



Energy Recovery Investments



BEDWAS TIPS RECLAMATION SCHEME

Transport Statement





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WSP

1st Floor, Quest House
St Mellons Business Park, Fortran Road
St Mellons, Cardiff
CF3 0EY

WSP.com

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Prepared by	Brandon Harvey	Brandon Harvey	Noah Ferris	
Signature				
Checked by	Dave James	Dave James	Rachel Drabbel	
Signature				
Authorised by	Dave James	Dave James	Rachel Drabbel	
Signature				
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. This Transport Statement has been prepared to support the planning application associated with the Proposed Scheme. Bedwas Colliery Tips comprises of two colliery spoil tips from the Bedwas Colliery, which was operational between 1909 and 1984. The Upper Tip (Tip 2) is located on the ridge at the top of Mynydd y Grug to the north of Bedwas, while the Lower and middle Tips (Tip 1) (comprised multiple tiers) are on the hill side just above Bedwas and Trethomas.
- 1.1.2. This report has been undertaken in accordance with guidance from the revised 'Technical Advice Note (Wales) on Transport No. 18' (March 2007), which is based on 'Transport Assessment and Implementation: A Guide' (August 2005) written by the Scottish Executive, as well as 'Guidance on Transport Assessments' as provided by the Department for Transport.

1.2 PURPOSE OF REPORT

- 1.2.1. Pre-application discussions have been held with Caerphilly County Borough Council (CCBC) and the Council's Environmental Impact Scoping Opinion (Ref: EIASCO/20/0001) dated 2nd December 2021 states:
- 1.2.2. 'The submitted document indicates that Traffic and Transport will be scoped out of the EIA and the Local Planning Authority agrees with this approach.
- 1.2.3. The Highway Authority have however advised that a Transport Statement should form part of the final planning submission and should provide (inter alia) full details of Proposed Access Arrangements from the adopted highway (to be in accordance with design guidance), full details of access arrangements if haul road crosses existing adopted highway or private road, full details of vehicle trip generation, parking facilities, local accidents statistics and levels of personnel on site construction / operational.'

1.3 STRUCTURE OF REPORT

This Transport Statement sets out the proposed access and travel arrangements to the site and assesses the impact associated with additional travel demand. The report takes the following structure:

- Chapter 2: Policy
- Chapter 3: Existing Situation
- Chapter 4: Site Accessibility by Sustainable Transport
- Chapter 5: Proposed Development
- Chapter 6: Transportation Review
- Chapter 7: Conclusion

2 POLICY

2.1 NATIONAL PLANNING POLICY

- 2.1.1. Planning Policy Wales Edition 10 (PPW) (December 2018) is to 'ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.' This is required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015, along with other legislation. PPW underpins the requirement for sustainable development and promotes action at all levels of the planning system to maximise the well-being of Wales and its communities. PPW is accompanied by Technical Advice Notes (TAN), including Minerals Technical Advice Note Wales 2: Coal (January 2009) (MTAN2: Coal).
- 2.1.2. PPW draws a clear distinction between coal used for energy or power generation, and coal as a 'non-energy' industrial mineral in the section National, Regional and Local needs for Non-Energy Minerals. PPW1 states that 'Coal has been used for energy production; however coal has other specific uses. These include use for industrial purposes in the steel industry, in speciality carbon markets, in the making of concrete and for domestic use... Whilst the use of coal for energy generation should not be permitted if, exceptionally, planning applications come forward for industrial uses for coal then each case would need to be considered individually and the policies contained in MTAN 2: Coal applied, including the test outlined in paragraph 45 of MTAN 2.' As the Proposed Scheme will extract coal for industrial purposes, paragraph 45 will be applied, which states:
- 1) 'The proposal should be environmentally acceptable or can be made so by planning conditions or obligations, and there must be no lasting environmental damage.
 - 2) If this cannot be achieved, it should provide local or community benefits which clearly outweigh the disbenefits of likely impacts to justify the grant of planning permission. Further criteria apply to protected sites and restoration.'
- 2.1.3. The following paragraphs from PPW also provide relevant considerations and espouse principles which the Scheme embodies:
- '5.14.51 Reclamation can provide opportunities for creating or enhancing sites for nature conservation and contribute to the targets in the UK Biodiversity Action Plan, or equivalent, and those adopted in local Biodiversity Action Plans throughout Wales. Reclamation can also provide opportunities for the conservation of historic assets and their settings. Capturing the potential of these opportunities should be explored at a strategic level through green infrastructure assessments, which may also result in further benefits such as protection of geological exposures and public access.'
- '5.14.52 In view of the long life of many mineral working sites, it is essential that progressive restoration is introduced at the earliest opportunity where appropriate and practicable. The increased use of phased restoration reduces the visual impact of mineral activities at any one time and provides continuity of restoration works throughout the active operations, so reducing the potential environmental damage left by any failure to restore.'

2.2 LOCAL PLANNING POLICY

- 2.2.1. Planning policy in CCBC includes the Local Development Plan (LDP), which was adopted in November 2010. The LDP sets out how CCBC will be developed until 2021 and provides the basis for planning applications.

POLICY SP8 – MINERALS SAFEGUARDING

- 2.2.2. This policy will safeguard known resources of coal and other resources, balancing the need for safeguarding of nationally important mineral resources against the potential impact of such development on the landscape and on sites of ecological interest. Mineral resources shown on the Proposals Map should be safeguarded from permanent development that would prevent their future working. The Proposed Scheme is covered by sandstone safeguarding policy, with areas to the north of Bedwas and Trethomas covered by coal safeguarding. The Proposed Scheme will not adversely impact the future accessibility of the identified safeguarded mineral resources.

POLICY CW4 – NATURAL HERITAGE PROTECTION

- 2.2.3. This policy's aim is to conserve and enhance locally designated sites, and notes that minerals lie under much of Caerphilly County Borough and therefore aims to balance the need to conserve with the need to safeguard nationally important mineral resources. The policy states that proposals for mineral workings will be subject to MTAN2: Coal and PPW.

POLICY CW15 – GENERAL LOCATIONAL CONSTRAINTS

- 2.2.4. This policy is concerned with how development proposals will be considered. It states that any proposals 'for the winning or working of minerals will be considered in the context of national guidance together with the countywide policies and appropriate site-specific policies contained within the LDP.'

POLICY CW23 – LOCATIONAL CONSTRAINTS – MINERAL SITE BUFFER ZONES

- 2.2.5. This policy states that minerals development will not be permitted within the mineral site buffer zones identified on the proposals map. The proposed scheme is not located within a Mineral Site Buffer Zone.

POLICY NH1 – SPECIAL LANDSCAPE AREAS (SLAS)

- 2.2.6. Special Landscape Areas are identified and will be protected at locations throughout the borough. This includes NH1.4 North Caerphilly, which covers the Proposed Scheme's location. SLAs are non-statutory designations that seek to protect areas that exhibit distinct features and characteristics. These areas will be protected from any development that would harm their distinctive features or characteristics.

POLICY NH3 – SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINCS)

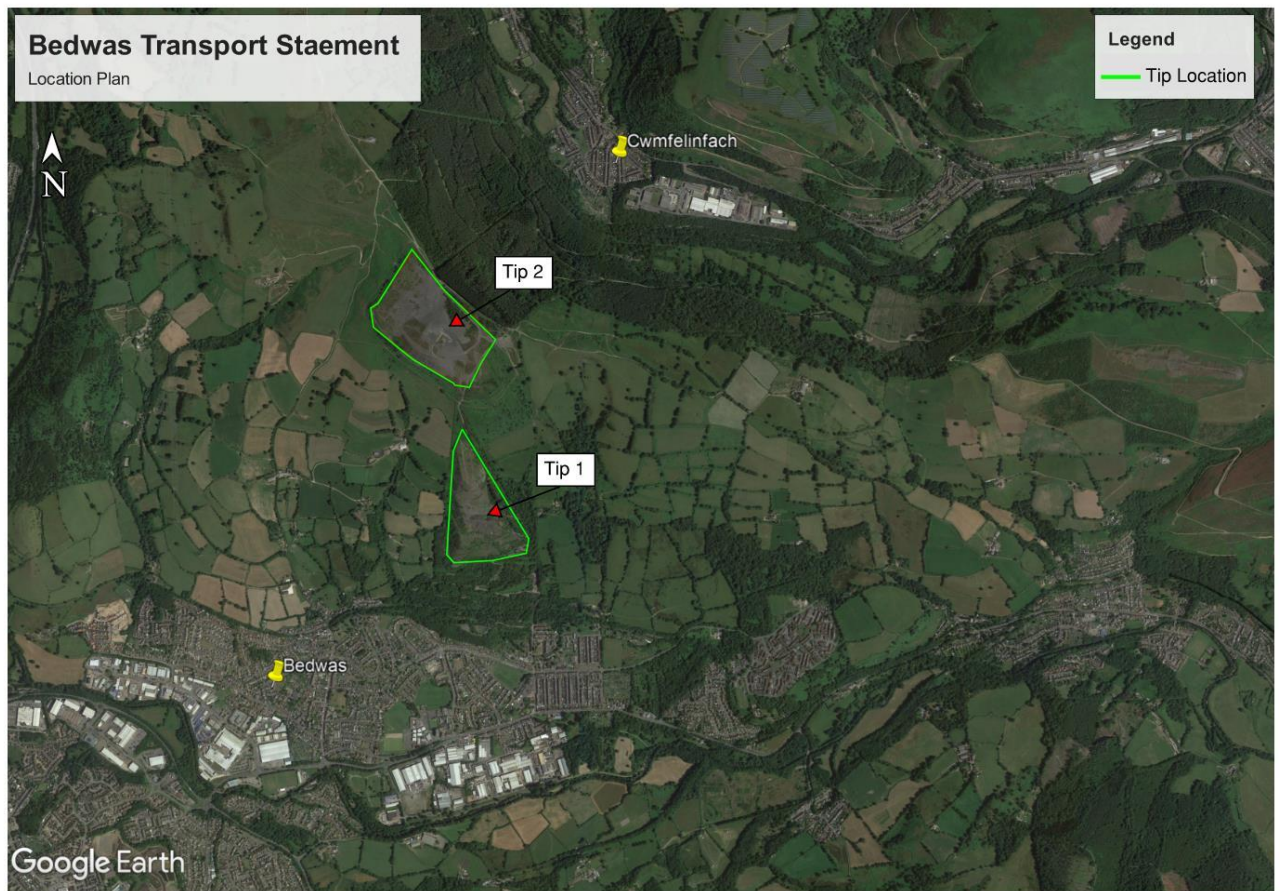
- 2.2.7. The SINCs will be protected at a number of locations throughout the county, this includes NH3.148 – Mynydd y Grug, West of Cwmfelinfach and NH3.149 – Twyn yr Oerfel, South of Cwmfelinfach. Both SINCs are adjacent to the Upper Tip. Development in SINCs will normally be permitted where it would not cause unacceptable harm to the particular features of the SINCs.

3 EXISTING SITUATION

3.1 INTRODUCTION

- 3.1.1. The Proposed Scheme is located to the north of Bedwas and to the south of Cwmfelinfach shown in Figure 3.1. The site is surrounded by green fields and is located in an area that has existing natural beauty. The site has historically been occupied by colliery site which was used for the extraction of coal.

Figure 3-1 - Site Location



3.2 HISTORY OF SITE

- 3.2.1. Mining commenced at Bedwas Colliery in 1909 continuing until just after the miner's strike in 1984. The mine was officially closed in August 1985. The Lower Tip was deposited first, followed by the Middle Tip and then the Upper Tip.

3.3 BASELINE CONDITIONS

- 3.3.1. The application site is located to the south of the settlement of Cwmfelinfach, which is a steep sided valley within the County Borough of Caerphilly. The valley sides are generally covered by woodland, with open moorland at higher elevations. The area has historically been used for the extraction of coal and was previously occupied by numerous colliery sites. The area is therefore characterised by

the remnants of this past industry, such as the many landforms created by deposited colliery material.

A467 / B4251 ROUNDABOUT

3.3.2. Access to the Bedwas Tips for heavy goods vehicles (HGVs) will be via the Sirhowy Valley Country Park arm of the A467 / B4251 Roundabout. The A467 / B4251 Roundabout is a four arm roundabout with:

- A467 to the north-east;
- B4251 to the north-west;
- A467 to the south-east; and
- Sirhowy Valley Country Park to the west.

3.3.3. Although lit, the roundabout currently has no facilities for pedestrians crossing on any arms. The only footways provided connects Sirhowy Valley Country Park to the B4251 and also between the B4251 and A467 north-east arm. There is no specific provision for cyclists.

A467

3.3.4. The A467 is an A-road that connects south-east from the roundabout to the M4 at Newport.

3.3.5. The A467 to the south-east is currently a two-lane national speed limit dual carriageway that benefits from street lighting although no pedestrian footways are present.

3.3.6. The A467 also links to the north-east from the roundabout into Cwmcarn and the A472 / A467 roundabout in Newbridge.

3.3.7. The A467 to the north-east is a currently single lane on exit of the roundabout and dual lane on approach and is subject to a 50mph speed limit. Lighting is present although only one pedestrian footway is currently present along the northbound side of the route on the exit to the roundabout.

B4251

3.3.8. The B4251 is a B-road that travels north-west from the roundabout and connects into Wattsville to the immediate west of the roundabout.

3.3.9. The B4251 is a single carriageway road that benefits from street lighting and pedestrian footways on both sides of the carriageway.

