

Atodiad 1 - Costau: Tawe i Iard Players, Clydach

| Yr hyd a'r gwaith | Cost dybiedig (yn fras) |
|---|---------------------------|
| Tawe i Lyn y Parth Menter - 400m Gwaith: Dau loc a gwaith cysylltiedig - Cwlfer mordwyo (Valley Way), carthu a chloddio | £3.8 miliwn |
| Llyn y Parth Menter - 450m Ni chynigir unrhyw waith | |
| Llyn y Parth Menter i Clarion Close – 900m Gwaith: Dau loc a gwaith cysylltiedig - Cwlfer mordwyo (Fendrod Way); gwella'r cwlfer (Clarion Way), carthu a chloddio | £8.8 miliwn |
| Clarion Close i'r M4 – 1150m Gwaith: Un loc a gwaith cysylltiedig. Dau gwlfwr mordwyo, cloddio sianel Dargyfeirio gwasanaeth | £7.3 miliwn |
| Croesfan yr M4 - 15m Gwaith: Un loc a gwaith cysylltiedig. Addasu gwaith amddiffyn rhag llifogydd; cloddio sianel Ailalinio Garth Road Un bont godi (croesfan Garth Road) | £2.9 miliwn |
| Garth Road i'r A4067 – 1300m Gwaith: Dau loc a gwaith cysylltiedig Dwy bont godi (croesfannau gwasanaeth); cloddio sianel Prynu tir | £3.0 miliwn |
| Yr A4067 i Glydach – 600m Gwaith: Tri loc a gwaith cysylltiedig. Dwy bont godi (pontydd gwasanaethau). Twannel gwthdyllu o dan draphont ddŵr yr A5067 dros afon Tawe | £6.0 miliwn |
| CYFANSWM – 4950m ≈ 5km Gwaith: Un loc ar ddeg a gwaith cysylltiedig; pum cwlfer mordwyo Pum pont godi Un twannel gwthdyllu; un draphont Carthu a chloddio sianeli | £29.8 miliwn ≈ £30 miliwn |

Nodiadau am gostau

Mae'r holl gostau'n cynnwys gwaith rhagbaratoawl a threuliau annisgwyl

Mae'r gost yn seiliedig ar eitemau a nodwyd yn adroddiad Atkins 2002 i adfer Camlas Nedd Tennant a Thawe

Costau arwyddol yw'r rhain, ar brisiau 2020, fodd bynnag, ers i'r costau gwreiddiol gael eu paratoi, datblygwyd technegau newydd ar gyfer rhai adeileddau, yn arbennig cwlferi, ac mae'n bosib y bydd y costau hyn yn is yn awr mewn termau go iawn na phan baratowyd yr adroddiad gwreiddiol.

Tybir nad oes angen gwaith ar y llyn yn y parc menter.

Tybir bod pob loc yn cael ei weithredu â llaw ac yn gallu derbyn cwch 25 metr o hyd a 5 metr o led.

Tybir bod pob pont yn gallu derbyn cwch â lle o 5 metr gyda drafft aer o 2.5m. Tybir bod pob pont godi'n un a weithredir â llaw.

Llwybr camlas gwarchodedig y Fendrod drwy Fro Tawe

Ffordd Nant y Fendrod Road sy'n croesi Nant y Fendrod

Gwarchodir y llwybr gan goridor teithio llesol wedi'i dirlunio o'r

Fendrod i'r draffordd a chroesfannau'r rheilffordd.

Croesfan y draffordd, gyda phont y rheilffordd y tu hwnt iddi. Mae llwybr y gamlas yn estyn i'r gogledd tuag at Glydach

NODIADAU. Tynnwyd y lluniau yn 201.4 Mae'r llwybr ar gael o hyd ac fe'i gwarchodir gan CDLI Abertawe.

ATODIAD 2 Darnau o Gynllun Datblygu Lleol Abertawe

1. T8 : Y Rhwydwaith Camlesi
2. Cynllun cysyniad ar gyfer Bro Tawe sy'n dangos y coridor a warchodir ar gyfer Cyswllt y Fendrod.
3. Cynllun cysyniad sy'n dangos y llwybr a warchodir ar gyfer Cyswllt Tennant.
4. Caiff llwybr y gamlas ei ddiogelu a'i wella gyda thirlunio a llwybrau teithio llesol.

