



Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure

Llywodraeth Cymru
Welsh Government

The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) Scheme 201-

The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) (Amendment) Scheme 201-

The London to Fishguard Trunk Road (East of Magor to Castleton) Order 201-

The M4 Motorway (West of Magor to East of Castleton) and the A48(M) Motorway (West of Castleton to St Mellons)(Variation of Various Schemes) Scheme 201-

The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and the M48 Motorway (Junction 23 (East of Magor) Connecting Road) and The London to Fishguard Trunk Road (east of Magor to Castleton) (Side Roads) Order 201-

The Welsh Ministers (The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and the M48 Motorway (Junction 23 (East of Magor) Connecting Road) and the London to Fishguard Trunk Road (East of Magor to Castleton)) Compulsory Purchase Order 201-

The M4 Motorway (Junction 23 (East Of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East Of Magor) Connecting Road) (Supplementary) Scheme 201-

The Welsh Ministers (The M4 Motorway (Junction 23 (East Of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East Of Magor) Connecting Road) and The London to Fishguard Trunk Road (East of Magor to Castleton)) Supplementary Compulsory Purchase Order 201-

Proof of Evidence - Erratum

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Welsh Government, Shipping

Document Reference: WG 1.22.4

Paragraph/ Table number	Errata
2.1.2, Last Sentence	Replace “Competent Harbour Authority(CHA)” with “ Statutory Harbour Authority(SHA)”
2.1.6	Replace “two” with “three”
2.1.12, Last sentence	The last sentence should read “Vessels of a greater length may be accepted into North Dock, however these vessels would <u>may be unable to turn inside the North dock and would have to be able to be either backed in or out</u> ”
2.2.3, First Sentence	Replace “Competent Harbour Authority(CHA)” with “ Statutory Harbour Authority(SHA)”
2.2.7, Second Sentence	Should read as follows: “..privately owned <u>by the Bird Family and..</u> ”
3.2.5	Replace “19.5m” with “19.8m”
3.3.3	Correction as follows: “ <i>The maximum length of vessel entering the North Dock is 122m. Vessels of lengths greater than 122m may enter the North Dock, subject to the approval of the Harbour Master. Vessels over 122 m in length would have <u>may not have sufficient space to turn within the North Dock, therefore it is likely that these vessels would need be turned within the South Dock and backed in or backed out of the Junction Cut stern first. The manoeuvre described above may require the assistance of tugs.</u></i> ”
3.4.2 & 3.4.3	<p>The first sentence of Paragraph 3.4.3 should be in Paragraph 3.4.2. The correction to paragraph 3.4.2 and 3.4.3 is as follows:</p> <p><i>“3.4.2 In their letter dated 26th September 2016 to the Welsh Government, Winkworth Sherwood state that the controlling depth for vessels entering the North Dock is at the Junction Cut and not the Dock itself, and this depth is based on a dock level of 13.55m (ACD), is the ‘maximum water level of 8.87m’ . Using this depth and applying a 0.5 metre under keel clearance, the maximum draught of a vessel entering the North Dock via the Junction Cut, would be restricted to 8.37 m. This is an absolute maximum, taken from the information provided by Winkworth Sherwood. Alternative maximum draughts may be calculated if alternative data sources are used, such as the Admiralty Chart (8.20m). <u>There appears to be a discrepancy between the information provided by ABP and the information advertised to the public.</u>”</i></p> <p><i>3.4.3 There appears to be a discrepancy between the information provided by ABP and the information advertised to the public. It is noted from the historical vessel data provided by ABP that throughout the data collation period (9th December 2004 to 31st December 2015) a total of 2,876 vessel drafts were recorded for the North Dock, the maximum recorded draught was 7.30 m.”</i></p>
6.2.4	Delete “due to the poor state of the quayside”
6.6.5	<p>Correction as follows:</p> <p><i>However, the analysis has also highlighted that in 2005 and 2015 <u>there were occasions when not all vessels using the North Dock, had the scheme been in place, could have used the South Dock.</u> a situation where all the vessels using North Dock would have been displaced and there was insufficient berth space in the South Dock to accommodate these vessels.</i></p>