SIRHOWY VALLEY COUNTRY PARK

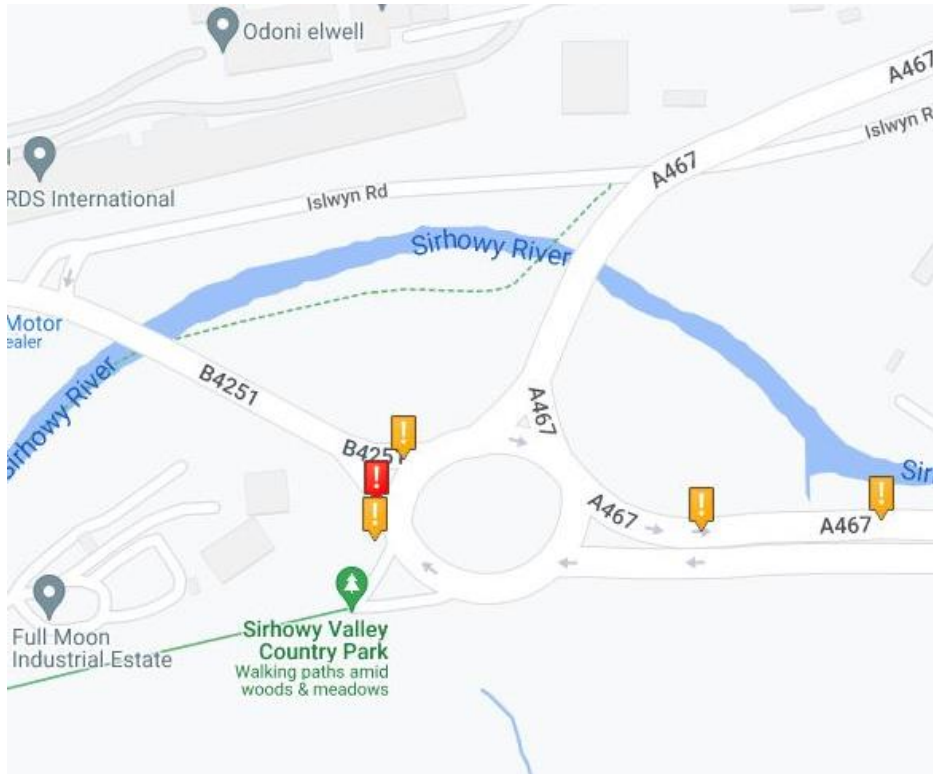
3.3.10. The un-named road that links into Sirhowy Valley Country Park and the Full Moon Industrial Estate is a single carriageway road which forms two lanes on approach to the roundabout.

3.3.11. The un-named road benefits from a pedestrian footway on the approach to the roundabout which connects into the B4251 arm of the roundabout and also street lighting which is present along the route.

3.4 HIGHWAY INCIDENTS AND ACCIDENT ANALYSIS

3.4.1. Collision data for the last five years (2017 – 2021) in the area surrounding the development access has been reviewed. The locations of collisions are identified on Figure 3.2.

Figure 3-2 - Location of Accidents near A467 / B4251 Roundabout



- 3.4.2. Figure 3.2 identifies five accidents near the proposed access to the site. Accident analysis has been undertaken to show total number of accidents and casualties recorded and is summarised below.
- 3.4.3. In total, the five accidents recorded between the years 2017 – 2021 involved five vehicles and resulted in nine casualties. Of the five accidents none were fatal and only one was classed as a serious injury.

Table 3-1 - Total Accidents Recorded

	Fatal	Serious	Slight	Totals
Motor Vehicles	0	1	3	4
Two-wheeled Motor Vehicles	0	0	1	1
Pedal Cycles	0	0	0	0
Buses and Goods vehicles	0	0	0	0
Total	0	1	4	5

Table 3-2 - Total Casualties Recorded

	Fatal	Serious	Slight	Totals
Vehicle Driver / Passenger	0	2	5	7
Motorcycle Rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	1	1
Total	0	2	7	9

- 3.4.4. Following analysis of the data, no collision trend has been identified at the junction which will provide access for HGVs to the site. It is therefore considered that the additional traffic associated with the development proposal is unlikely to have a significant impact on the safety of the local highway network.

4 SITE ACCESSIBILITY BY SUSTAINABLE TRANSPORT

4.1 INTRODUCTION

- 4.1.1. Sustainable forms of travel, such as walking, cycling, bus and train, can help reduce the trip impact of a development on highway infrastructure and form part of the proposal's sustainability credentials. A site's location also has an important role to play in encouraging sustainable travel, as set out in Welsh Government's Technical Advice Note 18.
- 4.1.2. This chapter sets out the connectivity and accessibility of the site to the surrounding area by sustainable modes of transport, such as walking, cycling and public transport.

4.2 BUS SERVICES

- 4.2.1. There are no bus stops in close proximity to the Proposed Scheme with the nearest being on the B4251 / New Road in Cwmfelinfach which is approximately a 3.2 mile walk from the site. Bus services utilising this stop are summarised below in Table 4.1 and shown in Appendix A. However, there is a significant distance uphill to walk to the site.

Table 4-1 - Bus Services near to Proposed Scheme

Service	Route	Weekday	Saturday
56 / 56E	Tredeggar – Newport	Seventeen per day First: 06:03 Last: 22:26	Seventeen per day First: 06:03 Last: 22:26
	Newport - Tredeggar	Eighteen per day First: 07:45 Last: 23:02	Eighteen per day First: 07:32 Last: 23:02
96	Crosskeys – Hollybush	Once per day First: 08:41 Last: 08:41	-
	Hollybush – Crosskeys	First: 15:38 Last: 16:18	-

4.3 ACTIVE TRAVEL

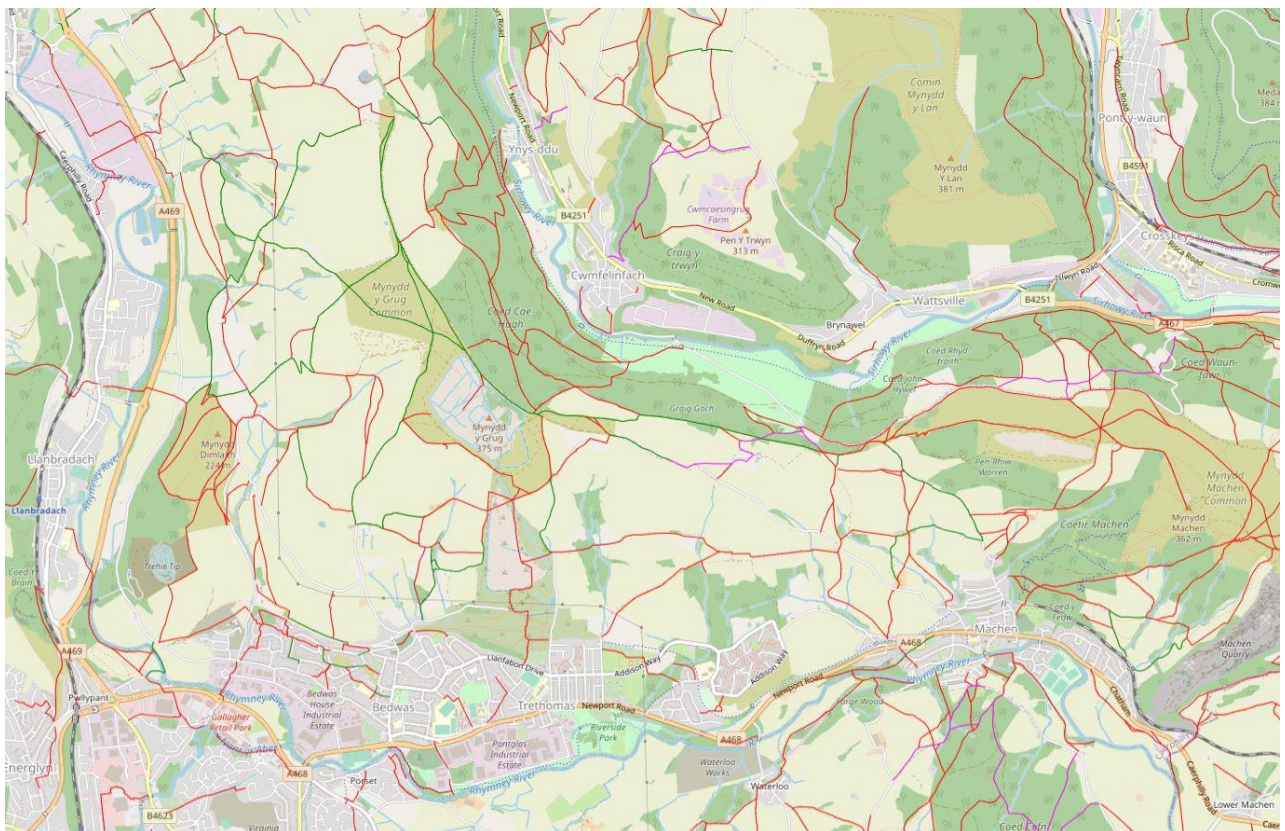
- 4.3.1. The importance of walking and cycling in contributing towards sustainable travel is detailed in Active Travel (Wales) Act 2021. The guidance emphasises not only the role walking and cycling can have as a primary mode of travel for local journeys but also the considerable contribution that it can play as part of longer journeys by public transport.
- 4.3.2. There are a number of publications, as set out below, which provide guidance for appropriate walking and cycling distances to facilities:

- Welsh Government - Active Travel (Wales) Act 2021: Within the Active Travel Act Design Guidance, walking is suitable for journeys less than 2 miles, whilst cycling is more convenient for longer journeys, typically of up to 5 miles.
- Chartered Institution of Highways and Transportation (CIHT) - Guidelines for Providing for Journeys on Foot (2000): Table 3.2 within the document suggests that the following are acceptable walking distances for individuals without mobility impairment to facilities and services:
 - Desirable – 400m;
 - Acceptable – 800m; and
 - Preferred maximum – 1200m.
- Department for Transport - Local Transport Note (LTN) 2/08: Guidance set out in LTN2/08 suggests that the average cycle speed for commuters is 12-20mph (19.3-31.2km/h); while for a utility cyclist it is 12mph (19.3km/h). Based on a speed of 19.3km/h and a cycle distance of 5km, this results in a 16-minute journey.

PUBLIC RIGHTS OF WAY (PROWS)

- 4.3.3. There is a network of footpaths, bridleways and restricted byways adjacent to the proposed reclamation site including the Rhymney Valley Ridgeway Walk and the Lower Sirhowy Valley Walk. There are PROWs to the south, west and east as detailed in Figure 4.1 below.

