

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



Llywodraeth Cymru  
Welsh Government

**THE CHESTER TO BANGOR TRUNK ROAD (A55) (JUNCTIONS 16 AND 16A  
IMPROVEMENT REALIGNMENT AND SLIP ROADS) ORDER 202-**

**THE CHESTER TO BANGOR TRUNK ROAD (A55) (JUNCTIONS 16 AND 16A  
IMPROVEMENT REALIGNMENT AND SLIP ROADS) (SIDE ROADS) ORDER 202-**

**THE WELSH MINISTERS (THE CHESTER TO BANGOR TRUNK ROAD (A55)  
(JUNCTIONS 16 AND 16A IMPROVEMENT REALIGNMENT AND SLIP ROADS))  
COMPULSORY PURCHASE ORDER 202-**

**PROOF OF EVIDENCE**

**JAMES HEALEY BEng, CEng, MHKIE, MICE**

**WELSH GOVERNMENT, STATEMENT OF CASE - PART B STATEMENT OF NEED**

**DOCUMENT REFERENCE: WG 1.01.02**

## Contents

<b>1. Scope and Purpose of this Proof of Evidence .....</b>	<b>1</b>
<b>2. Background.....</b>	<b>2</b>
<b>3. The Published Draft Orders and Supporting Documentation..</b>	<b>4</b>
Modifications .....	7
Public Local Inquiry .....	7
<b>4. The Case for the Published Proposals .....</b>	<b>9</b>
<b>5. Objectives of the Scheme .....</b>	<b>10</b>
<b>6. Description of the Scheme .....</b>	<b>13</b>
Design Speed and Traffic Flows.....	16
Non-motorised Users .....	16
Traffic and Economics.....	16
<b>7. Environmental Appraisal and Mitigation .....</b>	<b>18</b>
<b>8. Sustainable Development.....</b>	<b>19</b>
<b>9. Construction .....</b>	<b>20</b>
<b>10. Land Acquisition and Compensation .....</b>	<b>22</b>
<b>11. Summary of Support, Objections and Representations .....</b>	<b>24</b>
<b>12. Declaration .....</b>	<b>25</b>
<b>13. Appendix A – List of Deposit Documents – Public Local     Inquiry Library .....</b>	<b>26</b>
1.01 List of Evidence .....	27
2.01 Draft Orders.....	28

3.01 Environmental Statement .....	30
4.01 Policy and Legislation .....	30
4.02 Scheme Development .....	37
4.03 Scheme Reports.....	37
4.04 Engineering Reports.....	37
4.05 Traffic and Economic Reports .....	38
4.06 Environmental Reports .....	38

## **1. Scope and Purpose of this Proof of Evidence**

- 1.1 My Proof of Evidence provides an overview of the A55 Junctions 16 and 16A Improvement Scheme and its development. It also sets out the Welsh Government's (WG) reasons for proposing that the published draft Orders should be made (subject to various suggested modifications).
- 1.2 It is also noted that a separate scheme, from a statutory point of view, is being delivered at the same time by the same project team. This separate scheme is similar in design to this scheme proposal in that it is proposing to replace the roundabout at Junction 15 with a similar grade separated junction arrangement to that which is being proposed in this particular statement of case for Junction 16.
- 1.3 I will rely on the following expert witnesses to cover their respective specialist fields:
- Simon Price (Climate Change and Carbon) (WG 1.02)
  - Nigel Roberts (Traffic and Economics) (WG 1.03)
  - Shân Wyn Jones (Planning Policy) (WG 1.04)
  - Jonathan Bayliss (Engineering) (WG 1.05)
  - Andrew Sumner CMLI (Environment) (WG 1.06)
  - Jon Stoddard (Landscape and Visual Impact) (WG 1.07)
  - Donna Hall (Nature Conservation) (WG 1.08)
  - Craig Barson (Noise) (WG 1.09)
  - Graham Harker (Air Quality) (WG 1.10)
  - Steve Cox (Water Quality/Flooding) (WG 1.11)
  - Phil Studds (Geology, Soils and Contamination) (WG 1.12)

## 2. Background

- 2.1 My evidence will cover the development work undertaken along the A55 Junctions 16 and 16A Improvement Scheme.
- 2.2 Since 2005, extensive work has been carried out considering road safety along the A55 Trunk Road, near to Penmaenmawr. Much of this work has focused on assessing options to improve the roundabout at Junction 16, which currently impedes the traffic flow. In 2011 a scheme to improve Junction 16 was included in the Welsh Assembly Government (WAG) National Transport Plan. In 2015 a further commitment to improve the junction was made in the National Transport Finance Plan<sup>1</sup>.
- 2.3 A long list of options for transport interventions and other associated transport measures were appraised in studies carried out by Capita in 2005, Atkins between 2008 and 2011, and more recently by Ramboll as part of the Welsh Transport Appraisal Guidance (WelTAG) Stage 1 study (Document Reference WG 4.03.04) which proposed a short list of options to be taken forward to Stage 2.
- 2.4 As part of the development of the Preferred Route, a number of design enhancements were considered, including:
- a) The arrangement of the informal sports pitch and public open spaces adjacent to the Puffin Services.
  - b) A number of non-motorised user mini-schemes to improve active travel routes, including links to the existing Sustrans NCNR5 and Public Rights of Ways.
  - c) The provision for the safety of pedestrians and cyclists crossing the link road and the A55, especially in the vicinity of the Puffin Services and at Junction 16A.
  - d) Widening of Glan-Yr-Afon Road.
  - e) Provision for incident management.
- 2.5 A further study from 2020 resulted in the completion of a WelTAG Stage 2 report (Document Reference WG 4.03.05) in accordance with WelTAG 2017 guidance<sup>2</sup>
- 2.6 (Document Reference WG 4.01.36), focusing on the A55 Junction 14 and 15 Improvements. Draft Orders (Document References WG 2.01.01 to 2.01.29 inclusive) and supporting Environmental Statement (ES) (Document References WG 3.01.01 to 3.01.05) were published for the A55 Junction 16 and 16A

