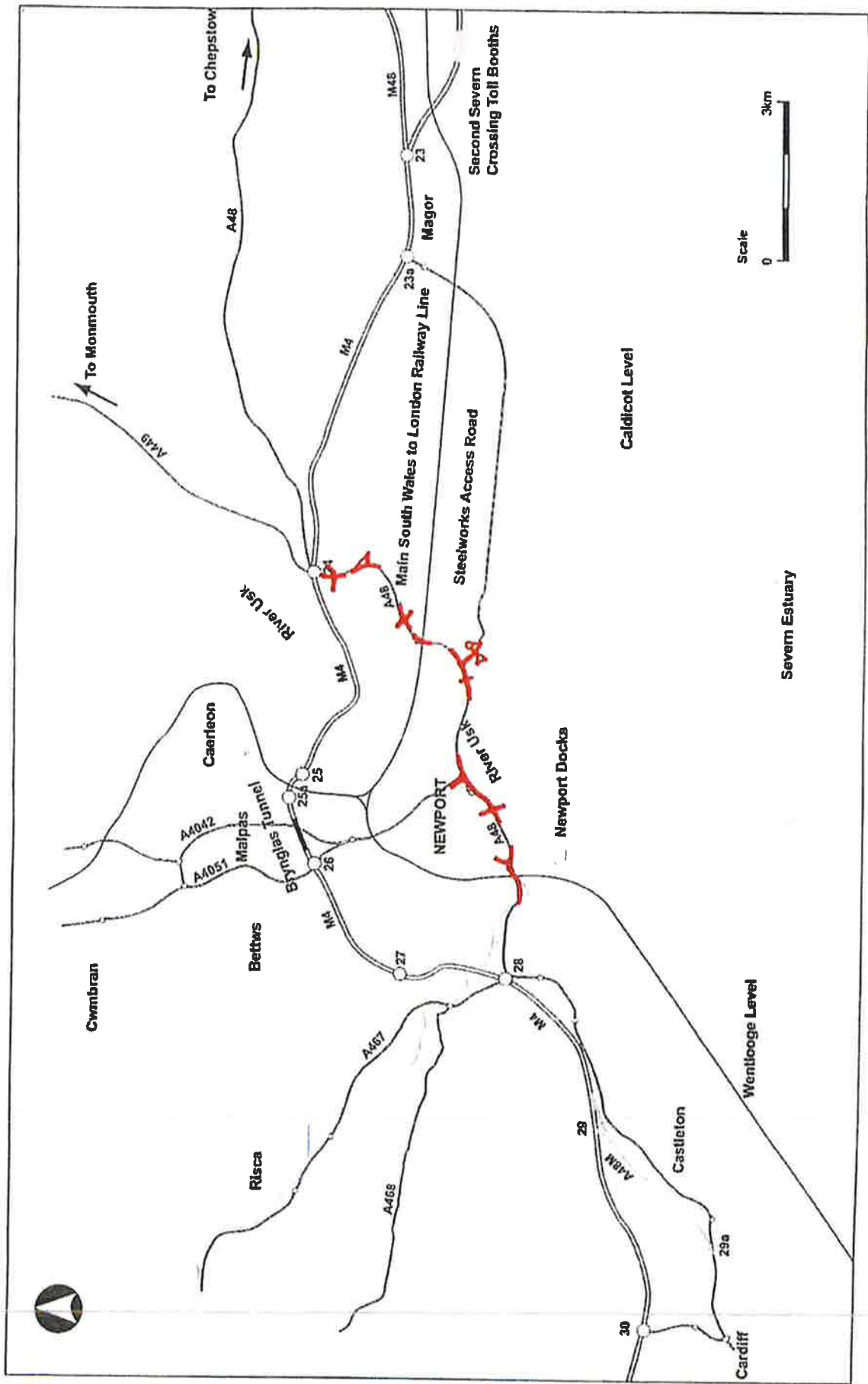
ABP also wish to see firm plans being crystallized to chose a solution which will then enable the continuing imposition of the TR111 for the previous 'New M4' / 'M4 Relief Road', which continues to affect the development of the port, to be lifted.