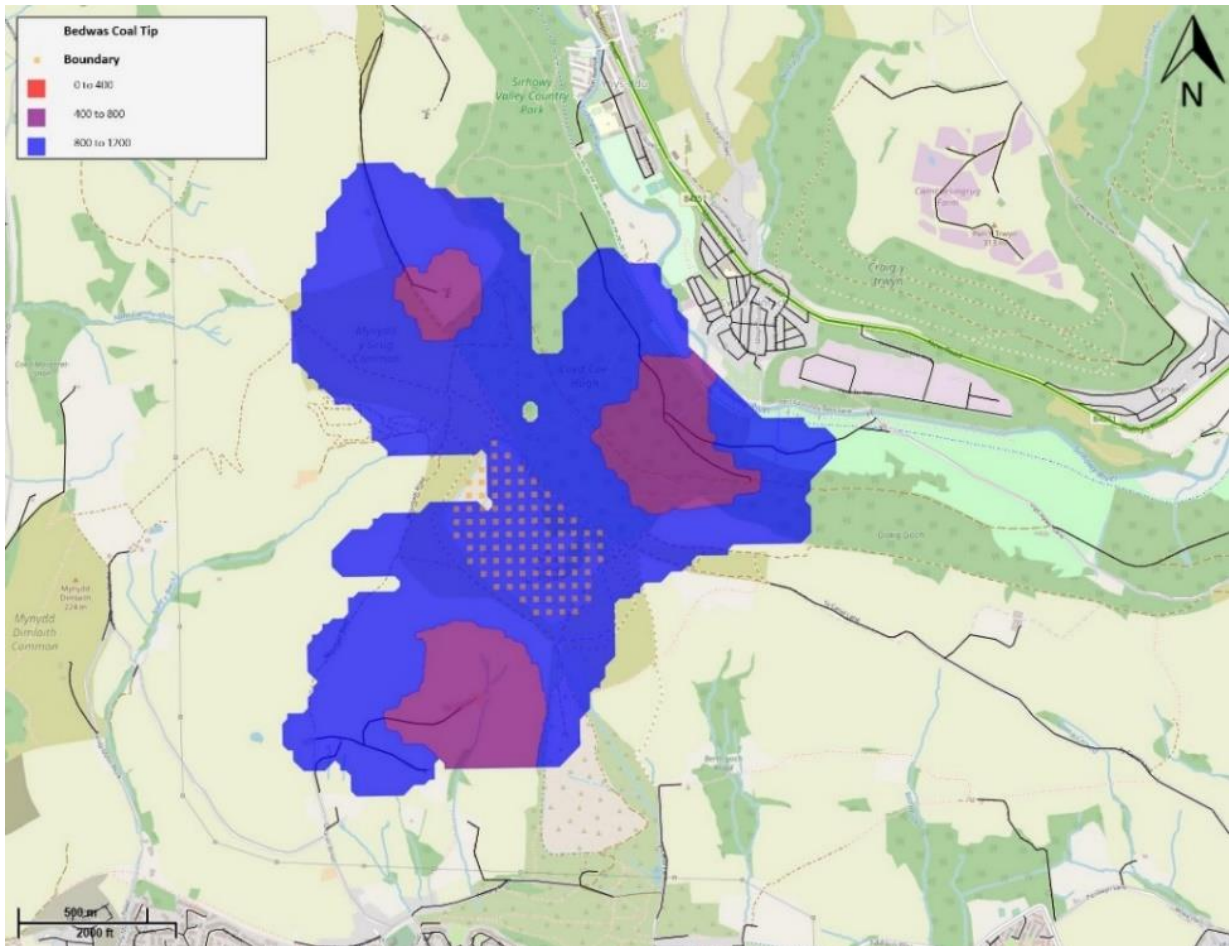
Figure 4-1 – Public Rights of Way



WALKING AND CYCLING ACCESSIBILITY

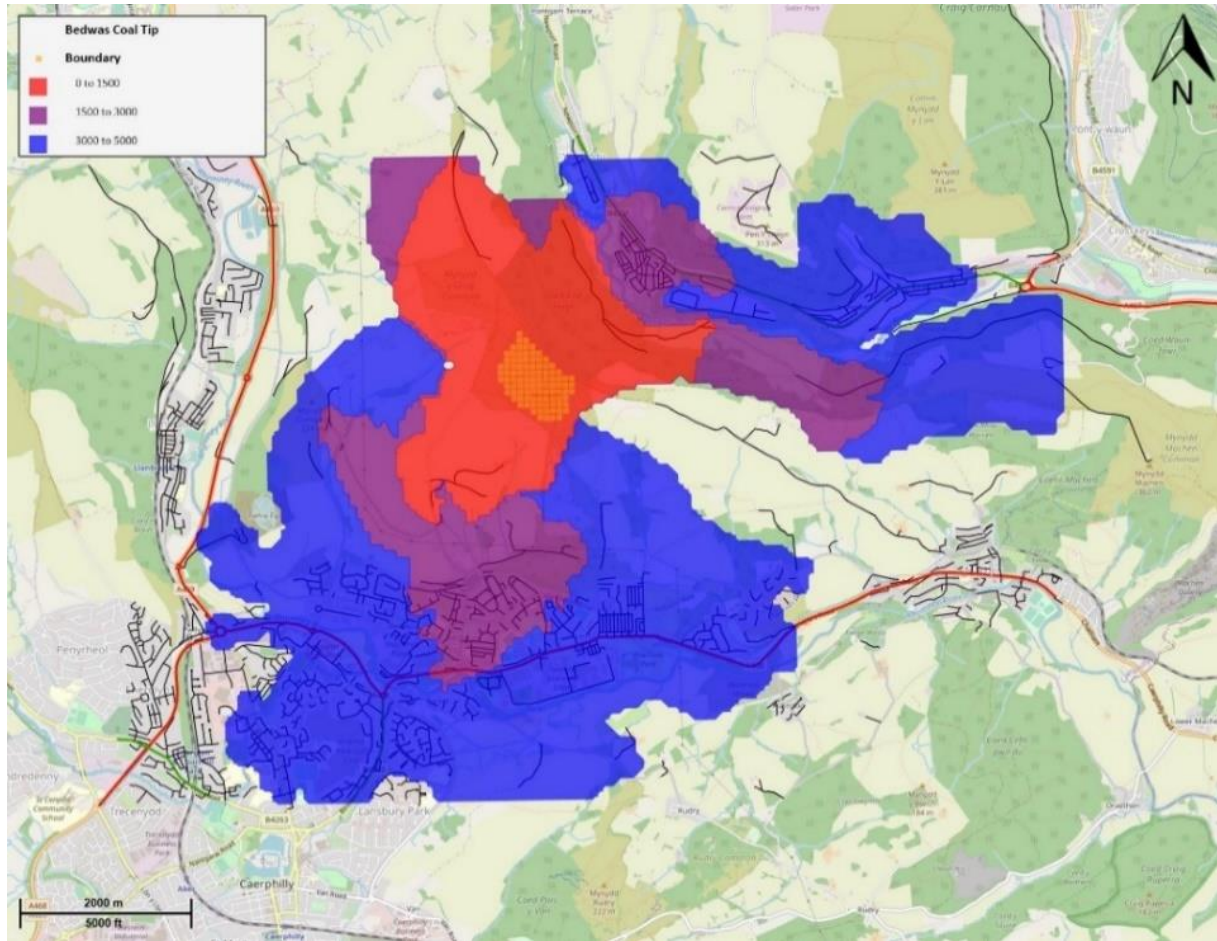
- 4.3.4. Figure 4.2 from TRACC summarises the accessibility of the site by foot, with isochrones highlighting the pedestrian catchment area adjacent to the proposed site. This figure shows the areas within a 400m, 800m and 1200m radius of the Proposed Scheme. These distances represent approximate walking times of 5, 10 and 15 minutes respectively when walking at a leisurely 5km/h (1.4m/s).

Figure 4-2 - Walking Radius of 400m, 800m and 1,200m from the Site



- 4.3.5. Active Travel IRM and ERM details are shown in Appendix B.
- 4.3.6. Cycling can provide increased benefits over walking as higher speeds of travel allow a greater distance to be travelled in the same time period. To assist in summarising the accessibility of the site by bicycle, a catchment area of 5km radius is illustrated in Figure 4.3. This figure shows the area that equates to a 16-minute ride based on a cycling speed of 19.2km/h.

Figure 4-3 - Cycling Radius of 1500m, 3000m and 5000m



4.3.7. Whilst the site is accessible on foot and by bicycle, the topography makes access by either mode challenging.

5 PROPOSED DEVELOPMENT

5.1 OVERVIEW

5.1.1. The Proposed Scheme is to restore the Bedwas coal spoil tips to a more natural habitat in keeping with the surrounding area and in the process extracting coal from colliery spoil to provide a means of funding the restoration. The land is to be suitable for upland grazing, thereby enhancing the natural environment and improving the resilience of ecosystems and ecological networks by:

- re-landscaping in keeping with the natural character of the area;
- improving site drainage and run-off water quality;
- improving physical ground conditions and land stability; and
- promoting soil recovery, revegetation and enhanced biodiversity.

5.1.2. The Red Line Boundary of the planning application area is shown in Appendix C, Drawings ERI/RLP/001b – 004b. The Proposed Scheme will be conducted in the following stages:

- Construction:
 - Haulage access road to be constructed;
 - Clean water pond. The soils from the pond will be used in the site bunds, with stone used to build roads within the site. All ponds will be safety fenced;
 - Site bunding and water drainage channels. These will collect water from the site and link to water collection and treatment ponds;
 - Site water collection and treatment ponds. These will be positioned just above the Lower Tip. The ponds will include an automatic pumping station, flocculent station and associated pipework;
 - Process plant. This will include excavation and laying concrete foundations for the Process Plant, approximately 37m by 35m. Topsoil will be bladed and the subsoil used in bunds to create a stockyard. Water channels will be created to link into clean water pond using intermediary ponds to remove suspended solids any water running off the stockyard;
 - Portable buildings for workers and project administration; and
 - Is envisaged that there will be approximately 60 HGVs over four months bringing in plant and equipment during the construction phase plus 60-80 staff. Should it be required during the construction phase, a lead vehicle will be provided for low loaders.
- Excavation:
 - The Lower and Middle Tips will be excavated first and hauled up to the Process Plant for beneficiation. Spoil will be deposited in the Landform Deposition areas and overlapping the Upper Tip. The Lower and Middle Tips will be excavated from the top down and the area restored close to its original topography;
 - Excavation of the Upper Tip will occur in select sections, depositing spoil in a specified manner to create the final and stabilised restored tip landform;
 - Subsoil will be excavated from beneath sections of the spoil tips and stored in piles in the new deposition area to be spread as part of the soil forming material when weather permits; and
 - Is envisaged that there will be approximately 18 - 20 HGVs each way per day over five years during the operation phase with 40 staff. Due to the challenging topography, it is

assumed that staff movements on a typical operational day are expected to consist of 40 employees' cars / small supplier's vehicles.

■ Decommissioning:

- Once processing operations have ceased, the processing plant and other buildings will be dismantled and removed from site; and
- Final land forming will take place in areas previously occupied by plant and equipment, with final landscaping completed within six months of cessation of operations.

5.1.3. The Proposed Scheme will result in community benefits. The Proposed Scheme will deliver a high standard of restoration by remediating a derelict site and restoring the lower site to amenity / agricultural land and the upper site to upland grazing and grassland, likely leading to vast improvement of the local environment. The Proposed Scheme will also improve the geotechnical stability of the tips due to the engineering techniques used to reprofile the final tip landform.

5.1.4. The Proposed Scheme will operate over a period of approximately five years and will utilise a fleet of conventional earth-moving equipment. Suitable tip spoil will be processed through an onsite beneficiation plant, with reclaimed coal being transported via lorry for cement manufacture and other end uses. Progressive restoration will take place with spoil deposited and landscaped in a phased manner during the operational period. The final landform at the cessation of production will blend with the surrounding topography in keeping with the natural landscape character of the area. The final landform will improve drainage and coupled with techniques to promote soil recovery and revegetation will see the upper site restored to upland grazing, with the creation of additional habitats (to be determined) on the fringes of the tips. The site of the Lower Tips, once removed, will revert to fertile grassland.

PROPOSED HAULAGE ROUTE

5.1.5. The proposed haulage route will be through existing forest tracks except at the eastern end where a new section of haul road will be created to link to the B4251 / A467 Roundabout (see Appendix C, Drawings ERI/FHR/001 – 08). This routing requires all associated HGVs to pass through either the A467 or B4251. The haulage road will have sufficient lane width, being 4 – 6m wide and having 20m long 4m wide laybys every 300 – 400m.

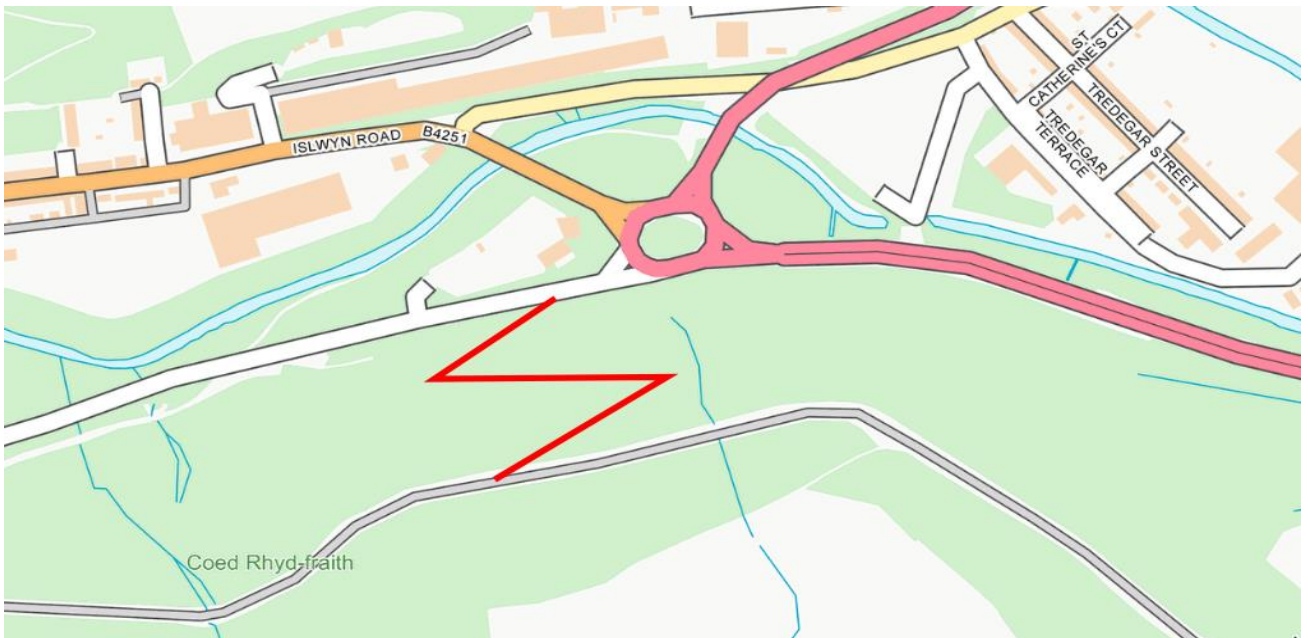
5.1.6. At its eastern end, the haul road will meet the entry road to the Sirhowy Valley Country Park / Full Moon Industrial Estate as shown in Figures 5.1 and 5.2, at a point approximately 100m from the A467 / B4251 Roundabout, which lies approximately 3.7 km east of the Proposed Scheme (Drawing: ERI/HRA/02a - Appendix C). A major / minor junction will be created on the entry road to the park, with the minor arm being the haul road. The entire length of the section of access road to the county park that is proposed to be used by HGVs accessing the site is already utilised by HGVs accessing the Full Moon Industrial Estate.

5.1.7. At the western end of the haul road there is an existing cross roads that will be retained. Electric barriers will be sited at either end of the haul road to ensure only tip related traffic will utilise the road. The barriers will be set back to ensure that HGVs do not block other traffic whilst they wait for the barriers to open.

Figure 5-1 - Proposed Haulage Road Route

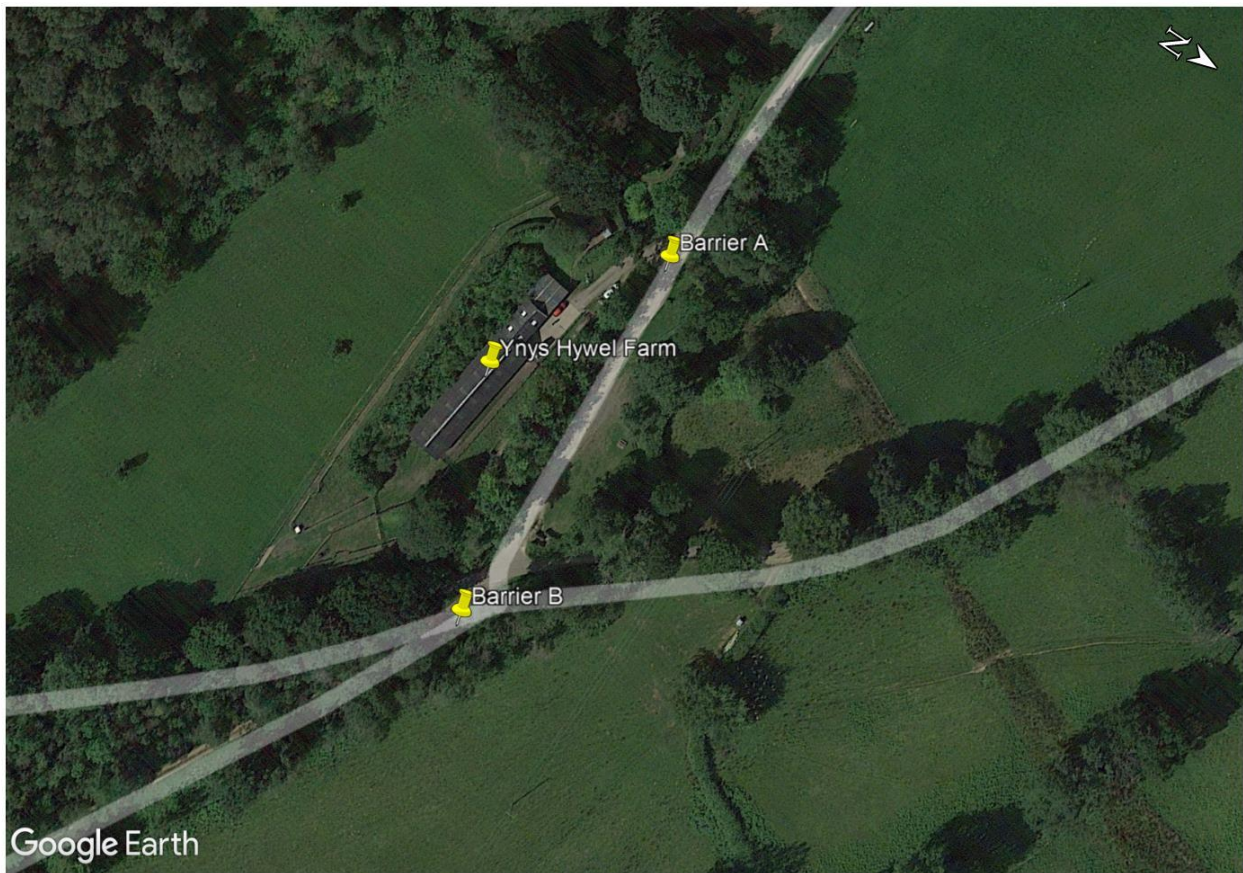


Figure 5-2 - Haulage Road Access to A467 Roundabout



- 5.1.8. Private vehicles will only be able to utilise the haulage road when accessing Ynys Hywel Farm. This section of shared route extends for 100m only with electronic barriers to be sited at locations A and B below in figure 5.3. This will restrict private vehicles from travelling further and ensure HGV are travelling slowly through this section of shared use.