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<sup>1</sup> Accessed online at: <https://gov.wales/national-transport-finance-plan-2015>

<sup>2</sup> Accessed online at: [Welsh transport appraisal guidance \(WelTAG\) | GOV.WALES](#)

Improvements Scheme in March 2021. The scheme will be subject to a Public Local Inquiry in September 2021

- 2.7 As part of the A55 Junction 16 and 16A Improvements study, public information exhibitions were held in 2018 alongside a stakeholder engagement exercise. Attendees were invited to share their thoughts on the potential delivery of the proposed A55 Junction 16 and 16A Scheme.
- 2.8 Twenty-eight objections and four letters of support have been received in relation to the draft Orders for this Scheme to date.
- 2.9 Carillion entered liquidation in January 2018. The Welsh Government subsequently appointed Ramboll to continue the development of the design up to publication of draft Orders and to support the Welsh Government through the Statutory process.
- 2.10 This Scheme is related to a programme financed by the European Union. It is anticipated that the Capital costs for the Scheme will be funded jointly by the Welsh Government and the European Regional Development Fund (ERDF). A Business Case for the Scheme has been accepted by the Welsh European Funding Office (WEFO) who have confirmed that ERDF funding for the Scheme would be secure despite the UK's withdrawal from the European Union.

### **3. The Published Draft Orders and Supporting Documentation**

- 3.1 Draft Orders have been published which, if made, will provide the necessary rights and land needed for the Welsh Government to implement the Scheme.
- 3.2 The Environmental Statement (ES) identifies the main environmental effects of the Scheme and describes the proposed measures to avoid, remedy or reduce effects and provide environmental enhancement where practicable.
- 3.3 Table 1 lists the published draft Orders and Environmental Reports.

Table 1: Published Draft Orders and Environmental Reports

Title	Background Legislation	Publication Date	End of Objection/ Comment Period
<p>The Chester to Bangor Trunk Road (A55) (Junctions 16 and 16A Improvement Realignment and Slip Roads) Order 202-</p> <p>The “Line and Slip Road Order” (Document Reference WG 2.01.01)</p>	<p>Highways Act 1980<sup>3</sup>; Sections 10 and 12 (Document Reference WG 4.01.10)</p>	<p>23 March 2021</p>	<p>7 May 2021</p>
<p>The Chester to Bangor Trunk Road (A55) (Junctions 16 and 16A Improvement Realignment and Slip Roads) (Side Roads) Order 202-</p> <p>The “Side Roads Order” or “SRO” (Document Reference WG 2.01.08)</p>	<p>Highways Act 1980; Sections 12, 14, 125 and 268</p>	<p>23 March 2021</p>	<p>7 May 2021</p>
<p>The Welsh Ministers (The Chester to Bangor Trunk Road (A55) (Junctions 16 and 16A Improvement Realignment and Slip Roads)) Compulsory Purchase Order 202-</p> <p>The “Compulsory Purchase Order” or “CPO” (Document Reference WG 2.01.15)</p>	<p>Highways Act 1980; Sections 239, 240, 246 and 250 as extended and supplemented by: Acquisition of Land Act 1981<sup>4</sup> (Document Reference WG 19.08.21); Sections 2 and 19(3), and Schedule 2, Part 1 (paragraphs (1)(1)(b), (3) and (4))</p>	<p>24 March 2021</p>	<p>7 May 2021</p>

<sup>3</sup> [Highways Act 1980 c.66 \(legislation.gov.uk\)](https://legislation.gov.uk)

<sup>4</sup> [Acquisition of Land Act 1981 c.67 \(legislation.gov.uk\)](https://legislation.gov.uk)



Title	Background Legislation	Publication Date	End of Objection/ Comment Period
Environmental Statement The “ES” (Document Reference WG 3.01.01)	European Council (EC) Directive 2011/92/EU (Document Reference WG 4.01.149), as amended by Directive 2014/52/EU (Document Reference WG 4.01.160), as applied by section 105A of the Highways Act 1980, as amended by The Highways (Assessment of Environmental Effects) Regulations 1999 (Document Reference WG 4.01.89) and The Highways (Environmental Impact Assessment) Regulations 2007 (Document Reference WG 4.01.90) and the Environmental Impact Assessment (Miscellaneous Amendments relating to Harbours, Highways and Transport) Regulations 2017 (Document Reference WG 4.01.84).	23 March 2021	7 May 2021
Statement to Inform an Appropriate Assessment (the “SIAA”)	Conservation of Habitats and Species Regulations 2017 (Document Reference WG 4.01.06) and Article 6(3) of the Habitats Directive 92/43/EC (retained EU legislation)	23 March 2021	7 May 2021

- 3.4 The following Public Notices accompanying the draft Orders and supporting environmental reports were issued:
- a) Public Notice (Document Reference WG 2.01.04) announcing the publication of the draft Line and Slip Road Order and the draft Side Road Order on 23 March 2021;
  - b) Public Notice (Document Reference WG 2.01.29) announcing the publication of the draft Compulsory Purchase Order on 24 March 2021; and
  - c) Public Notice (Document Reference WG 2.01.06) announcing the publication of the Environmental Statement and SIAA on 23 March 2021.
- 3.5 The following documents were also issued:
- a) Explanatory Statement (Document Reference WG 2.01.25) for the draft Line and Side Roads Order, published on 23 March 2021; and
  - b) Statement of Reasons (Document Reference WG 2.01.26) for the draft Compulsory Purchase Order, published on 24 March 2021.
- 3.6 The Outline Statement of the Welsh Government's Principal Submission to be put forward at the Public Local Inquiry (PLI) was issued on 20 July 2021 (Document Reference WG 1.00.01).
- 3.7 A Pre-Inquiry Meeting was held on 27 July 2021 to inform anyone with an interest in the Public Inquiry as to how the Public Inquiry would be delivered.
- 3.8 Documents referred to in this, and the other proofs of evidence are available online on the A55 Junction 16 and 16A Public Local Inquiry Website; the address for which is provided below. Hard copies will also be made available for inspection at the Public Local Inquiry venue.