Am ragor o wybodaeth, cymerwch gip ar y CDLI ar-lein <https://.abertawe.gov.uk/cdli>

T 8: Canal Network

Swansea's Canal Network, and any potential links to the River Tawe or the Prince of Wales Dock, will be preserved or enhanced.

Development should enhance the setting and safety of the Canal Network and must not:

- i. **Adversely affect the conservation and operation of canal infrastructure;**
- ii. **Discourage canal use for recreation and water supply; or**
- iii. **Prevent canal reinstatement.**

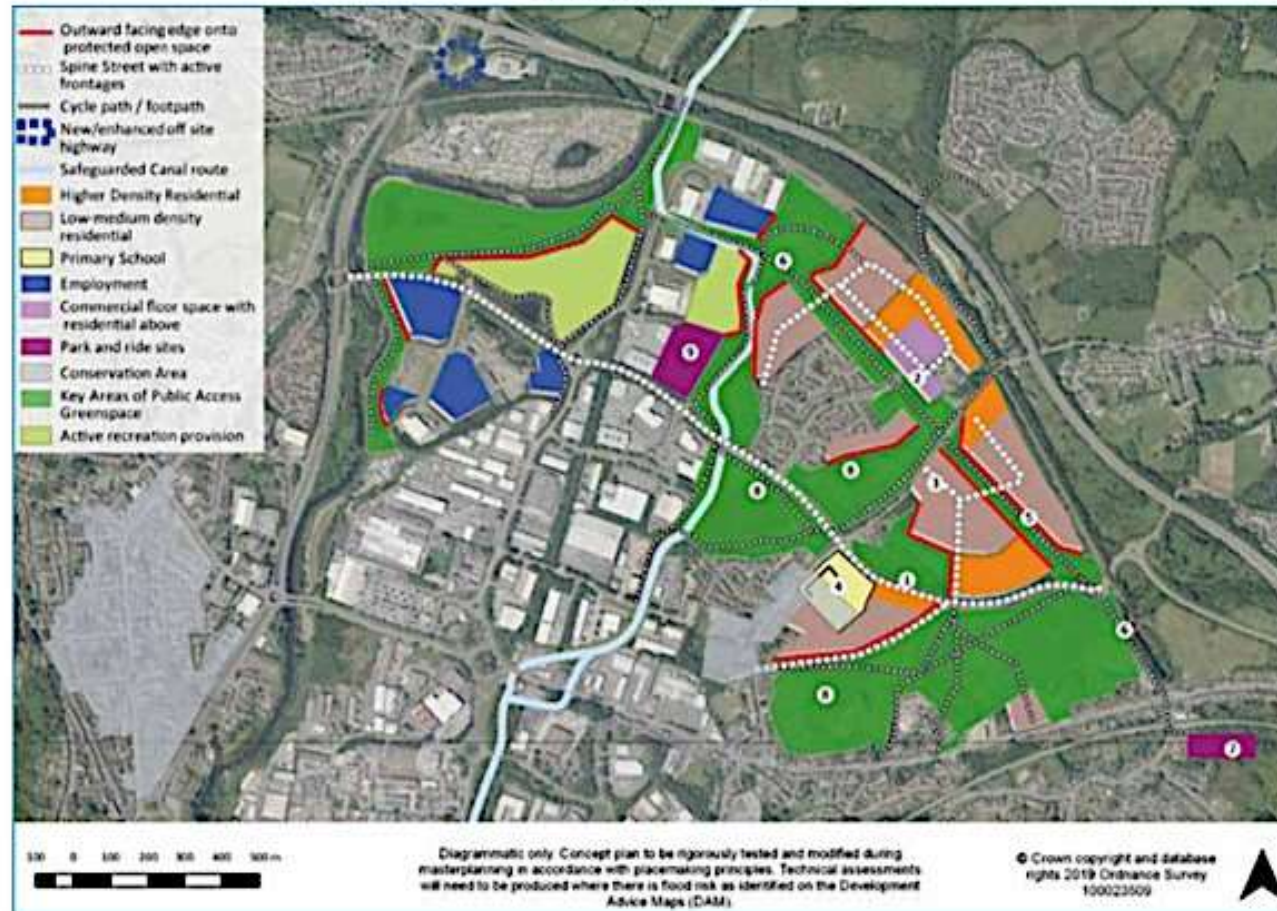
2.12.43 There are two canals in the County, the Swansea Canal and the Tennant Canal. The canals form an important part of the County's heritage and are significant for *biodiversity* and *landscape* reasons, while providing opportunities for regeneration, *Active Travel* and recreation as part of the wider *Green Infrastructure network*.