Figure 5-3 - Haulage Road Access Proposals adjacent to Ynys Hywel Farm



- 5.1.9. Additional barriers will be positioned on all side accesses to the haulage road to block access and ensure only development traffic is allowed on the haulage road.

6 TRANSPORTATION REVIEW

6.1 IMPACT AND EFFECTS

CONSTRUCTION STAFF

- 6.1.1. During the construction period, the 60-80 staff on site will access via existing routes to the north and occasionally cars to the south (usually associated with Tip 1), separating staff from HGV movements.

Figure 6-1 – Northern Staff Access Route

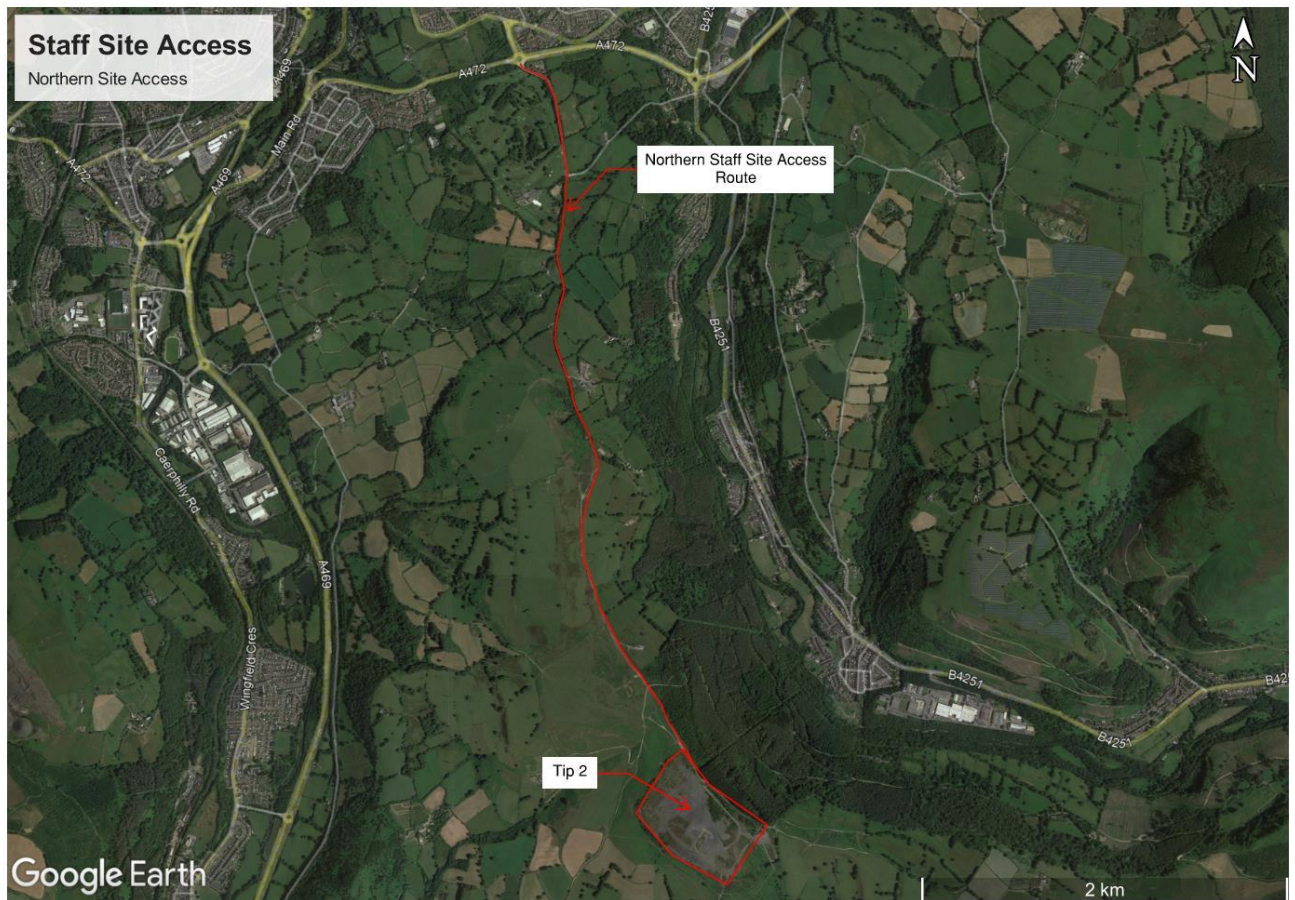
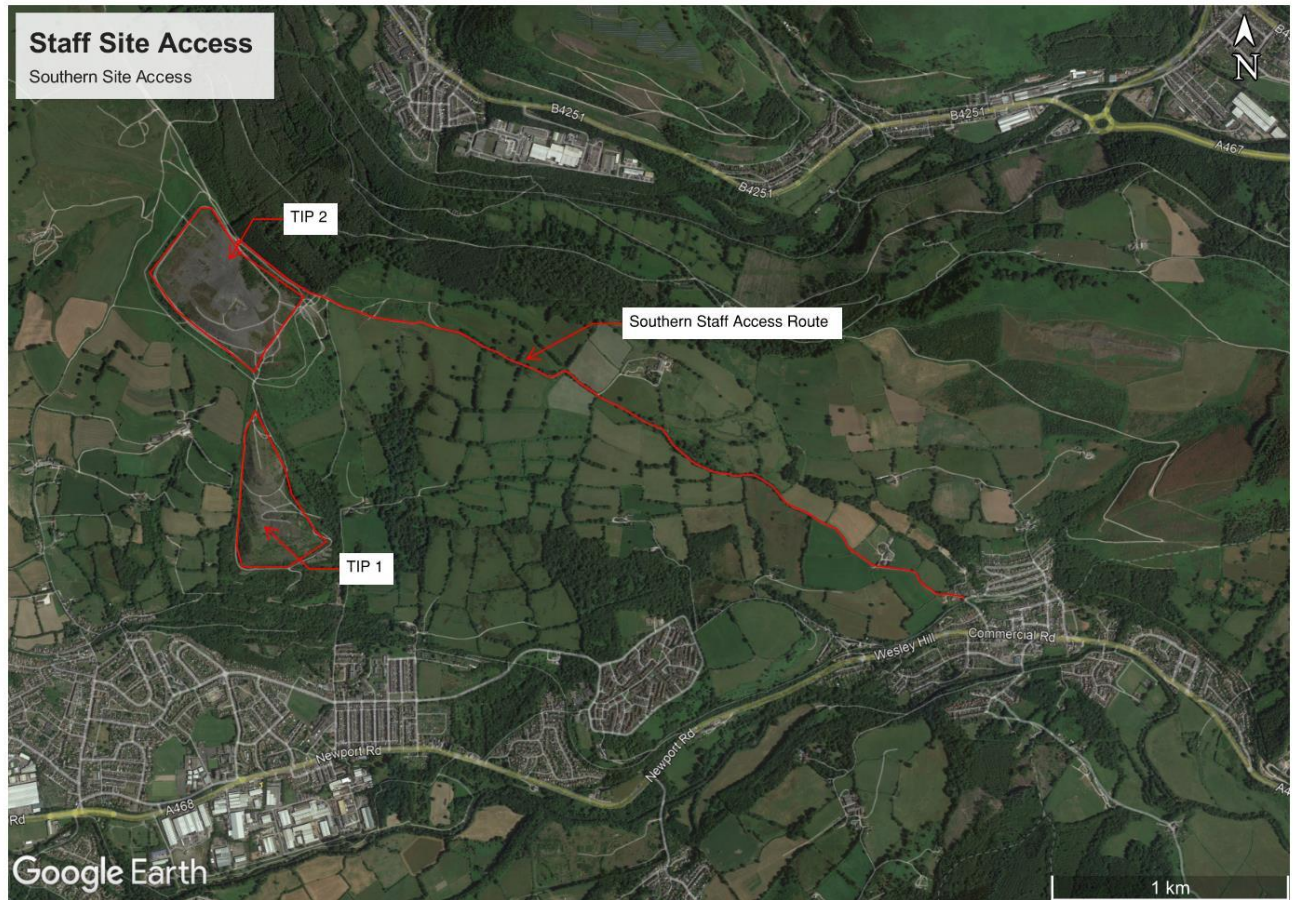


Figure 6-2 – Southern Staff Access Route



- 6.1.2. Staff movements are relatively small in number and over only a short period of time.

CONSTRUCTION HGVS

- 6.1.3. An increase in traffic flow of approximately 60 HGVs over four months bringing in plant and equipment during the construction phase is considered negligible with access provided from the A467 which is part of the strategic highway network.

OPERATION STAFF

- 6.1.4. Staff will typically arrive between the hours 06:00 to 22:00 Monday to Friday and 07:00 – 14:00 hours on Saturdays with maintenance only during the other hours.
- 6.1.5. It is not expected that staff will travel by bus or walk to the site as the site is remote and there are significant changes in gradient as you access the site. Staff will be encouraged to travel to and from the site sharing vehicles, with the 40 vehicles per day (employees' cars and small supplier's vehicles) figure quoted being a worse case of single occupancy vehicular use.
- 6.1.6. Apart from car sharing, it is considered that the level of staffing involved does not justify any additional measures to encourage more sustainable modes of transport.
- 6.1.7. All staff vehicles are parked on site for the duration of working hours. The site is sufficiently large to accommodate the parking of vehicles of site operatives and any visitors, resulting in no on-street parking being needed. The staff car parking will be separate from HGV routings and all HGVs will be able to access and egress the site in forward gear (Appendix C - Drawing PPA/001). Within the site,

pedestrian movement will be minimal and controlled. Within the car parking/compound area, people on foot will be separated from areas of vehicle movement where possible.

OPERATION HGVS

- 6.1.8. Based on historical estimates, the total volume of the tips is approximately 5,000,000 m³ which equates to around 8 million tonnes of colliery spoil. The Lower Tips have an approximate volume of 2,000,000 m³ and the Upper Tip has an approximate volume of 3,000,000 m³.
- 6.1.9. Of the 8 million tonnes only 468,000 tonnes will be moved via the use of 20 tonne HGVs. The calculations are shown below, based on a five day working week:
- 468,000 tonne / 20 tonne HGV = 23,400 movements over five years;
 - 23,400 movements / five years = 4,680 movements per year;
 - 4,680 movements / 52 weeks = 90 movements per week; and
 - 90 movements / five days = 18 movements a day.
- 6.1.10. The likely impact on the local highway network of the increase in HGV movements of an estimated 18-20 each way per day in the operational period on the A467/B4251 is likely to be negligible.
- 6.1.11. The operation of the site will be during 06:00 to 22:00 Monday to Friday and 07:00 – 14:00 hours on a Saturday. Therefore, the above trip generation figures could be an over representation as the Saturday working is not taken into account.

6.2 POTENTIAL MITIGATION

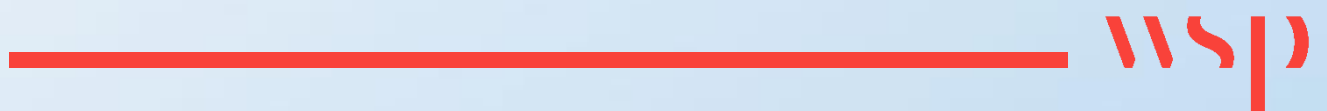
- 6.2.1. With only 40 car and 18-20 HGV movements per day envisaged during the operational phase, the impact of the proposed on public highway is expected to be minimal. The provision of a haul road will enable reclamation traffic to be separate from visitor traffic to the Sirhowy Valley County Park, except for the first 100m of the access road into the park from the A467 / B4251 Roundabout, a section of highway already utilised by Full Moon Industrial Estate traffic.
- 6.2.2. Mitigation measures to avoid and reduce the impact of the reclamation on the movement of people will include:
- maintaining pedestrian rights of way routes where possible;
 - minimising encroachment onto the network of roads that surround the site wherever possible; and
 - wheel cleansing facilities.
- 6.2.3. The details of the loading / unloading of plant and materials and their associated storage will be detailed within the Construction Traffic Management Plan, as the proposed detailed operation of the site develops.

7 SUMMARY AND RECOMMENDATIONS

- 7.1.1. This Transport Statement has been produced to summarise the anticipated impacts of traffic generated from the work activity. It is considered that the level of impact of the traffic generated by this application is negligible. There will be no significant impacts on local traffic during both the construction and operation phases of the proposal.