Welsh: <https://a55j16j16a-publicinquiry.co.uk/cy/>

English: <https://a55j16j16a-publicinquiry.co.uk/>

### **Modifications**

- 3.9 Following discussions with affected landowners and those with interests in the land, modifications to the published draft Side Roads Order and draft Compulsory Purchase Order are proposed. These modifications relate to changes in ownership and minor design detail amendments.
- 3.10 Evidence to explain the changes will be presented at the Public Local Inquiry by Jonathan Bayliss (Document Reference WG 1.05.02).

### **Public Local Inquiry**

- 3.11 The Welsh Government gave notice of its intention to hold this Public Local Inquiry (PLI) to all objectors on 25 May 2021. A Procedural Note, outlining how

the Inspector wishes to run the Inquiry, has been published and is available on the PLI website.

- 3.12 The stated purpose of the PLI is to consider the objections, representations and support to the Published Scheme. It is then for the independent Inspector to report his findings to the Welsh Ministers, giving his findings of fact, conclusions and recommendations.

#### **4. The Case for the Published Proposals**

- 4.1 The A55 Junctions 15 and 16 are the only two roundabouts west of the Pennines on the mainline of the 228-mile UK section (Immingham Docks - Port of Holyhead) of a strategic trans-european transport route (which runs from Ishim, near the Russia-Kazakhstan border, via Latvia, Sweden, and Netherlands, to the Port of Holyhead). This causes problems to the traffic using the A55 travelling along the route, in particular in relation to resilience, delays and safety.
- 4.2 The Welsh Transport Appraisal Guidance (WelTAG 2017, Document Reference WG 4.01.36) study (Document Reference WG 4.03.05) identified a range of actual and perceived problems to be addressed on the A55 between Junction 16 and Junction 16A, which were:
- a) Environmental issues including noise and the visual impact associated with the A55. The Welsh Government has identified specific sections along the A55 near Penmaenmawr as being priority.
  - b) Areas for intervention in North Wales based on the 2007 noise maps.
  - c) Social issues including those associated with the communities' reliance on the A55 plus the impact of the A55 severing the communities from themselves and the coast.
  - d) Safety – the Junction and A55 mainline between Junctions 16 and 16A do not comply with current design standards. Based on feedback from public consultation, there is a perception that the roundabouts are dangerous, with members of the public raising concerns about near misses and their fears of using the junctions.
  - e) Delays – the A55 corridor experiences seasonal increases in traffic volume and delays, especially during summer weekends and where peak flows correspond with the Holyhead ferry traffic.
  - f) Poor Network Resilience – the primary issues identified relate to lack of local and strategic diversion routes during incidents or planned works and the operational requirements for tunnel maintenance.
  - g) Sustainable Travel – Public consultation has identified that there is a perception that there is a lack of competitive sustainable travel options, poor coastal access for non-motorised users and concerns with respect to the safety of cyclists.
- 4.3 The Scheme seeks to address the problems as far as practicable whilst also taking into account wider social, cultural, economic and cultural considerations.

## 5. Objectives of the Scheme

- 5.1 The Scheme has been assessed in accordance with the Welsh Transport Appraisal Guidance (WeITAG 2017, Document Reference WG 4.01.36) and the latest WebTAG Transport Appraisal Guidance for the Transport Appraisal Process published by the Department of Transport (DfT)<sup>5</sup>.
- 5.2 The Scheme Objectives were developed to address long-term needs identified and to prevent the worsening of problems. The needs and problems were identified through stakeholder engagement with key stakeholders and the local communities.
- 5.3 The objectives take account of particular drivers, issues and opportunities identified through a review of relevant legislation, policy, guidance and the social / cultural, environmental and economic position within the study area and wider region.
- 5.4 The Overall Scheme objectives / technical objectives are:
- |            |   |
|------------|---|
| OBJ1       | Improve access to regional, national and international markets and improve access to employment opportunities.  |
| OBJ2       | Improve road safety on the A55 from Junction 14 to Junction 16A (although this Statement of Need and the associated draft Orders relate solely to Junctions 14 and 15).                               |
| OBJ3       | Improve journey times and journey time reliability on the A55 from Junction 14 to Junction 16A (although this Statement of Need and the associated draft Orders relate solely to Junctions 14 and 15) |
| OBJ4       | Improve resilience on the A55 for strategic and local traffic.  |
| OBJ5       | Improve journey times, journey time reliability and safety for access onto the A55 from Llanfairfechan and Penmaenmawr (note that this is a combined objective for the Junction 15 and 16 schemes).   |
| OBJ6       | Reduce severance with coastal areas for the non-motorised users and enhance provision made for walkers and cyclists.  |
| OBJ7       | To take reasonable steps to build healthier communities and better environments.  |
| OBJ8       | Increase opportunities to provide integrated transport.   |
| TECH OBJ9  | Minimising technical departures from standards  |
| TECH OBJ10 | Minimising need to reduce speed limits  |

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<sup>5</sup> DfT Transport analysis guidance (TAG) can be accessed online at <https://www.gov.uk/guidance/transport-analysis-guidance-tag>.