2.12.44 Significant lengths of the canals exist to navigable standards. There are some gaps in the network where parts of the canals have been lost. Re-connecting them to form an integrated network is considered to offer regeneration potential through tourism and recreation benefits. A Feasibility Study has investigated the restoration and reopening of the Neath, Tennant and Swansea Canals to create a 32 mile integrated waterway system centred on Swansea Docks, which could serve a national tourism market. The preferred route of this network is safeguarded on the Constraints and Issues Map, including the missing canal links to ensure that the opportunity for their reinstatement is not obstructed by development. Where the line protects a missing canal link, a minimum width of 15 metres should be allowed for the canal route by development proposals to accommodate a 6 metre channel, 3 metre shared pedestrian/cycle path, and 3 metre easements either side for access/maintenance.

2.12.45 Recreational use of the canal network must not be likely to have a significant effect on the Crymlyn Bog SAC. Development in the vicinity of these safeguarded corridors should, through its design, layout and function, enhance the setting of this important part of the *Green Infrastructure network*. Development proposals may be expected to contribute to the maintenance or enhancement of Green Infrastructure.



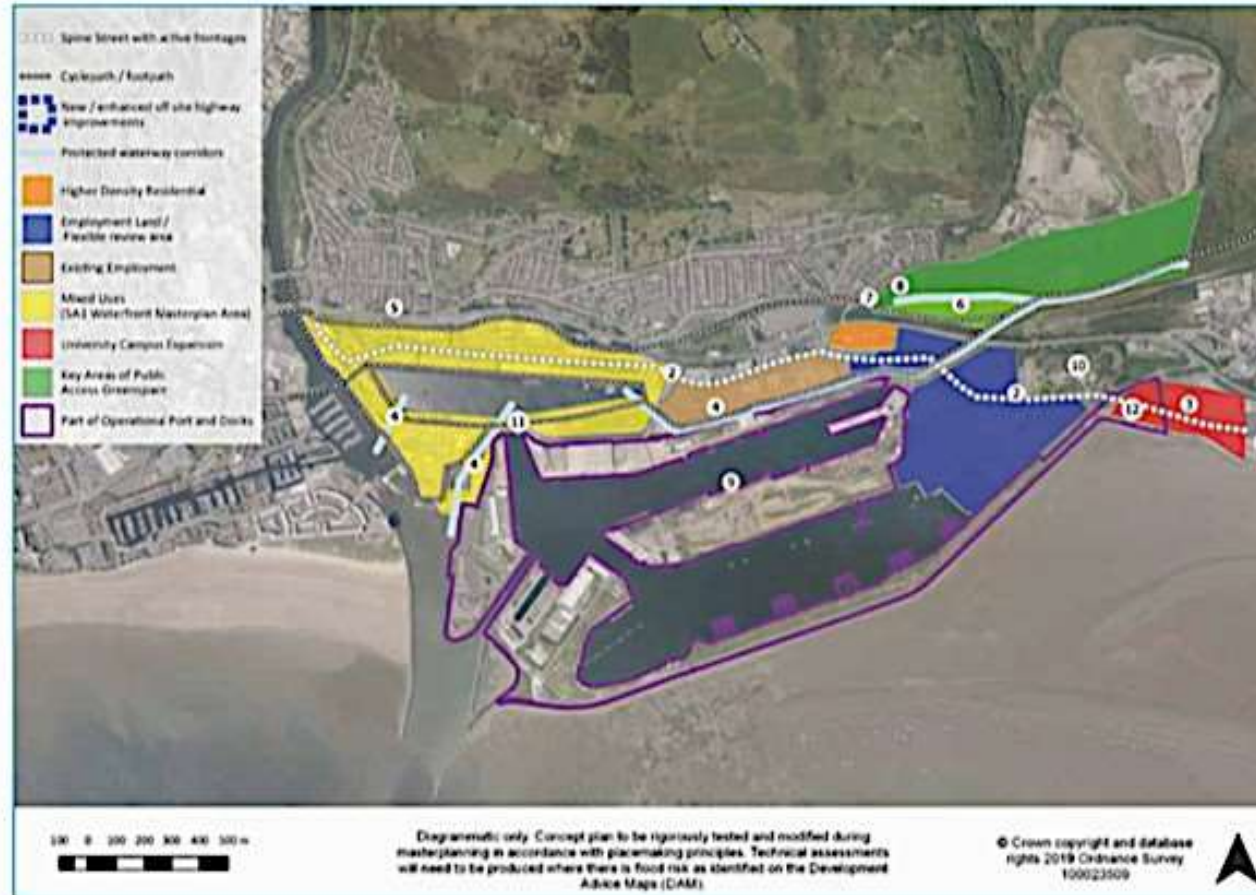
Concept Plan for SD I



- 1 - Brawd Road becomes a spine street
- 2 - New local centre adjacent to community centre / Swansea Vale Resource Centre
- 3 - New park and sports pitches in central locations
- 4 - Existing Lon Las school with public access to pitches
- 5 - Strong structure of green corridors
- 6 - New pedestrian and cycle route to Llansamlet Rail Station

- 7 - New 300-500 space park and ride at Llansamlet Rail Station
- 8 - Area to be kept free of development and managed as nature reserve
- 9 - Park and Ride Bus

Concept Plan for SD K



- | | |
|--|---|
| <ul style="list-style-type: none"> 1 - Swansea University Bay Campus 2 - Spine street links Langdon Road to Bay Campus in Neath Port Talbot 3 - Land for expansion of Bay Campus 4 - Port Tennant Canal and links between Prince of Wales Dock / River Tawe safeguarded 5 - Improved north south crossings on Fabian Way 6 - Sports and péch improvement at Ashlands | <ul style="list-style-type: none"> 7 - New pedestrian and cycle routes 8 - Potential canal basin 9 - Existing operational docks 10 - Existing waste water treatment works 11 - Potential vehicular traffic link over the entrance to Prince of Wales dock 12 - Area subject to review depending on changes to flood risk and University expansion proposals |
|--|---|