Ends

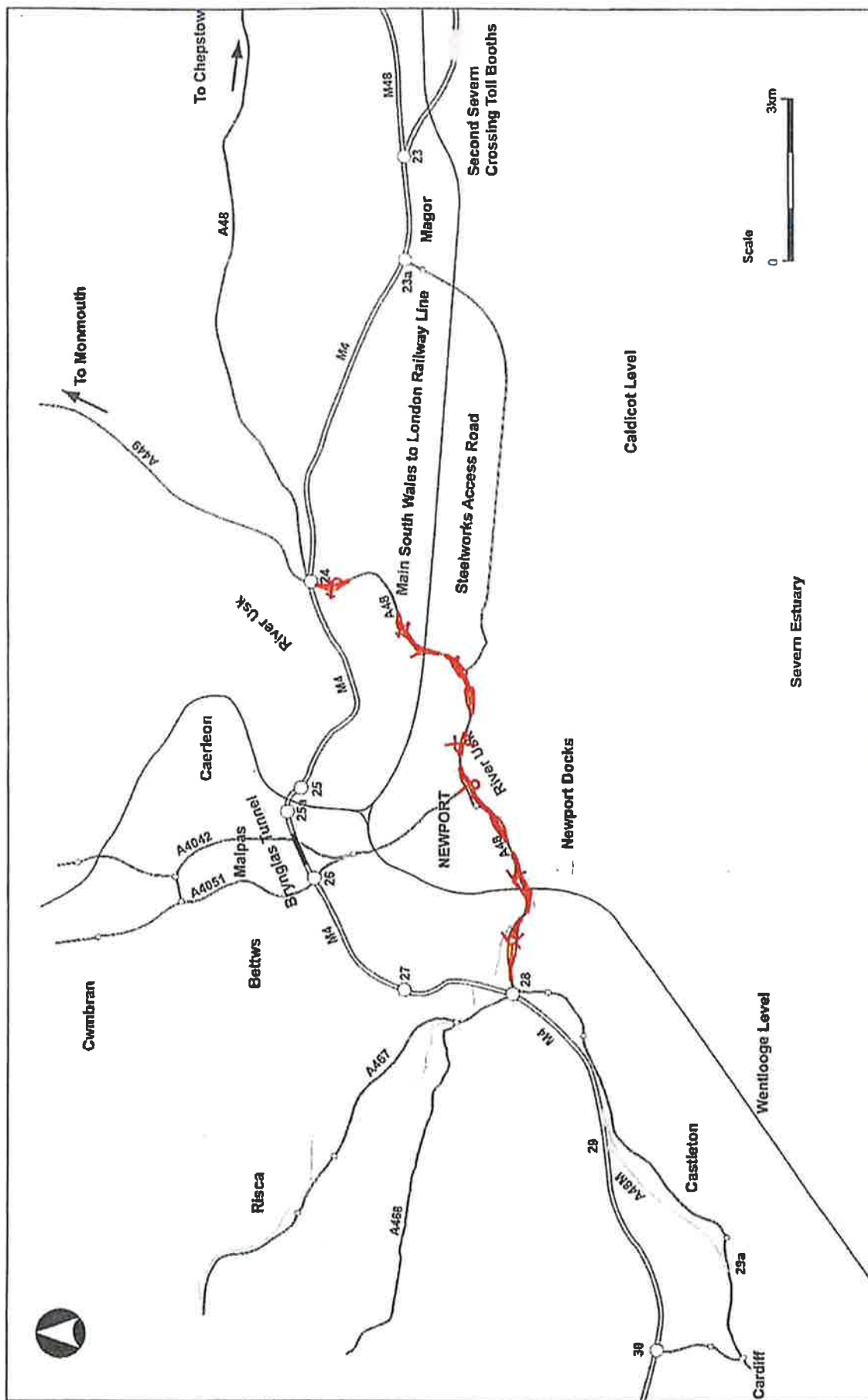
Highway Option A



Highway Option B



Highway Option C



Highway Option D