TECH OBJ11 Minimising disruption during construction

- 5.5 In developing the objectives, a review was undertaken against the well-being goals and National<sup>6</sup> and local Well-being objectives, as set out in the Well-being of Future Generations (Wales) (WFG) Act 2015<sup>7</sup> (Document Reference WG 4.01.04), helping to ensure that the Scheme objectives align to the wider sustainable development principle of the Welsh Government, and take into account the needs of Wales' future generations. They were also updated to ensure they incorporated the requirements of the Active Travel Wales Act 2013<sup>8</sup> (Document Reference WG 4.01.05). The objectives, therefore, respond to the identified problems, aiming to help address them, as well as respond to the strategic issues identified in national and local policy and programmes.
- 5.6 Opportunities were identified to involve stakeholders in the decision-making process, and to collaborate with Conwy County Borough Council to ensure that the Scheme Objectives integrated with their plans, where practicable.
- 5.7 The Sustainable Development Report (SDR) (Document Reference WG 4.03.03) considers the Scheme's alignment with the Welsh Government's well-being objectives and concludes that overall the Scheme would align to the sustainable development principle. It is considered that the Scheme would result in opportunities to help achieve the Well-Being Goals, thus aligning positively to its cross-cutting strategies and helping Welsh Ministers satisfy their duties and obligations under the WFG Act. This is discussed further in Section 8.
- 5.8 The WelTAG Stage 2 Impact Assessment (Document Reference WG 4.03.06) and Stage 2 Outline Business Case Report (Document Reference WG 4.03.05) confirm that the Scheme would have direct contributions to six of the seven Well-Being Goals and that the Scheme would perform positively against the majority of the 11 Scheme-specific Objectives, as described below. The 3 technical scheme-specific objectives having either a neutral (Tech OBJ9 and Tech OBJ10) or slight adverse (Tech OBJ11) score, recognising for example the impact on the community during construction.
- 5.9 For example, it is considered that the Scheme will improve the resilience (OBJ4), safety, accessibility and reliability (OBJ2, OBJ3 and OBJ5) of the A55 corridor; thus improving access to services and employment (OBJ1), and potentially creating new employment opportunities (OBJ1), which will contribute to 'A prosperous Wales' one of the Well-Being Goals.
- 5.10 The Scheme would also improve journey time reliability (OBJ3 and OBJ5) and reduce bus journey times (OBJ8), particularly at times of incidents and delays,

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<sup>6</sup> Further information regarding well-being of future generations can be accessed online at: [Well-being of future generations | Sub-topic | GOV.WALES](#)

<sup>7</sup> [Well-being of Future Generations \(Wales\) Act 2015 anaw 2 \(legislation.gov.uk\)](#)

<sup>8</sup> [Active Travel \(Wales\) Act 2013 anaw 7 \(legislation.gov.uk\)](#)

and seeks to improve a key piece of infrastructure for future generations in Conwy, the wider region and those visiting from elsewhere. This would improve the accessibility of the region which would provide benefits for tourism as well as the wider economy (OBJ1).

- 5.11 This intervention would help to build resilient communities and help to promote and protect Wales' place in the world. The Scheme would also contribute to improving access to health and care facilities, thus contributing to the delivery of quality health and care services fit for the future. These improvements would also help contribute to the Well-Being Goals: support people and businesses to drive prosperity, tackle regional inequality, and promote fair work.
- 5.12 The Scheme incorporates a range of Active Travel measures to enhance the provision made for walkers and cyclists (OBJ6). It is anticipated that these would improve the quality and connectivity of the existing walking and cycling routes. They would also help contribute to promoting good health and well-being (OBJ7).
- 5.13 The Scheme would provide improvements to safety, helping contribute to promoting good health and well-being as well as building healthier communities (OBJ7).
- 5.14 With regard to the Welsh Government's National well-being objectives it is considered that the Scheme would make some minor contributions to the achievement of the following well-being objectives: 'support young people to make the most of their potential'; 'build ambition and encourage learning for life'; and 'equip everyone with the right skills for a changing world'. Whilst contributions to these objectives would be no more than tangential, the Scheme's impact would nonetheless be positive and would not hinder the Welsh Government's ability to meet its well-being objectives. It is considered that the Scheme would overall contribute to 'driving sustainable growth', however it is accepted that it would not contribute directly to combatting climate change due to the increase in greenhouse gases overall.
- 5.15 An environmental impact assessment of the Scheme is provided within the ES, and further expert evidence is presented within the statement of Andrew Sumner (Document Reference WG 1.06.02).

## 6. Description of the Scheme

- 6.1 The total length of new trunk road (including slip roads and the overbridge) would be approximately 3070 m, with 1540 m of two-way link road, and would affect 480 m of side roads.
- 6.2 The scheme would encourage free-flowing traffic in both directions on the A55, improve road safety and improve access to the communities of Penmaenmawr and Dwygyfylchi by replacing the roundabout at Junction 16 with westbound on and off slip roads only and upgrading Junction 16A to a height-separated junction. Slip roads would allow safer access and egress from the A55 with local roads modified to meet current highway design standards. The Scheme involves changes to both Junction 16 and 16A.
- 6.3 At Junction 16 the existing roundabout at the eastern approach to Penmaenmawr would be replaced by westbound on and off-slip roads. The new arrangement at Junction 16 would only be used by westbound vehicles for access to Penmaenmawr and by vehicles leaving Penmaenmawr and Dwygyfylchi to travel west towards Bangor. The works would start on the A55 mainline approximately 510 m south-west of the existing Junction 16 roundabout and extend north-eastwards for a distance of 570 m to approximately 270 m north-east from the roundabout. The new at-grade junction would require additional land take to the south of A55 and to the south of Conwy Road to facilitate the west bound on and off slips and a new roundabout connecting to Conway Road and the Link Road. The total length of new road at Junction 16, including slip roads, would be in the order of 950 m.
- 6.4 A new signal-controlled grade-separated junction would be constructed further east at Junction 16A, at Dwygyfylchi, with a new overbridge and with on and off east- and-west bound slip roads that would provide four-way movement. The westbound slip-roads would rise on embankments to a height of approximately 9 m above existing ground level, to meet an overbridge across the A55. There would also be access off the eastbound off slip road to the Dwr Cymru /Welsh Water (DCWW) water treatment works, on the northern side of the A55.
- 6.5 The realigned A55 mainline and lengthened slip roads would commence at a point 508 m south-west of the centre point of the existing roundabout for a distance of 572 m along the dual carriageway to a point 270 m north-east of the centre point of the existing roundabout, where the road would taper back to meet the existing dual carriageway. The total length of new road at Junction 16A, including slip roads and overbridge, would be in the order of 2120 m.