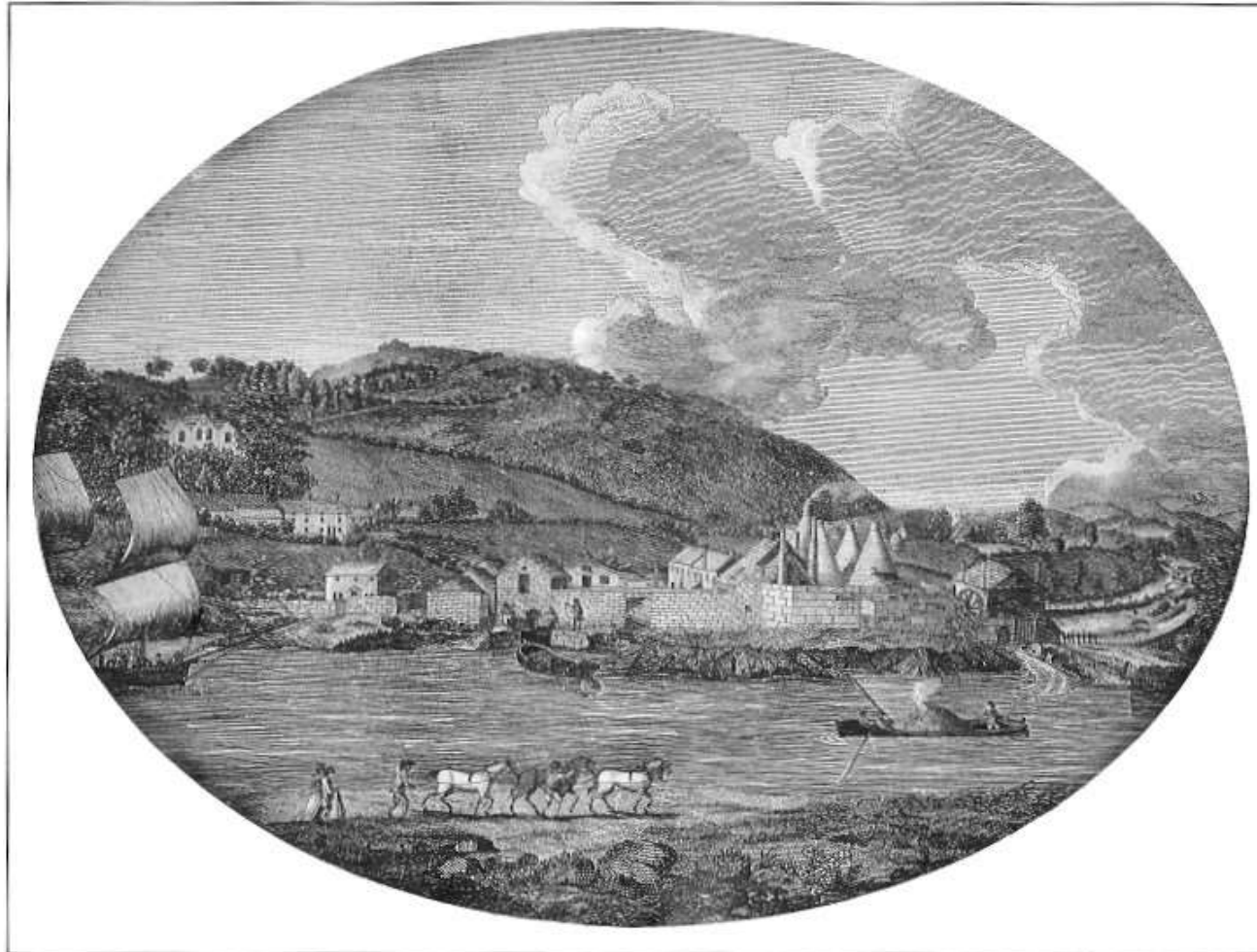
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages, both to and within the new development area, including the linkages set out in the Transport Measures Priority Schedule incorporating the following linkages from the site to AT42, AT43, AT44 and connection to communities north of Fabian Way.
- Improving transport connectivity through the Corridor, including along the line of the protected Tennant Canal link.
- The canal route should be safeguarded and enhanced with appropriate Green Infrastructure, appropriate landscaping and Active Travel routes.
- Contributions to enhance/extend local catchment schools. Full Primary and Secondary contributions required.
- Create a local centre to the north west of the protected canal corridor to serve the proposed new residential neighbourhood east of SA1, to comprise of small scale local commercial and convenience units.
- Provision of sports opportunities on site in accordance with FIT requirements with potential for accessible off-site improvements at the Ashlands playing field.
- Incorporate Noise and Air mitigation measures into developments where necessary (including fronting Fabian Way and the railway line).
- Buffer uses that are not sensitive to impacts from docks uses will be required on development sites around it to separate dock operations from more vulnerable receptor uses.