Appendix A

BUS TIMETABLES



Hollybush - Crosskeys

Monday to Friday (Excluding Bank Holidays) (Inbound)

Days:	SD	SD	SD	SD	SD
Operator:	SSWL	SSWL	SSWL	SSWL	SSWL
Crosskeys Coleg Gwent, o/s	--	--	1530	1530	1610
Nine Mile Point Industrial Estate, before	--	--	1538	1538	1618
Blackwood Interchange, Stand 3 (Arr)	--	--	1553	1553	1633
Blackwood Interchange, Stand 3 (Dep)	--	--	1553	--	1638
Blackwood Showfield, nr	1455	1455		--	
Markham Markham Terrace, after	1506	1506	1605	--	1649
Hollybush Glen View, nr	1509	--	--	--	1652

Notes:

SD Schooldays Only

Crosskeys - Hollybush

Monday to Friday (Excluding Bank Holidays) (Outbound)

Days:	SD	SD
Operator:	SSWL	SSWL
Hollybush Glen View, nr	0801	--
Markham Markham Terrace, before	0804	0804
Blackwood Showfield, nr	0820	0820
Blackwood Interchange, Stand 9	0828	0828
Nine Mile Point Nine Mile Point Industrial Estate, after	0843	0843
Crosskeys Coleg Gwent, opp	0853	0853

Notes:

SD Schooldays Only

Service 96 (SCAO096)

Timetable valid from 7th October 2022 until further notice

Service 96 (SCAO096)

Timetable valid from 7th October 2022 until further notice

Newport - Tredegar via Blackwood

Bank Holiday Mondays (Inbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL									
Newport Market Square 20, at	--	1020	--	1220	--	1420	1620	1820	
Rogerstone Vicarage, adj	--	1033	--	1233	--	1433	1633	1833	
Risca Spar, o/s	--	1036	--	1236	--	1436	1636	1836	
Crosskeys Coleg Gwent, o/s	--	1041	--	1241	--	1441	1641	1841	
Nine Mile Point Industrial Estate, before	--	1049	--	1249	--	1449	1649	1849	
Blackwood Interchange, Stand 3 (Arr)	--	1102	--	1302	--	1502	1702	1902	
Blackwood Interchange, Stand 3 (Dep)	1040	1105	1240	1305	1440	1505	1705	1905	
Markham Markham Terrace, before	1049	1114	1249	1314	1449	1514	1714	1914	

Tredegar - Newport via Blackwood

Bank Holiday Mondays (Outbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL									
Markham Markham Terrace, before	--	1049	1114	1249	1314	1449	1514	1714	1914
Markham Institute, opp	--	1051	1116	1251	1316	1451	1516	1716	1916
Blackwood Interchange, Stand 7 (Arr)	--	1102	1127	1302	1327	1502	1527	1727	1927
Blackwood Interchange, Stand 7 (Dep)	0905	1105	--	1305	--	1505	--	1734	--
Nine Mile Point Industrial Estate, after	0918	1118	--	1318	--	1518	--	1747	--
Crosskeys Coleg Gwent, opp	0926	1126	--	1326	--	1526	--	1755	--
Risca Moriah Baptist Church, after	0930	1130	--	1330	--	1530	--	1759	--
Rogerstone Vicarage, adj	0935	1135	--	1335	--	1535	--	1804	--
Newport Market Square 20, at	0946	1146	--	1346	--	1546	--	1815	--

Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Newport - Tredegar Newport - Tredegar

Service 56 (SCAO056) Service 56E (SCAO056E)

Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 22nd January 2023 until further notice

	Days:	SD	SH																
Operator:	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E
Newport Market Square 20	--	0655	0655	0725	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Rogerstone Vicarage	--	0720	0708	0738	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143	2243
Rogerstone Morrisons	--	0721	0709		0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844				
Pontymister Tesco Extra Car Park	--	0722	0710		0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845				
Risca Spar	--	0723	0711	0744	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1947	2047	2147	2247
Crosskeys Coleg Gwent	--	0736	0723	0748	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1953	2053	2153	2253
Nine Mile Point Industrial Estate	--	0745	0732	0757	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2002	2102	2202	2302
Blackwood Interchange (Arr)	--	0800	0747	0810	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1922				
Blackwood Interchange (Dep)	0645	0800	0752	--	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927				
Blackwood Showfield		0805		--															
Blackwood Interchange (Arr)		0810		--												2015	2115	2215	2315
Blackwood Interchange (Dep)		0811		--												2015	2115	2215	--
Markham Institute	0655	0821	0803	--	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2025	2125	2225	--
Peacehaven Peacehaven Court	0706	0830	0815	--	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2034	2134	2234	--
Tredegar Lidl	0714	0834	0822	--	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2038	2138	2238	--

Notes:

- SD** Schooldays Only
- SH** School Holidays Only

Tredegar - Newport Tredegar - Newport

Monday to Friday (Excluding Bank Holidays) (Outbound)

Service 56 (SCAO056) Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL																		
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E	56E	56E
Tredegar Lidl	--	0615	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1745	1845	1945	2045	2145	2245
Peacehaven Peacehaven Court	--												1749	1849	1949	2049	2149	2249
Peacehaven Peacehaven Court	--	0622	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622						
Markham Institute	--	0634	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1800	1900	2000	2100	2200	2300
Blackwood Interchange (Arr)	--	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1810	1910	2010	2110	2210	2310
Blackwood Interchange (Dep)	0550	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1815	1915	2015	2115	2215	--
Nine Mile Point Industrial Estate	0605	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1828	1928	2028	2128	2228	--
Crosskeys Coleg Gwent	0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1836	1936	2036	2136	2236	--
Risca Moriah Baptist Church													1841	1941	2041	2141	2241	--
Risca Spar	0621	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721						--
Pontymister Tesco Extra Car Park	0626	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726						--
Rogerstone Morrisons	0631	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731						--
Rogerstone Vicarage	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1847	1947	2047	2147	2247	--
Newport Market Square 22																2200	2300	--
Newport Market Square 20	0651	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1900	2000	2100	--	--	--

Newport - Tredegar Newport - Tredegar

Saturday (Inbound)

Service 56 (SCAO056) Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL																	
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E
Newport Market Square 20	--	0655	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Rogerstone Vicarage	--	0708	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143	2243
Rogerstone Morrisons	--	0709	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844				
Pontymister Tesco Extra Car Park	--	0710	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845				
Risca Spar	--	0711	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1947	2047	2147	2247
Crosskeys Coleg Gwent	--	0723	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1953	2053	2153	2253
Nine Mile Point Industrial Estate	--	0732	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2002	2102	2202	2302
Blackwood Interchange (Arr)	--	0747	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1922	2015	2115	2215	2315
Blackwood Interchange (Dep)	0645	0752	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	2015	2115	2215	--
Markham Institute	0655	0803	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2025	2125	2225	--
Peacehaven Peacehaven Court	0706	0815	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2034	2134	2234	--
Tredegar Lidl	0714	0822	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2038	2138	2238	--

Tredeggar - Newport Tredeggar - Newport

Saturday (Outbound)

Service 56 (SCAO056) Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL																		
Service: 56 56 56 56 56 56 56 56 56 56 56 56 56E 56E 56E 56E 56E 56E																		
Tredeggar Lidl	--	0615	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1745	1845	1945	2045	2145	2245
Peacehaven Peacehaven Court	--												1749	1849	1949	2049	2149	2249
Peacehaven Peacehaven Court	--	0622	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622						
Markham Institute	--	0634	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1800	1900	2000	2100	2200	2300
Blackwood Interchange (Arr)	--	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1810	1910	2010	2110	2210	2310
Blackwood Interchange (Dep)	0550	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1815	1915	2015	2115	2215	--
Nine Mile Point Industrial Estate	0605	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1828	1928	2028	2128	2228	--
Crosskeys Coleg Gwent	0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1836	1936	2036	2136	2236	--
Risca Moriah Baptist Church													1841	1941	2041	2141	2241	--
Risca Spar	0621	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721						--
Pontymister Tesco Extra Car Park	0626	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726						--
Rogerstone Morrisons	0631	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731						--
Rogerstone Vicarage	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1847	1947	2047	2147	2247	--
Newport Market Square 22																2200	2300	--
Newport Market Square 20	0651	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1900	2000	2100	--	--	--

Newport - Tredeggar via Blackwood

Service 56E (SCAO056E)

Sunday (Inbound)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL								
Newport Market Square 20, at	--	1020	--	1220	--	1420	1620	1820
Rogerstone Vicarage, adj	--	1033	--	1233	--	1433	1633	1833
Risca Spar, o/s	--	1036	--	1236	--	1436	1636	1836
Crosskeys Coleg Gwent, o/s	--	1041	--	1241	--	1441	1641	1841
Nine Mile Point Industrial Estate, before	--	1049	--	1249	--	1449	1649	1849
Blackwood Interchange, Stand 3 (Arr)	--	1102	--	1302	--	1502	1702	1902
Blackwood Interchange, Stand 3 (Dep)	1040	1105	1240	1305	1440	1505	1705	1905
Markham Markham Terrace, before	1049	1114	1249	1314	1449	1514	1714	1914

Tredeggar - Newport via Blackwood

Sunday (Outbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL

Markham Markham Terrace, before	--	1049	1114	1249	1314	1449	1514	1714	1914
Markham Institute, opp	--	1051	1116	1251	1316	1451	1516	1716	1916
Blackwood Interchange, Stand 7 (Arr)	--	1102	1127	1302	1327	1502	1527	1727	1927
Blackwood Interchange, Stand 7 (Dep)	0905	1105	--	1305	--	1505	--	1734	--
Nine Mile Point Industrial Estate, after	0918	1118	--	1318	--	1518	--	1747	--
Crosskeys Coleg Gwent, opp	0926	1126	--	1326	--	1526	--	1755	--
Risca Moriah Baptist Church, after	0930	1130	--	1330	--	1530	--	1759	--
Rogerstone Vicarage, adj	0935	1135	--	1335	--	1535	--	1804	--
Newport Market Square 20, at	0946	1146	--	1346	--	1546	--	1815	--

Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Newport - Tredegar via Blackwood

Bank Holiday Mondays (Inbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL									
Newport Market Square 20, at	--	1020	--	1220	--	1420	1620	1820	
Rogerstone Vicarage, adj	--	1033	--	1233	--	1433	1633	1833	
Risca Spar, o/s	--	1036	--	1236	--	1436	1636	1836	
Crosskeys Coleg Gwent, o/s	--	1041	--	1241	--	1441	1641	1841	
Nine Mile Point Industrial Estate, before	--	1049	--	1249	--	1449	1649	1849	
Blackwood Interchange, Stand 3 (Arr)	--	1102	--	1302	--	1502	1702	1902	
Blackwood Interchange, Stand 3 (Dep)	1040	1105	1240	1305	1440	1505	1705	1905	
Markham Markham Terrace, before	1049	1114	1249	1314	1449	1514	1714	1914	

Tredegar - Newport via Blackwood

Bank Holiday Mondays (Outbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL									
Markham Markham Terrace, before	--	1049	1114	1249	1314	1449	1514	1714	1914
Markham Institute, opp	--	1051	1116	1251	1316	1451	1516	1716	1916
Blackwood Interchange, Stand 7 (Arr)	--	1102	1127	1302	1327	1502	1527	1727	1927
Blackwood Interchange, Stand 7 (Dep)	0905	1105	--	1305	--	1505	--	1734	--
Nine Mile Point Industrial Estate, after	0918	1118	--	1318	--	1518	--	1747	--
Crosskeys Coleg Gwent, opp	0926	1126	--	1326	--	1526	--	1755	--
Risca Moriah Baptist Church, after	0930	1130	--	1330	--	1530	--	1759	--
Rogerstone Vicarage, adj	0935	1135	--	1335	--	1535	--	1804	--
Newport Market Square 20, at	0946	1146	--	1346	--	1546	--	1815	--

Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Newport - Tredegar Newport - Tredegar

Service 56 (SCAO056) Service 56E (SCAO056E)

Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 22nd January 2023 until further notice

	Days:	SD	SH																
Operator:	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL	SSWL
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E
Newport Market Square 20	--	0655	0655	0725	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Rogerstone Vicarage	--	0720	0708	0738	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143	2243
Rogerstone Morrisons	--	0721	0709		0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844				
Pontymister Tesco Extra Car Park	--	0722	0710		0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845				
Risca Spar	--	0723	0711	0744	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1947	2047	2147	2247
Crosskeys Coleg Gwent	--	0736	0723	0748	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1953	2053	2153	2253
Nine Mile Point Industrial Estate	--	0745	0732	0757	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2002	2102	2202	2302
Blackwood Interchange (Arr)	--	0800	0747	0810	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1922				
Blackwood Interchange (Dep)	0645	0800	0752	--	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927				
Blackwood Showfield		0805		--															
Blackwood Interchange (Arr)		0810		--												2015	2115	2215	2315
Blackwood Interchange (Dep)		0811		--												2015	2115	2215	--
Markham Institute	0655	0821	0803	--	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2025	2125	2225	--
Peacehaven Peacehaven Court	0706	0830	0815	--	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2034	2134	2234	--
Tredegar Lidl	0714	0834	0822	--	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2038	2138	2238	--

Notes:

- SD** Schooldays Only
- SH** School Holidays Only

Tredegar - Newport Tredegar - Newport

Service 56 (SCAO056) Service 56E (SCAO056E)

Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL																		
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E	56E	56E
Tredegar Lidl	--	0615	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1745	1845	1945	2045	2145	2245
Peacehaven Peacehaven Court	--												1749	1849	1949	2049	2149	2249
Peacehaven Peacehaven Court	--	0622	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622						
Markham Institute	--	0634	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1800	1900	2000	2100	2200	2300
Blackwood Interchange (Arr)	--	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1810	1910	2010	2110	2210	2310
Blackwood Interchange (Dep)	0550	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1815	1915	2015	2115	2215	--
Nine Mile Point Industrial Estate	0605	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1828	1928	2028	2128	2228	--
Crosskeys Coleg Gwent	0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1836	1936	2036	2136	2236	--
Risca Moriah Baptist Church													1841	1941	2041	2141	2241	--
Risca Spar	0621	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721						--
Pontymister Tesco Extra Car Park	0626	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726						--
Rogerstone Morrisons	0631	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731						--
Rogerstone Vicarage	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1847	1947	2047	2147	2247	--
Newport Market Square 22																2200	2300	--
Newport Market Square 20	0651	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1900	2000	2100	--	--	--

Newport - Tredegar Newport - Tredegar

Service 56 (SCAO056) Service 56E (SCAO056E)