- 6.6 A new link road running roughly parallel to the A55 on the south side would form a new junction with Ysguborwen Road in the west. Extending east it would pass close to the north side of houses in Maes-y-Llan and then loop round the south side of Puffin Café and Service Station to meet the new grade separated Junction 16A. Glan-Yr-Afon Road, to Dwygyfylchi and Capelulo, would meet with the link road at a junction close to Junction 16A. The total length of new road between the extent of the changes to the side roads, would be approximately 1,530 m.
- 6.7 The existing highway network would be modified at a number of locations, where the proposed improvements would join or cross existing routes.
- 6.8 Details of the side road improvements include:
- a) Glan-Yr-Afon Road – Consisting of realignment works and localised road widening, over a length in the order of 251 m, to enable Glan-Yr-Afon Road to tie in with the new link road. Much of the approximately 207m of stopped up existing road, would be located under new embankments for Junction 16A westbound off-slip and the link road. A cattle grid would be provided on Glan-Yr-Afon Road.
  - b) Ysguborwen Road – New realigned length of approximately 60 m to tie in with new link road. Approximately 170 m of the old road would either be incorporated into the new link road alignment or would no longer be required. Dependent on detailed design, there is an opportunity for a part of the existing road to provide a section of footpath next to The Oasis.
  - c) Conway Road – Realigned over a length of approximately 170 m to accommodate the upgraded westbound slip road arrangement at Junction 16. Part of the original alignment would be located under the new slip roads, with the remainder being located in an area of proposed landscaping.
- 6.9 The Design Speed of the proposed Trunk Road is 120 kph and would be subject to the national speed limit. Side Roads speed limits would be in keeping with the existing local road network.
- 6.10 The scheme incorporates a range of active travel measures to enhance the provision made for walkers and cyclists. It is anticipated that these would improve the quality and connectivity of the existing walking and cycling routes, including:
- a) Active travel route alongside the link road – A shared cycleway and footpath route alongside the link road, intercepting existing footpaths
  - b) New Puffin services footbridge and ramps – Replacement multi-span truss footbridge with ramps that are compliant with the

requirements of the Equality Act 2010<sup>9</sup> (Document Reference WG 4.01.74) and enhanced access between Dwygyfylchi, NCNR5 cycleway and the coast

- c) Improvements to Glan-Yr-Afon Road – A new 160 m cycle/footway along Glan-Yr-Afon Road to provide improved connectivity to Dwygyfylchi from the east and to the proposed new segregated route along the new link road
- d) Improvements to Conway Road – A 400 m segregated cycle/footway along the north side of Conway Road, providing a link between the residential area of Penmaenmawr, the existing Footpath 29/06 and local amenities such as the Penmaenmawr Phoenix Football Club ground.

- 6.11 The scheme would use conventional piped drainage to remove water from the carriageway. This drainage, along with attenuation storage, would be designed to store surface water and then discharge it to the existing network, under the North Wales coastal railway line and then into the sea via existing outfalls.
- 6.12 Fencing of the road boundary would be provided, where required, in the form of post and wire stock-proof mesh fences, to discourage farm stock and pets from adjacent areas and to delineate the Welsh Government landownership. Special forms of this fence, with mesh buried below the ground would be required to reduce the risk of collisions with legally protected species such as badger and otter. Further fences would be required to discourage access to hazardous locations, such as the tops of retaining walls and steep slopes. In other locations, where noise or visual assessments indicate they are required, the boundary would be formed by walls, or, for example, by acoustic barriers.
- 6.13
- 6.14 The improvements would incorporate signage, for example, in relation to junctions and destinations. Although there would be no proposed Intelligent Transport Systems (ITS) provided as part of the Scheme, it includes for the provision of ducting which would enable ITS to be installed after completion of the Scheme.
- 6.15 Highway lighting is already provided along this length of the A55 and on adjacent county roads. New lighting would be installed along the A55 and at Junction 16 to meet current standards. Luminaires would be designed to emit no light above the horizontal level. LED Luminaires are proposed because these can be more directional and so reduce light spill beyond the road. Lighting of the link road would be subject to agreement with the highway authority.

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<sup>9</sup> [Equality Act 2010 c.15 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

- 6.16 The requirement to provide a safe road with good visibility for drivers, pedestrians and cyclists means that sometimes features in the setting are adversely affected by the proximity of the new road and associated structures and earthworks. The route has been aligned to minimise the impact of the Scheme on adjacent properties and other features.
- 6.17 The following public rights of way would require modification:
- 6.18 Footpath No. 29/08 – Localised footpath diversion works where the existing footpath crosses the proposed link road.

#### **Design Speed and Traffic Flows**

- 6.19 The Design Speed of the proposed Trunk Road is 120 kph and would be subject to the national speed limit (signed speed 70 mph). Speed limits for side roads would be in keeping with the existing local road network.

#### **Non-motorised Users**

- 6.20 Taking into account the mitigation measures during construction and the proposed operational enhancements, no significant adverse effects are predicted upon public rights of way; cycle routes, overbridges and underbridges; community severance and other routes used by walkers, cyclists and horse riders.
- 6.21 The Scheme incorporates a range of Active Travel measures to enhance the provision made for walkers and cyclists. It is anticipated that these would improve the quality and connectivity of the existing walking and cycling routes, including:
- a) Active travel route alongside the link road – A shared cycleway and footpath route alongside the link road, intercepting existing footpaths
  - b) New Puffin services footbridge and ramps – Replacement multi-span truss footbridge with ramps that are compliant with the requirements of the Equality Act 2010 and enhanced access between Dwygyfylchi, NCNR5 cycleway and the coast
  - c) Improvements to Glan-Yr-Afon Road – A new 160m cycle/footway along Glan-Yr-Afon Road to provide improved connectivity to Dwygyfylchi from the east and to the proposed new segregated route along the new link road
- 6.22 Improvements to Conway Road – A 400m segregated cycle/footway along the north side of Conway Road, providing a link between the residential area of Penmaenmawr, the existing Footpath 29/06 and local amenities such as the Penmaenmawr Phoenix Football Club ground.

