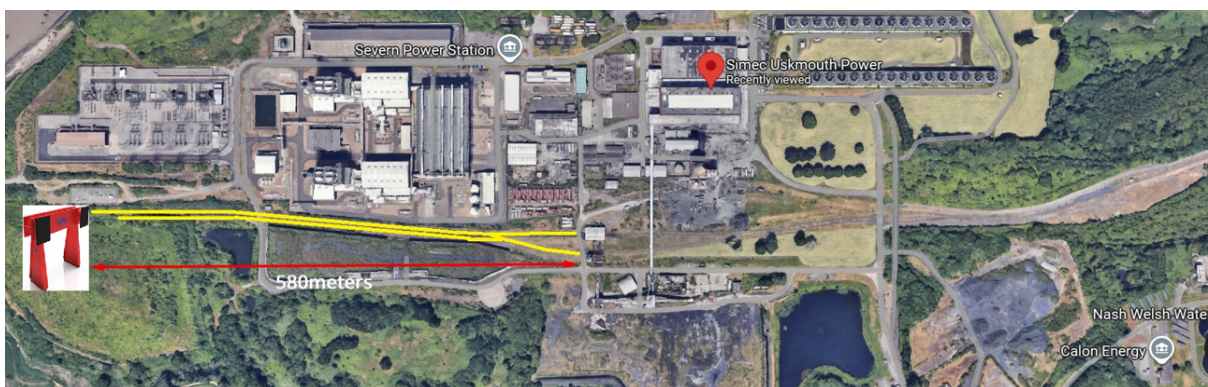


From: Kate Gapper <kate.gapper@carneysweeney.co.uk>
Sent: 24 September 2025 13:10
To: Davidson, Joanne (East Area Development Manager)
<Joanne.Davidson@newport.gov.uk>
Cc: Jackson, Kevin (Traffic Transport & Development Engineer)
<Kevin.Jackson@newport.gov.uk>; Brinkworth, Emma (Planning Officer)
<Emma.Brinkworth@newport.gov.uk>
Subject: RE: 25/0407 - Rail Access and Construction Highway Impacts – Uskmouth Site

Hi Joanne

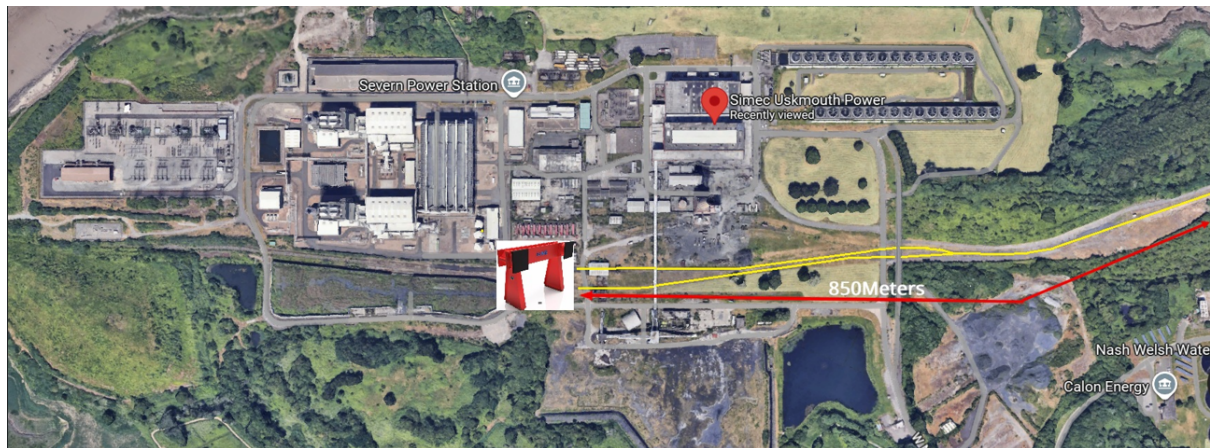
I refer to your email below and your request for clarification on two points: (1) the impact on rail access to the wider Uskmouth site, and (2) construction-related highway impacts.

On the first point, the Applicants have confirmed that the usability and capabilities of the site's rail network will remain unchanged. The shortening of the branch line will not affect future use of the rail infrastructure. Although this portion of the track has not been used since 2016, the site has received over 100 BESS components, and between January 2024 and August 2025, approximately 200,000 tonnes of aggregates have been delivered by rail in connection with the UES and AW1 BESS projects.



This arrangement will continue, and the Applicants fully intend to utilise the rail network for the AW2 development and any future schemes. The proposed methodology involves a locomotive shunting technique, whereby two trains are connected at either end to push/pull wagons along the network. Please see the

attached photo showing aggregate deliveries in June 2025, utilising the remaining 850m of site rail track.



On the second point, the Applicants have confirmed that approximately 95% of aggregates for the AW1 BESS development were delivered by rail and this is expected to be the case for AW2. While the intention is to maximise use of the railway for construction deliveries (including aggregates and BESS components), the Transport Assessment (TA) has assumed all materials will be delivered by road to assess a worst-case scenario. This approach ensures the TA remains robust.

Section 6 of the TA outlines anticipated HGV movements as follows:

- PFA Removal: Peak of up to 30 HGV movements per day (15 arrivals and 15 departures)
- Construction (post-PFA removal): Typically 18 HGV movements per day (nine deliveries and nine departures)

Although the TA assumes full road-based delivery, the Applicants' commitment to using the railway wherever possible means actual HGV movements are expected to be significantly lower than those assessed.

I trust this clarifies the position.

Kind Regards

Kate Gapper

Director

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