Saturday (Inbound)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL																	
Service:	56	56	56	56	56	56	56	56	56	56	56	56	56	56E	56E	56E	56E
Newport Market Square 20	--	0655	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Rogerstone Vicarage	--	0708	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143	2243
Rogerstone Morrisons	--	0709	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844				
Pontymister Tesco Extra Car Park	--	0710	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845				
Risca Spar	--	0711	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1947	2047	2147	2247
Crosskeys Coleg Gwent	--	0723	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1953	2053	2153	2253
Nine Mile Point Industrial Estate	--	0732	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2002	2102	2202	2302
Blackwood Interchange (Arr)	--	0747	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1922	2015	2115	2215	2315
Blackwood Interchange (Dep)	0645	0752	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	2015	2115	2215	--
Markham Institute	0655	0803	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2025	2125	2225	--
Peacehaven Peacehaven Court	0706	0815	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2034	2134	2234	--
Tredegar Lidl	0714	0822	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2038	2138	2238	--

Tredeggar - Newport Tredeggar - Newport

Saturday (Outbound)

Service 56 (SCAO056) Service 56E (SCAO056E)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL																		
Service: 56 56 56 56 56 56 56 56 56 56 56 56 56E 56E 56E 56E 56E 56E																		
Tredeggar Lidl	--	0615	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1745	1845	1945	2045	2145	2245
Peacehaven Peacehaven Court	--												1749	1849	1949	2049	2149	2249
Peacehaven Peacehaven Court	--	0622	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622						
Markham Institute	--	0634	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1800	1900	2000	2100	2200	2300
Blackwood Interchange (Arr)	--	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1810	1910	2010	2110	2210	2310
Blackwood Interchange (Dep)	0550	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1815	1915	2015	2115	2215	--
Nine Mile Point Industrial Estate	0605	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1828	1928	2028	2128	2228	--
Crosskeys Coleg Gwent	0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1836	1936	2036	2136	2236	--
Risca Moriah Baptist Church													1841	1941	2041	2141	2241	--
Risca Spar	0621	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721						--
Pontymister Tesco Extra Car Park	0626	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726						--
Rogerstone Morrisons	0631	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731						--
Rogerstone Vicarage	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1847	1947	2047	2147	2247	--
Newport Market Square 22																2200	2300	--
Newport Market Square 20	0651	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1900	2000	2100	--	--	--

Newport - Tredeggar via Blackwood

Service 56E (SCAO056E)

Sunday (Inbound)

Timetable valid from 22nd January 2023 until further notice

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL								
Newport Market Square 20, at	--	1020	--	1220	--	1420	1620	1820
Rogerstone Vicarage, adj	--	1033	--	1233	--	1433	1633	1833
Risca Spar, o/s	--	1036	--	1236	--	1436	1636	1836
Crosskeys Coleg Gwent, o/s	--	1041	--	1241	--	1441	1641	1841
Nine Mile Point Industrial Estate, before	--	1049	--	1249	--	1449	1649	1849
Blackwood Interchange, Stand 3 (Arr)	--	1102	--	1302	--	1502	1702	1902
Blackwood Interchange, Stand 3 (Dep)	1040	1105	1240	1305	1440	1505	1705	1905
Markham Markham Terrace, before	1049	1114	1249	1314	1449	1514	1714	1914

Tredeggar - Newport via Blackwood

Sunday (Outbound)

Operator: SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL SSWL

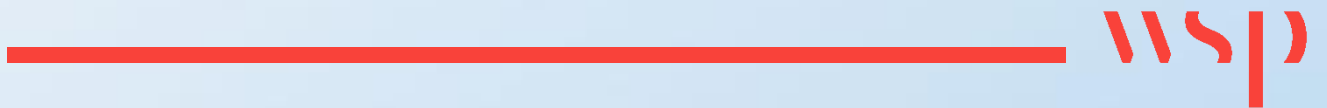
Markham Markham Terrace, before	--	1049	1114	1249	1314	1449	1514	1714	1914
Markham Institute, opp	--	1051	1116	1251	1316	1451	1516	1716	1916
Blackwood Interchange, Stand 7 (Arr)	--	1102	1127	1302	1327	1502	1527	1727	1927
Blackwood Interchange, Stand 7 (Dep)	0905	1105	--	1305	--	1505	--	1734	--
Nine Mile Point Industrial Estate, after	0918	1118	--	1318	--	1518	--	1747	--
Crosskeys Coleg Gwent, opp	0926	1126	--	1326	--	1526	--	1755	--
Risca Moriah Baptist Church, after	0930	1130	--	1330	--	1530	--	1759	--
Rogerstone Vicarage, adj	0935	1135	--	1335	--	1535	--	1804	--
Newport Market Square 20, at	0946	1146	--	1346	--	1546	--	1815	--

Service 56E (SCAO056E)

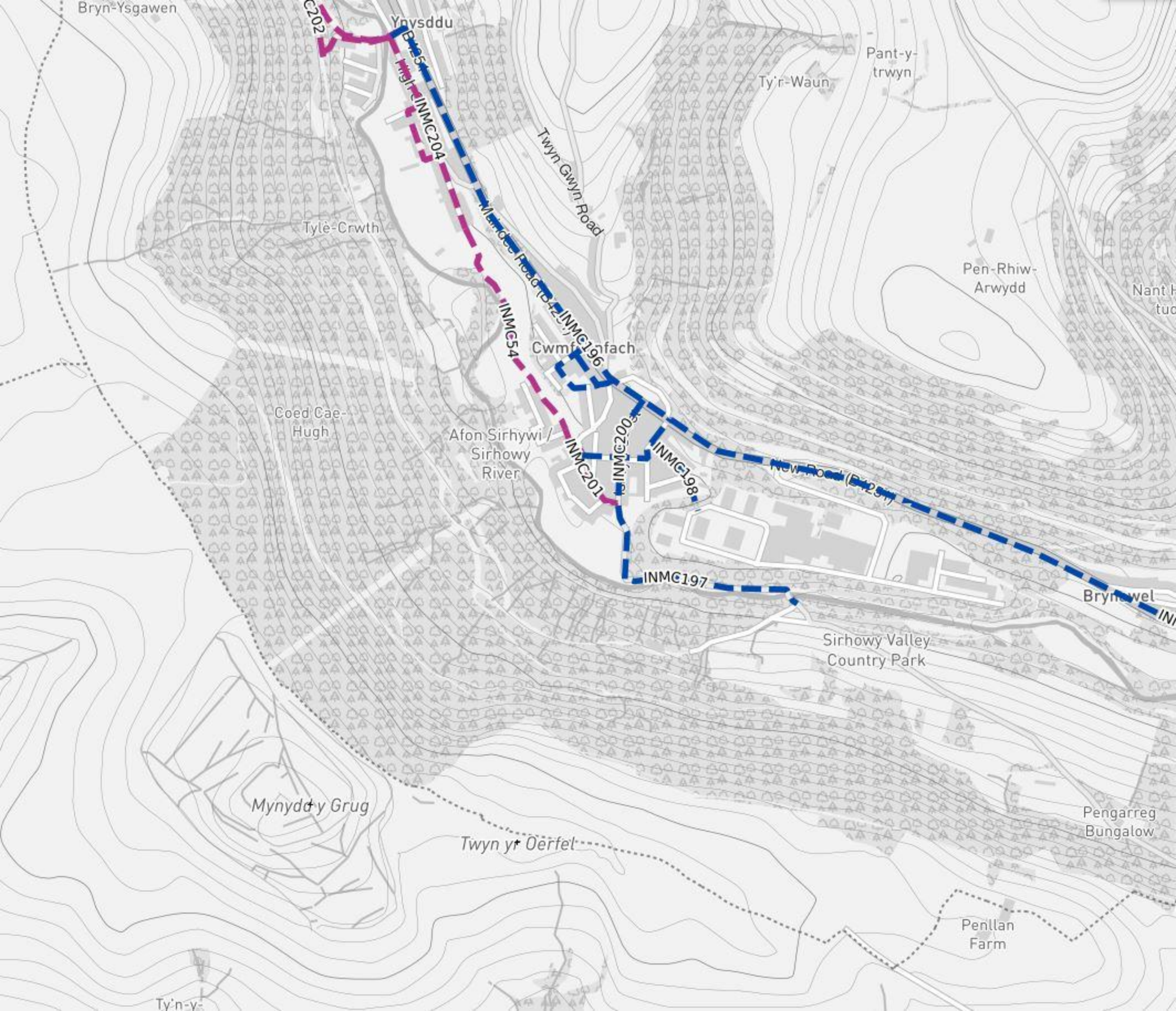
Timetable valid from 22nd January 2023 until further notice

Appendix B

IRM/ERM

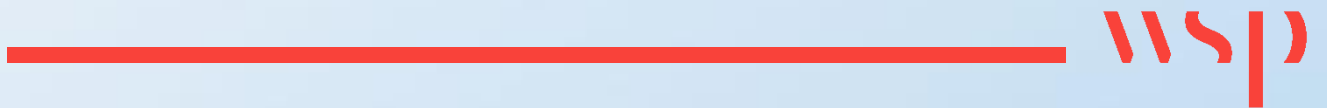




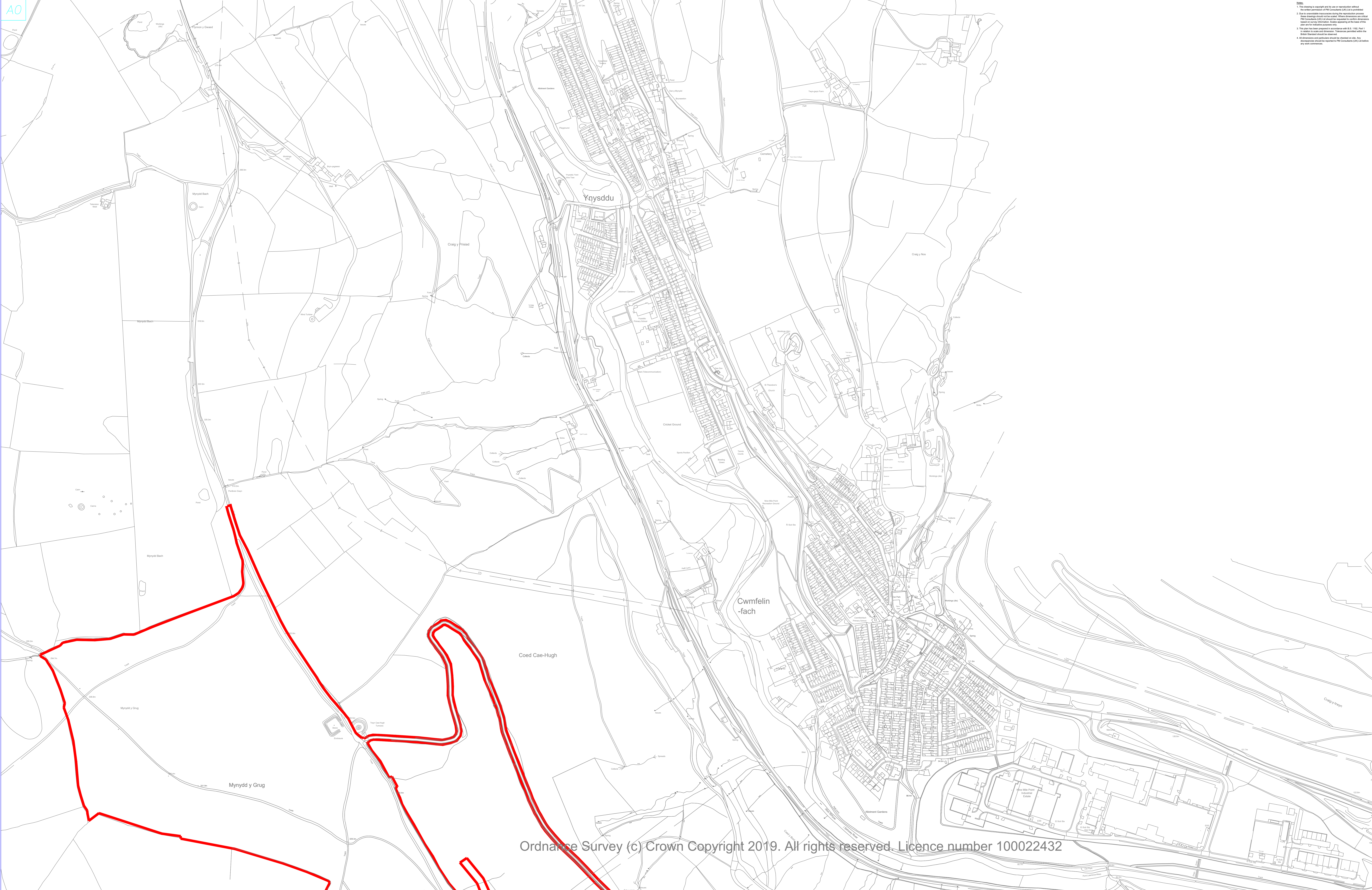


Appendix C

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ISSUE		REVISION	DATE
A		RED LINE AREA REVISED	31/10/23
B		HAUL RD EMBANKMENT AREA REVISED	01/11/23

RED LINE PLAN Sheet 1 of 4
BEDWAS LAND RECLAMATION SCHEME
CAERPHILLY
Scale: 1/2500 Date: 10/10/23 Drawn By: RF Checked By: NM Job Ref: ER/RLP/001b
Client: ENERGY RECOVERY INVESTMENTS
ST MELLONS
CARDIFF
GFS OEK

PwC CONSULTANTS (UK) LTD
48 Park Avenue, Abergavenny
Monmouthshire, NP7 5SP
Web: pwcconsultants.co.uk Tel: (01873) 856667
E-Mail: survey@pwcconsultants.co.uk

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Achilles

BUILDER'S
PROFILE

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ISSUE	REVISION	DATE
A	RED LINE AREA REVISED	31/10/23
B	HAUL PG EMBANKMENT AREA REVISED	01/11/23