#### **Traffic and Economics**

- 6.23 The existing Junction 16 roundabout accommodates conflicting traffic movements at a single point. All traffic has to reduce speed, below the

‘free-flow’ speed for these movements to occur safely. The proposed Junction 16A is height-separated and conflicting turning movements are segregated. Traffic on the strategic route can travel at ‘free-flow’ speeds through both Junctions 16 and 16A and incur no delay. Thus, overall, there is a reduction in journey time for travel through the junctions and their approaches. This provides a benefit to all users of the highway in this area.

- 6.24 The removal of conflicting vehicle movements through segregation of the junctions will provide the greatest benefit to accident reduction. Where these movements do occur, it will be in a safer and controlled environment, removed from the main A55 carriageway.
- 6.25 A free-flowing dual carriageway in both directions would provide a more consistent driver experience along the A55. The Scheme would therefore improve journey quality and reduce driver frustration and stress.
- 6.26 The standard assessment for the calculation of the cost of the Scheme compared with its benefit provides a low Benefit-Cost ratio (BCR) of 1.184. This is not the principal motivation behind the Welsh Government’s case for the Scheme since this does not indicate a strong case in terms of value for money. The Welsh Government, in any event, regards the BCR as a conservative estimate on the basis that several additional benefits that would be likely to arise are not captured within this metric. Such benefits that this scheme will deliver that are not covered by the BCR assessment are the environmental and social benefits that will be gained by being able to upgrade integrated transport links and significantly increase Active Travel interventions which will both encourage modal shift, thus encouraging overall healthier lifestyles. The economic case should, therefore, be considered in the context of the overall Scheme objectives.
- 6.27 Further details are outlined in the Proof of Evidence of Nigel Roberts (Document Reference WG 1.03.02) who addresses both the issues of Traffic and Economics.

## 7. Environmental Appraisal and Mitigation

- 7.1 The assessment of environmental impacts and effects of the Scheme, including consideration of the construction phase, are reported in detail in the ES (Document Reference WG 3.01.01) together with the proposed mitigation measures. A Record of Determination, which outlined the process undertaken for determining whether an Environmental Impact Assessment (EIA) is required, is included within Appendix 4.4 of the ES (Document Reference WG 3.01.03) .
- 7.2 A Non-Technical Summary (NTS) of the EIA is included as a free-standing document (Document Reference WG 4.03.01). This describes the environmental matters in easy-to-use language.
- 7.3 Details of the environmental engagement as well as the process of assessing the effects on the different aspects of the environment, the proposals for suitable mitigation, and the overall conclusion of the effects of the Scheme are described in more detail in Andrew Sumner’s Proof of Evidence (Document Reference WG 1.06.02).
- 7.4 The Welsh Government recognises its duty under Section 6 of the Environment (Wales) Act 2016<sup>10</sup> (Document Reference WG 4.01.01) to *“seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales and in so doing promote the resilience of ecosystems, so far as it is consistent with the proper exercise of those functions.”*
- 7.5 In the course of designing the Scheme, the project team has endeavoured to avoid impacts on ecological receptors through the alignment. Where this has not been possible, measures have been included within the design to reduce the scale and significance of the effects on those receptors.
- 7.6 Following the publication of draft Orders, the project team has further consulted with Natural Resources Wales (NRW) (Respondent Reference R048). Having consulted with NRW, the project have developed a scheme of mitigation for nature conservation and protected species. Such matters will be detailed by Donna Hall in her Proof of Evidence (Document Reference WG 1.08.02).

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<sup>10</sup> [Environment \(Wales\) Act 2016 anaw 3 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2016/12/section/6)

## **8. Sustainable Development**

- 8.1 The development of the Scheme has considered the requirements of the WFGA 2015, and a Sustainable Development Report (Document Reference WG 4.03.03) has been published.
- 8.2 The Sustainable Development Report examines the extent to which the selection and development of the Scheme adhered to the sustainable development principle set out in the WFG 2015, concluding that the selection and design of the Scheme did accord with the five ways of working. The report also shows how the Scheme would contribute positively to the Welsh Government's objectives as set out within the Well-being Statement 2017 and by extension to the delivery of the seven well-being goals of the WFG 2015.
- 8.3 Specifically, it is considered that the Scheme would have direct contributions to seven Well-Being Goals, albeit one of these there would only be some minor contribution.
- 8.4 In summary, it is considered that the overall Scheme would provide a high- quality road built to modern standards, thus contributing to 'Improve journey times and journey time reliability on the A55 from Junction 14 to Junction 16A'; one of Scheme objectives
- 8.5 The overall Scheme would also improve journey time reliability, particularly at times of incidents and delays, and seeks to improve a key piece of infrastructure for future generations in Conwy County, the wider region and those visiting from elsewhere.
- 8.6 It is considered that the overall improvement in Active Travel connectivity through the Scheme could lead to an increase in physical activity within the local area. The Scheme proposes complementary active travel measures which it is anticipated would help improve conditions for local bus services and connections by bicycle to railway stations via the A55.
- 8.7 These improvements would help contribute to the Well-Being Goals: A prosperous Wales, A resilient Wales, A healthier Wales, a more equal Wales, a Wales of cohesive communities and a globally responsible Wales.
- 8.8 The Scheme would provide improvements to safety, helping contribute to a healthier Wales.
- 8.9 The Scheme would also provide a range of Active Travel measures to enhance the provision made for walkers and cyclists that would promote active travel journeys.