- Ensure that potential effects on the adjacent Crymlyn Bog European Site are subject to Habitats Regulations Assessment (HRA). Only development which demonstrates compliance with the Habitats Regulations will be permitted.
- On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks.
- Provision of affordable housing at the on-site target rate of 15%, subject to consideration of financial viability.



ATODIAD 3

Treftadaeth Fordwyo Camlas Afon Tawe



Crochendy Cambrian gan Thomas Rothwell yn y 1790au yn dangos prysurdeb y traffig ar yr afon
Drwy ganiatâd caredig Gwasanaeth Amgueddfa Abertawe



'Porthladd Abertawe' 1882 yn dangos Camlas Afon Tawe yn y sianel newydd a gloddiwyd sef “New Cut”, Doc y Gogledd, Camlas Tawe, Doc y De a Doc Tywysog Cymru.

Trwy ganiatâd caredig Associated British Ports



Ysgraffau wedi'u hangori wrth Waith Ffosffad Vivian ar Gamlas Afon Tawe yn y 1930au
Caniatâd John Andrew Davies

Argraffion arlunydd o'r fideo 'Copper Jack – New Destinations' a gynhyrchwyd gan iCreate, Abertawe.

1. Pontŵn glanio arfaethedig wrth Gei'r Hafod.
2. Canolfan arfaethedig Camlas Clydach ar Gamlas Tawe

Gwylwch y fideo ar wefan Ymddiriedolaeth Cwch Cymunedol Abertawe www.scbt.org.uk





Bydd y Copper Jack yn cludo ymwelwyr i safle Gwaith Copr yr Hafod/Morfa



Y Copper Jack ger Canolfan Camlas Clydach ar Gamlas Tawe