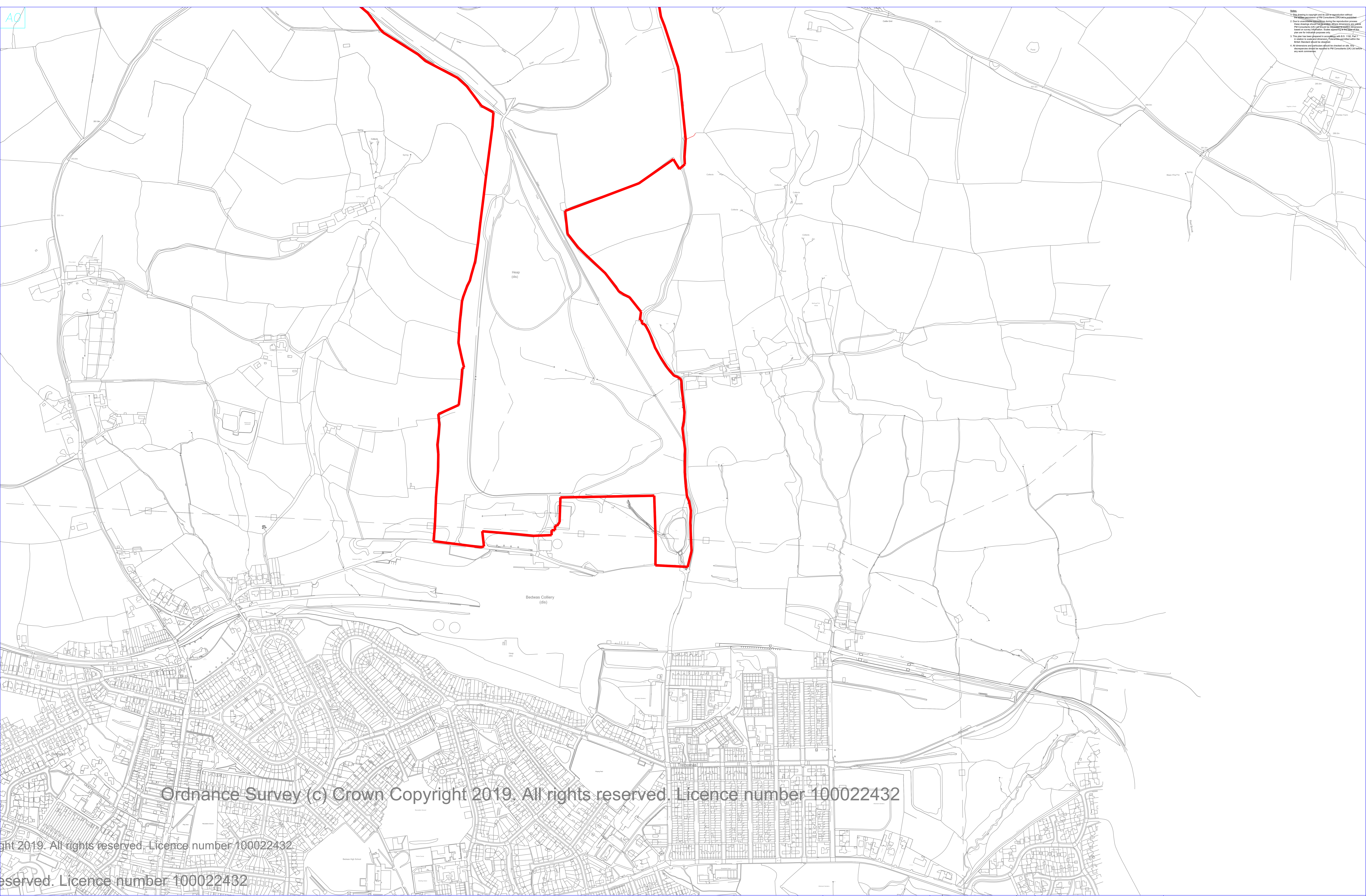
Job:	RED LINE PLAN Sheet 2 of 4 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY
Scale:	Date: 10/10/23 Drawn By: RF Checked By: NM Job Ref: ERI/RLP/0026
Client:	ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK





48 Park Avenue, Abergavenny
Monmouthshire, NP7 5SP
Web: pmiconsultants.co.uk Tel: (01873) 850667
E-Mail: surveys@pmiconsultants.co.uk





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ISSUE		REVISION	DATE
A	B	RED LINE AREA REVISED	31/10/23
		HAUL RD EMBANKMENT AREA REVISED	01/11/23

Job: **RED LINE PLAN Sheet 3 of 4**
BEDWAS LAND RECLAMATION SCHEME
CAERPHILLY

Scale: 1/2500 Date: 10/10/23 Drawn By: RF Checked By: NM Job Ref: ER/RLP/003b

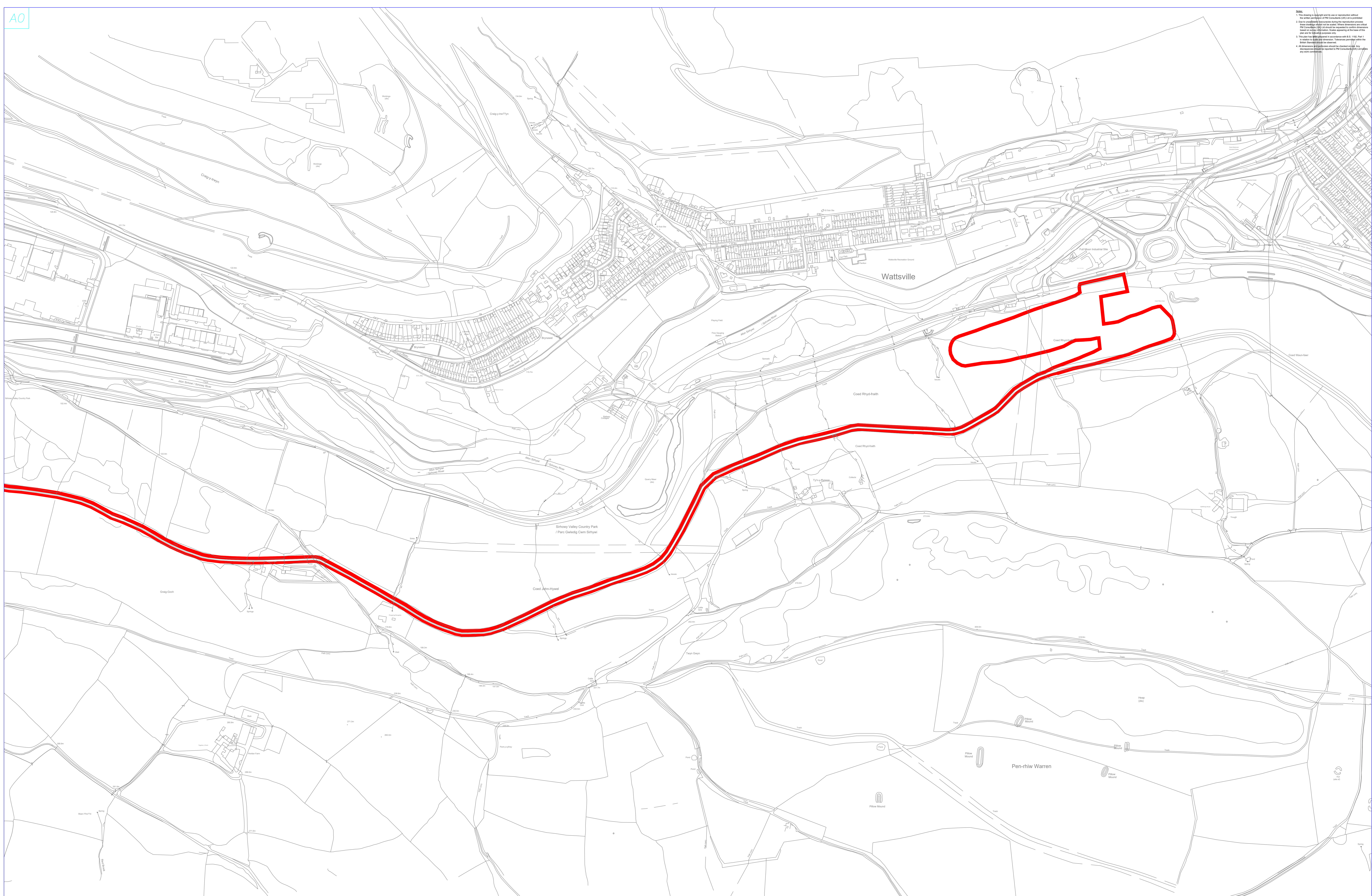
Client: **ENERGY RECOVERY INVESTMENTS**
ST MELLONS
CARDIFF
GF3 OEK



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Monmouthshire, NP7 5SP
Web: pmconsultants.co.uk Tel: (01873) 850667
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NO SCALE FACTOR HAS BEEN APPLIED TO THE SURVEY THEREFORE THE CO-ORDINATES SHOWN ARE NOT TRUE O.S. CO-ORDINATES.

ISSUE	REVISION	DATE
A	RED LINE AREA REVISED	31/10/23
B	HAUL ROAD EMBANKMENT AREA REVISED	01/11/23

JAN: RED LINE PLAN Sheet 4 of 4 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY	Scale: 1/2500	Date: 10/10/23	Drawn By: RF	Checked By: NM	Job Ref: ERI/RUP/004b
Client: ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK					

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Monmouthshire, NP7 5SP
Web: pmconsultants.co.uk Tel: (01873) 850667
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ISSUE	REVISION	DATE

Job: HAUL ROAD EXISTING 1 of 8 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY					
Scale:	Date:	Drawn By:	Checked By:	Job Ref:	
1/500	15/08/23	RF	NM	ERI/FHR/001	
Client:	ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK				

48 Park Avenue, Abergavenny
Monmouthshire, NP7 5SP
Web: pmconsultants.co.uk Tel: (01753) 850667
E-Mail: surveys@pmconsultants.co.uk

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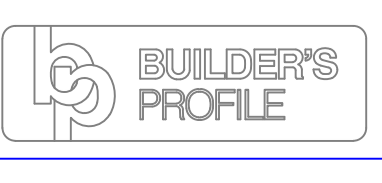
NOTES:
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ISSUE	REVISION	DATE

Job:	HAUL ROAD EXISTING 2 of 8 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY			
Scale:	1/500	Date:	15/08/23	Drawn By:
				RF
		Checked By:	NM	Job Ref:
				ER/FHR/002
Client:	ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK			



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Web: pmconsultants.co.uk Tel: (01873) 856667
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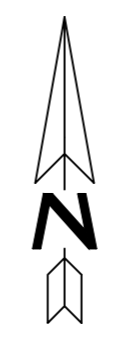


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SPOT LEVEL	TRAFFIC SIGNAL
TARMAC	TRAFFIC SIGNAL CONTROLLER
FLOWER BED	INSPECTION COVER
HARDSTANDING	MANHOLE
BOLLARD	MARKER POST
TOP OF WALL	TELEGRAPH POLE
ROAD SIGN	LIGHTING COLUMN
TOP WATER LEVEL	GULLY
INVERT LEVEL	WATER METER
FIRE HYDRANT	STOP TAP
BRITISH TELECOM	CABLE VALVE
CABLE TV	FINISHED FLOOR LEVEL
TACTILE PAVING	

CONCRETE	CONCRETE
RAINWATER PIPE	RAINWATER PIPE
SOIL VENT PIPE	SOIL VENT PIPE
FOUL WATER	FOUL WATER
STORM SURFACE WATER	STORM SURFACE WATER
STAY	STAY
STAYWIRE	STAYWIRE
STREET NAMEPLATE	STREET NAMEPLATE

1.0 BR	WALL (WITH DESCRIPTION & HEIGHT)
2.0 PR	FENCE (WITH DESCRIPTION & HEIGHT)
HEDGEROW/TREE CANYON	HEDGEROW/TREE CANYON
BUILDING LINE	BUILDING LINE
CHANNEL/DEEP LINE	CHANNEL/DEEP LINE
TOP/BOTTOM OF BANK	TOP/BOTTOM OF BANK
SOFT EDGE OR VERGE EDGE	SOFT EDGE OR VERGE EDGE
HARD EDGE	HARD EDGE
OVERHEAD LINE	OVERHEAD LINE
GATE	GATE



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ISSUE	REVISION	DATE

JOB: HAUL ROAD EXISTING 3 of 8 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY			
Scale: 1/500	Date: 15/09/23	Drawn By: RF	Checked By: NM
Client: ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK			Job Ref: ERY/THR/003

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Monmouthshire, NP7 5SP
Web: pmconsultants.co.uk Tel: (01873) 850667
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KEY

38.32	SPOT LEVEL	TS	TRAFFIC SIGNAL	CONC	CONCRETE
TAR	TARMAC	TSC	TRAFFIC SIGNAL CONTROLLER	RWP	RAINWATER PIPE
FS	FLOWER BED	IC	INSPECTION COVER	SVP	SOIL VENT PIPE
HS	HARDSTANDING	MH	MANHOLE	FW	FOUL WATER
BOL	BOLLARD	MP	MARKER POST	SW	STORMWATER
TW	TOP OF WALL	TP	TELEGRAPH POLE	W	WATERSTOP TAP
RS	ROAD SIGN	LC	LIGHTING COLUMN	STAY	STAYWIRE
TNL	TOP WATER LEVEL	G	GULLY	SNP	STREET NAMEPLATE
IL	INVERT LEVEL	WM	WATER METER		
PH	FIRE HYDRANT	SV	SLUICE VALVE		
BT	BRITISH TELECOM	ST	STOP TAP		
CATV	CABLE TV	GV	GAS VALVE		
TACT	TACTILE PAVING	FIL	FINISHED FLOOR LEVEL		

RWP	RAINWATER PIPE
SVP	SOIL VENT PIPE
FW	FOUL WATER
SW	STORMWATER
W	WATERSTOP TAP
STAY	STAYWIRE
SNP	STREET NAMEPLATE

1.0 BR	WALL (WITH DESCRIPTION & HEIGHT)
2.0 PR	FENCE (WITH DESCRIPTION & HEIGHT)
	HEDGEROW/TREE CANOPY
	BUILDING LINE
	CHANNEL/DEIR LINE
	TOP/BOTTOM OF BANK
	SOFT EDGE OR VERGE EDGE
	HARD EDGE
	OVERHEAD LINE
	GATE



NOTES:

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ISSUE	REVISION	DATE

Job:	HAUL ROAD EXISTING 4 of 8 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY
Scale:	1/500
Date:	15/08/23
Drawn By:	RF
Checked By:	NM
Job Ref:	ERI/THR/004
Client:	ENERGY RECOVERY INVESTMENTS ST MELLONS CARDIFF CF3 0EK

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Web: pimconsultants.co.uk Tel: (01873) 850667
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ICCS