## 9. Construction

- 9.1 Subject to the satisfactory completion of the statutory procedures, a Design and Build (D&B) contractor would be procured for the detailed design and construction of the Scheme. Construction is expected to take approximately 18 months commencing in Spring 2022 to be completed in late 2023.
- 9.2 As detailed in Andrew Sumner's evidence, the ES identifies the need for an Environmental Co-ordinator (ECO) during construction and sets out the key role and responsibilities of that position. It also states that the ECO would be supported by an Environmental Clerk of Works and by the Contractor's Site Environmental Manager. There would, therefore, be at least three employees focused on environmental management during the construction of the Scheme.
- 9.3 An integrated Health, Safety and Environmental Management Plan would be prepared for the Scheme to manage: general issues; health & safety issues; and environmental issues during the construction works. At this time, during the pre-construction phase, the environmental section of the plan has been prepared. This document is referred to as the Pre-Construction Environmental Management Plan (Pre-CEMP) and is contained in Appendix 2.2 of the ES (Document Reference WG 3.01.03).
- 9.4 As detailed in Andrew Sumner's evidence, the Pre-CEMP helps not only to record environmental risks and identify how they would be managed during the construction period but also provides a framework to ensure that all parties are aware of their responsibilities, including the Welsh Government. It also serves to help ensure the requirements of the ES and the Project Commitments Register are met.
- 9.5 Although these commitments are non-statutory, the Welsh Government treats them as binding. The contractor would be responsible for the implementation of the Management Plan(s) and ensuring that all members of the project team, including subcontractors, comply with the stated procedures and commitments. The Welsh Government's Employer's Agent also has a responsibility for ensuring compliance with these commitments.
- 9.6 The Pre-CEMP identifies potential construction impacts and proposed mitigation for subjects such as noise, vibration, dust, water, archaeology, ecology, waste management, pollution control and emergency procedures. The Pre-CEMP would be updated prior to commencement of the construction phase and periodically throughout the construction phase. Andrew Sumner will provide further detail on the preparation and content of the Pre-CEMP in his evidence.

- 9.7 Maximising the community benefit of major infrastructure schemes is a key requirement of the Welsh Government. The contract to be awarded for the detailed design and construction of the Scheme would include requirements for community benefits, and the appointed contractor would be required to maximise the impact of public spending in the local communities during construction. This would include targets for recruitment, provision for training, apprenticeships and education, and use of a local supply chain.
- 9.8 Further details on the construction aspects of the Scheme are provided in the Engineering Proof of Evidence of Jonathan Bayliss (Document Reference WG 1.05.02).



## 10. Land Acquisition and Compensation

- 10.1 Relevant to the draft CPO (Document Reference WG 2.01.15) is the need also to act in accordance with the Human Rights Act 1998 (Document Reference WG 4.01.08) and take into consideration “Compulsory Purchase in Wales and the Crichef Down Rules” 003/2019 issued in October 2020 (2020 Circular) (Document Reference WG 4.01.173). The 2020 Circular replaced the National Assembly for Wales Circular 14/2004, Revised Circular on Compulsory Purchase Orders. The 2020 Circular provides guidance for acquiring authorities and sets the principles to be applied when considering a CPO. The 2020 Circular articulates a number of factors that the decision maker should take into consideration before a CPO is confirmed and/or made. An acquiring authority should demonstrate that there is a compelling case in the public interest that would outweigh the loss of private interests, (giving consideration to the well-being goals of the Well-being of Future Generations (Wales) Act 2015) and that the purpose of the CPO sufficiently justifies interference with the human rights of those with an interest in the land, having regard, in particular, to the provisions of Article 1 of The First Protocol to the European Convention on Human Rights<sup>11</sup> and, in the case of a dwelling, Article 8 of the Convention. The Circular further states that the acquiring authority should have a clear idea how they intend to use the land they seek to acquire and that all land is needed for the Scheme. The acquiring authority should also be in a position to demonstrate that the necessary resources to carry out the Scheme would likely be available within a reasonable time scale and that the Scheme is unlikely to be blocked by any impediment to its implementation.
- 10.2 The Welsh Government considers that there is a compelling case for the Scheme and that the public interest necessitates permanent and temporary acquisition of land and rights.
- 10.3 The land and rights to be acquired as shown in the draft CPO are the minimum necessary to construct, mitigate, operate and maintain the proposed Scheme. Land required temporarily for the construction of the Scheme has been identified separately in the Welsh Government correspondence which accompanied the publication of the draft CPO.
- 10.4 Jonathan Bayliss identifies in his evidence (Document Reference WG 1.05.02) why certain land is required permanently and temporarily during the construction period.

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<sup>11</sup> See [https://www.echr.coe.int/Documents/Convention\\_ENG.pdf](https://www.echr.coe.int/Documents/Convention_ENG.pdf) [accessed 21.08.2021]

- 10.5 Andrew Sumner explains in his evidence (Document Reference WG 1.06.02) why land is required for essential environmental mitigation.
- 10.6 The provisions of the Acquisition of Land Act 1981 (Document Reference 4.01.79) would apply as explained in the Public Notice relating to the publication of the draft CPO (Document Reference WG 2.01.29).
- 10.7 The Scheme requires the demolition of two houses on the east side of Shore Road East and just outside the Conservation Area.
- 10.8 As part of the engagement with those affected by the draft CPO, the Welsh Government has already provided information on proposed access arrangements and boundary treatments to various landowner's tenants and/or their Agents. Modifications to the draft Orders are being proposed, with agreement being sought from those affected. Liaison with those affected by the draft CPO will continue. The Welsh Government are open to discussions with affected parties in relation to matters of accommodation works and will continue to do so during detailed design and construction.
- 10.9 Whilst some of the objections relate in part to entitlement and compensation, the consideration of compensation is not a matter for the Inspector at Public Local Inquiries. In the event that the draft Orders are made and subsequently implemented, the entitlement to and amount of compensation would be a matter of negotiation between the respective parties. If an agreement cannot be reached, affected parties have the right to refer their case to the Upper Tribunal (Lands Chamber) for determination.

## **11. Summary of Support, Objections and Representations**

11.1 The publication of draft Orders provided the opportunity for any person or organisation to object, support, or suggest alternatives to the Scheme. In summary, at the time of writing evidence:

- a) Unique correspondence letters or emails have been received that clearly express support for the Scheme;
- b) Unique correspondence letters or emails have been received that clearly express that the respondents do not object to the Scheme;
- c) 28 unique objections to the Scheme have been received, of which 10 have been classed as being from statutory objectors; and
- d) One objection has since been withdrawn by the respective consultees.

## **12. Declaration**

- 12.1 My Proof of Evidence includes all facts which I regard as being relevant to the opinions which I have expressed, and the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- 12.2 I believe the facts I have stated in this Proof of Evidence are true and that the opinions expressed are correct.
- 12.3 I understand my duty to the Inquiry to assist it with matters within my expertise and believe that I have complied with that duty.

