

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, Cultural Heritage

Document Reference: WG 1.9.4

There is an amendment to paragraph 7.78 of my main Proof of Evidence.

Two sentences have been added at the end of the paragraph.

Paragraph 7.78 now reads:

7.78 A suitable site has been identified, approximately 700m west of the current location (Figure 6 on Appendix A of this Proof of Evidence (WG 1.9.3)). The proposed relocation site is within land that would be permanently acquired by for landscape mitigation (in line with the published Draft Orders) and would thus be in Welsh Government ownership, with long-term maintenance as part of the overall highway maintenance contract. The land is outside the permanent highway fence and would be subject to suitable planting – grassland within the barrage balloon site and shrubs/small trees beyond this (see Landscape Environmental Management Plan, Figure R2.4 of the September 2016 ES Supplement (Document 2.4.4)). The National Cycle Route N4 would be aligned along the toe of the embankment (immediately outside the highway fence) and the Wales Coast Path would be routed through this landscape mitigation area (detail of the route to be agreed with NRW). Consequently, there would be public access to the relocated barrage balloon site. An information board (or similar) would be placed within or close to the monument which would explain the nature of the barrage balloon site and the circumstances of its relocation to that position. The proposal to relocate the monument to here has been welcomed by Cadw. *In my opinion, with the relocation of the barrage balloon site and the associated public access and information board as described above, the magnitude of impact on this High value heritage asset would be Moderate and the consequent significance of effect would be Moderate. This is a significant effect.*