Achilles

BULDOGS
PROFILE







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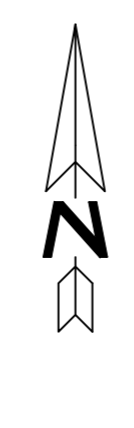
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KEY

28.32	SPOT LEVEL	TS	TRAFFIC SIGNAL
TAR	TAR	TSC	TRAFFIC SIGNAL CONTROLLER
FB	FLOWER BED	IC	INSPECTION COVER
HIS	HANDSTANDING	MP	MANHOLE
BOL	BOLLARD	TP	TELEGRAPH POLE
RS	ROAD SIGN	LC	LIGHTING COLUMN
TWL	TOP WATER LEVEL	G	GULLY
IL	INVERT LEVEL	WM	WATER METER
FI	FIRE HYDRANT	BV	BLIND VALVE
BT	BRITISH TELECOM	ST	STOP TAP
CTV	CABLE TV	GV	GAS VALVE
TACT	TACTILE PAVING	FFL	FINISHED FLOOR LEVEL

CONC	CONCRETE
RWP	RAINWATER PIPE
SVP	SOIL VENT PIPE
FW	FULL WATER
SW	STONE/SURFACE WATER
W	WATER/STOP TAP
STAY	STAYING
SNP	STREET NAMEPLATE

1.0 BR	WALL (WITH DESCRIPTION & HEIGHT)
2.0 PR	FENCE (WITH DESCRIPTION & HEIGHT)
	REDUCED/WHYRE CANOPY
	BUILDING LINE
	CHANNEL/KEIRB LINE
	TOP/BOTTOM OF BANK
	SOFT EDGE OR VERGE EDGE
	WARD EDGE
	OVERHEAD LINE
	GATE



NOTES

LEVELS AND CO-ORDINATE GRID ARE RELATED TO OPS SURVEY DATUM DERIVED FROM ORDNANCE SURVEY DATUM VIA OSTN15
ALTHOUGH O.S. CO-ORDINATES ARE SHOWN ON THIS PLAN THE GRID IS TO BE TREATED AS ARBITRARY.
NO SCALE FACTOR HAS BEEN APPLIED TO THE SURVEY THEREFORE THE CO-ORDINATES SHOWN ARE NOT TRUE O.S. CO-ORDINATES.

ISSUE	REVISION	DATE

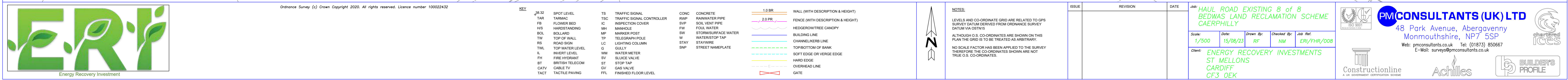
Job:	HAUL ROAD EXISTING 7 of 8 BEDWAS LAND RECLAMATION SCHEME CAERPHILLY			
Scale:	1/500	Date:	15/08/23	RF
Drawn By:	RF	Checked By:	NM	Job Ref:
Client:	ENERGY RECOVERY INVESTMENTS ST. MELLONS CARDIFF CF3 0EK			

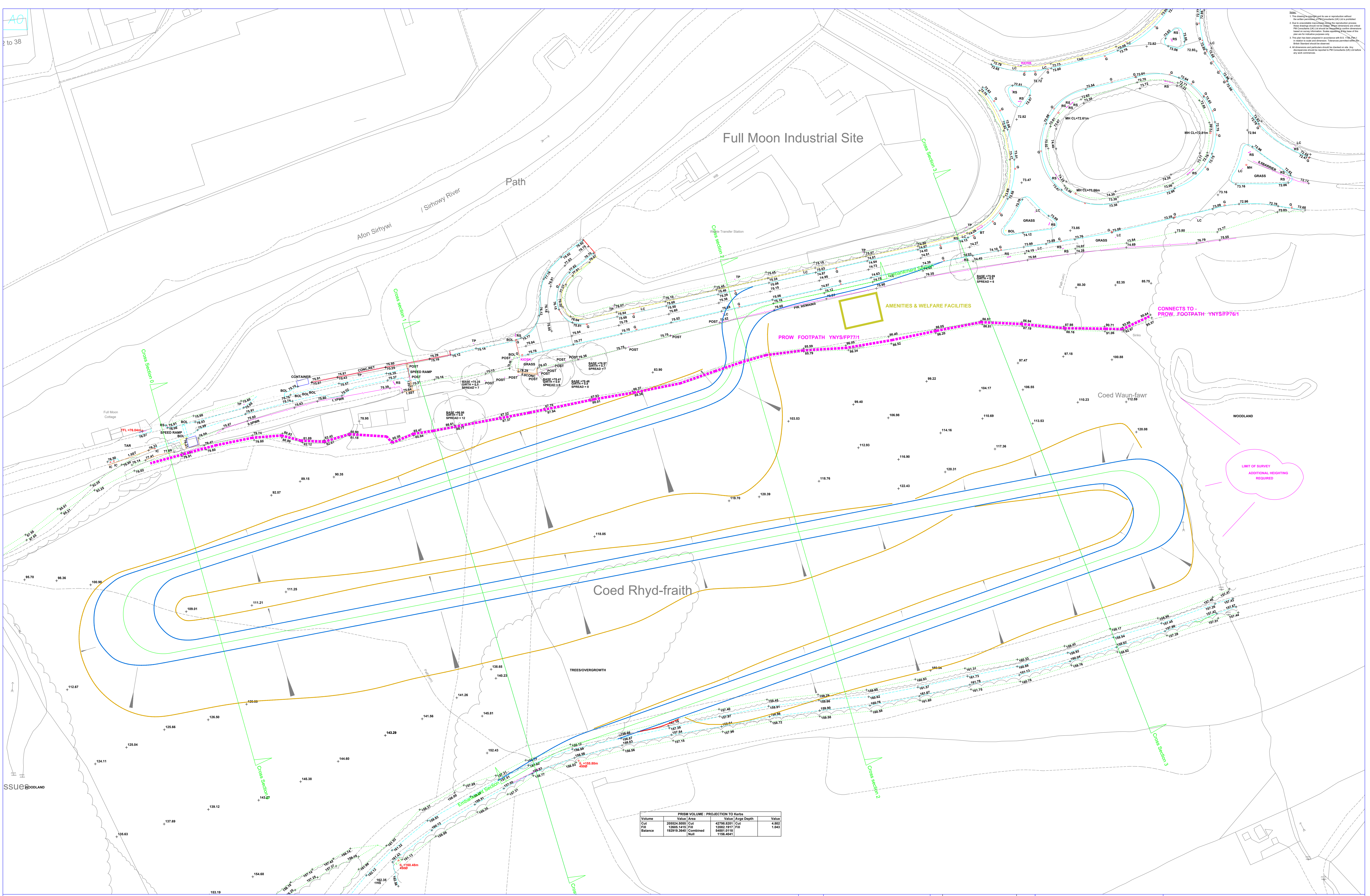


PM CONSULTANTS (UK) LTD
48 Park Avenue, Abergavenny
Monmouthshire, NP7 5SP
Web: pmconsultants.co.uk Tel: (01673) 850667
E-Mail: surveys@pmconsultants.co.uk


ACHILLES

BUILDERS PROFILE





PRISM VOLUME : PROJECTION TO Kerbs					
Volume	Value	Area	Value	Avg Depth	Value
Cut	205524.5055	Cut	42798.8201	Cut	4.802
Fill	12605.1415	Fill	12082.1917	Fill	1.043
Balance	192819.3640	Combined	54881.0116		
			1156.4041		



Energy Recovery Investment

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KEY

38.02	SPOT LEVEL	TS	TRAFFIC SIGNAL	CONC	CONCRETE	1.0 BR	WALL (WITH DESCRIPTION & HEIGHT)
TAR	TARMAC	TSC	TRAFFIC SIGNAL CONTROLLER	RWP	RAINWATER PIPE	2.0 PR	FENCE (WITH DESCRIPTION & HEIGHT)
FB	FLOWER BED	IC	INSPECTION COVER	FW	FOLI WATER		HEDGEROW/TREE CANOPY
HS	HANDSTANDING	MP	MARKER POST	SW	STORM/SURFACE WATER		BUILDING LINE
BOL	BOLLARD	TP	TELEGRAPH POLE	W	WATERSTOP TAP		CHANNEL/BERM LINE
RS	ROAD SIGN	LC	LIGHTING COLUMN	SN	STAYWIRE		TOP/BOTTOM OF BANK
TW	TOP OF WALL	G	GULLY	SNP	STREET NAMEPLATE		SOFT EDGE ON VERGE EDGE
RS	ROAD SIGN	VM	WATER METER				HARD EDGE
TWL	TOP WATER LEVEL	BV	BURIED VALVE				OVERHEAD LINE
IN	INVERT LEVEL	BT	BURIED TAP				GATE
FI	FIRE HYDRANT	BT	BRITISH TELECOM				
BT	BRITISH TELECOM	BT	BRITISH TELECOM				
CATV	CABLE TV	PFL	FINISHED FLOOR LEVEL				
TACT	TACTILE PAVING						

NOTES:

LEVELS AND CO-ORDINATE GRID ARE RELATED TO GPS SURVEY DATUM DERIVED FROM ORDNANCE SURVEY DATUM VIA OSTN15

ALTHOUGH O.S. CO-ORDINATES ARE SHOWN ON THIS PLAN THE GRID IS TO BE TREATED AS ARBITRARY.

NO SCALE FACTOR HAS BEEN APPLIED TO THE SURVEY THEREFORE THE CO-ORDINATES SHOWN ARE NOT TRUE O.S. CO-ORDINATES

ISSUE	REVISION	DATE	JOB
			HAUL ROAD DOWN EMBANKMENT 1 of 1
			BEDWAS LAND RECLAMATION SCHEME
			CAERPHILLY

Scale	Date	Drawn By	Checked By	Job Ref
1/500	15/08/23	RF	NM	ERI/FHR/009

Client: ENERGY RECOVERY INVESTMENTS
CARDIFF CF3 0EK

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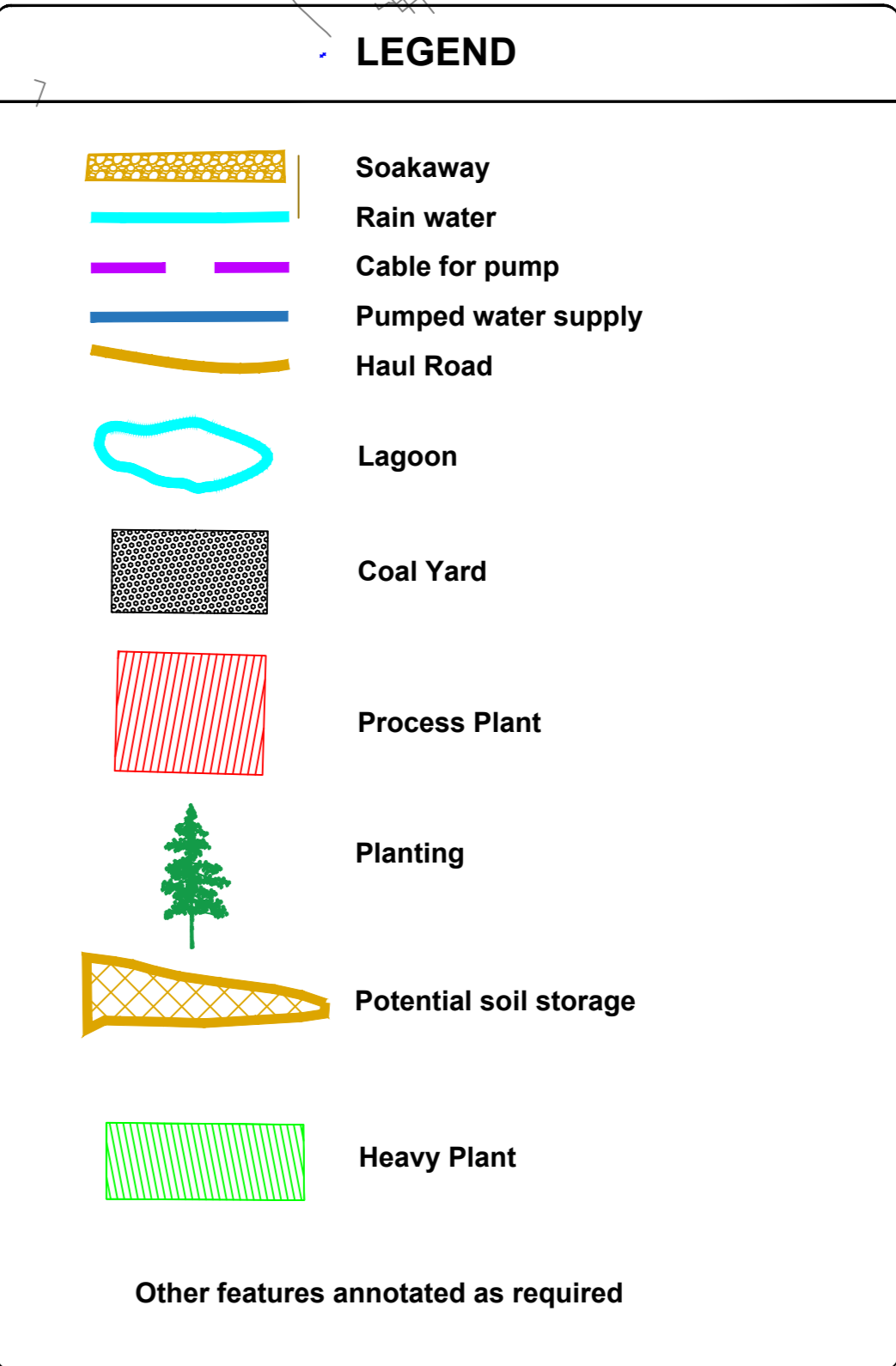
48 Park Avenue, Abergavenny
Monmouthshire, NP7 5SP

Web: pmconsultants.co.uk Tel: (01873) 850667
E-Mail: surveys@pmconsultants.co.uk

Constructionline
A UK GOVERNMENT CORPORATION SCHEME

Achilles

BUILDER'S PROFILE





1st Floor, Quest House
St Mellons Business Park, Fortran Road
St Mellons, Cardiff
CF3 0EY

wsp.com