### **13. Appendix A – List of Deposit Documents – Public Local Inquiry Library**

Please note that the Public Local Inquiry Library will be continually updated between issue of this Appendix and the end of the Public Local Inquiry.

Electronic copies are available on the Inquiry website:

Welsh: <https://a55j14j15-publicinquiry.co.uk/cy/>

English: <https://a55j14j15-publicinquiry.co.uk/>

**1.01 List of Evidence**

<b>Proofs of Evidence</b>	
<b>Document Reference</b>	<b>Document Title</b>
<b>1.00</b>	<b>Outline Statement - Published July 2021</b>
1.00.01	Outline Statement
<b>1.01</b>	<b>Chief Witness - James Healey</b>
1.01.01	Part A - Policy Statement
1.01.02	Part B - Statement of Need
1.01.03	Part C - Summary
<b>1.02</b>	<b>Climate Change and Carbon – Simon Price</b>
1.02.01	Summary of Proof
1.02.02	Proof of Evidence
1.02.03	Not Used
<b>1.03</b>	<b>Traffic &amp; Economics – Nigel Roberts</b>
1.03.01	Summary of Proof
1.03.02	Proof of Evidence
1.03.03	Appendices to Proof of Evidence
<b>1.04</b>	<b>Planning Policy – Shan Jones</b>
1.04.01	Summary of Proof
1.04.02	Proof of Evidence
1.04.03	Appendices to Proof of Evidence
<b>1.05</b>	<b>Engineering – Jonathan Bayliss</b>
1.05.01	Summary of Proof
1.05.02	Proof of Evidence
1.05.03	Appendices to Proof of Evidence
<b>1.06</b>	<b>Environment – Andrew Sumner</b>
1.06.01	Summary of Proof
1.06.02	Proof of Evidence
1.06.03	Appendices to Proof of Evidence
<b>1.07</b>	<b>Landscape and Visual Impact – Jon Stoddard</b>
1.07.01	Summary of Proof
1.07.02	Proof of Evidence
1.07.03	Not Used
<b>1.08</b>	<b>Ecology – Donna Hall</b>
1.08.01	Summary of Proof

<b>Proofs of Evidence</b>	
<b>Document Reference</b>	<b>Document Title</b>
1.08.02	Proof of Evidence
1.08.03	Not Used
<b>1.09</b>	<b>Noise – Craig Barson</b>
1.09.01	Summary of Proof
1.09.02	Proof of Evidence
1.09.03	Appendices to Proof of Evidence
<b>1.10</b>	<b>Air Quality – Graham Harker</b>
1.10.01	Summary of Proof
1.10.02	Proof of Evidence
1.10.03	Not Used
<b>1.11</b>	<b>Water Quality and Flooding – Steve Cox</b>
1.11.01	Summary of Proof
1.11.02	Proof of Evidence
1.11.03	Not Used
<b>1.12</b>	<b>Contaminated Land – Phil Studds</b>
1.12.01	Summary of Proof
1.12.02	Proof of Evidence
1.12.03	Not Used

## **2.01 Draft Orders**

<b>Draft Orders, Notices and Accompanying Documents</b>	
<b>Document Reference</b>	<b>Document Title</b>
<b>Draft Line and Slip Road Order published on the 23 March 2021</b>	
2.01.01	Draft Line Order
2.01.02	Draft Line Order Key
2.01.03	Draft Line Order Site Plan A
2.01.04	Draft Line Order Site Plan B
2.01.05	Draft Line Order Public Notice
<b>Notices published on the 23 March 2021</b>	
2.01.06	Notice of Determination
2.01.07	Notice of Environmental Statement
2.01.08	Virtual Exhibition Notice

<b>Draft Orders, Notices and Accompanying Documents</b>	
<b>Document Reference</b>	<b>Document Title</b>
<b>Draft Side Road Order published on the 23 March 2021</b>	
2.01.09	Draft Side Road Order
2.01.10	Draft Side Road Order Schedule
2.01.11	Draft Side Road Order Key
2.01.12	Draft Side Road Order Site Plan 1
2.01.13	Draft Side Road Order Site Plan 2
2.01.14	Draft Side Road Order Site Plan 3
2.01.15	Draft Side Road Order Site Plan 4
<b>Draft Compulsory Purchase Order published on the 24 March 2021</b>	
2.01.16	Draft Compulsory Purchase Order
2.01.17	Draft Compulsory Purchase Order Schedule 1 Table 1
2.01.18	Draft Compulsory Purchase Order Schedule 1 Table 2
2.01.19	Draft Compulsory Purchase Order Schedule 2 Table 1
2.01.20	Draft Compulsory Purchase Order Schedule 2 Table 2
2.01.21	Draft Compulsory Purchase Order Key
2.01.22	Draft Compulsory Purchase Order Site Plan 1
2.01.23	Draft Compulsory Purchase Order Site Plan 2
2.01.24	Draft Compulsory Purchase Order Site Plan 3
2.01.25	Draft Compulsory Purchase Order Site Plan 4
2.01.26	Section 19 Certificate Map Public Open Space Land Take and Exchange Land Sheet 1 of 2
2.01.27	Section 19 Certificate Map Public Open Space Land Take and Exchange Land Sheet 2 of 2
2.01.28	Notice of Proposed Compulsory Purchase of Public Open Space
<b>Notices published on the 24 March 2021</b>	
2.01.29	Draft Compulsory Purchase Order Notice
<b>Ancillary documents published on the 23 and 24 March 2021 respectively</b>	
2.01.30	Explanatory Statement
2.01.31	Statement of Reasons (for the Compulsory Purchase Order)



### 3.01 Environmental Statement

Document Reference	Document Title
<b>Environmental Statement</b>	
3.01.01	Environmental Statement Volume 1 Chapters
3.01.02	Environmental Statement Volume 2 Figures
3.01.03	Environmental Statement Volume 3A Appendices 2-5
3.01.04	Environmental Statement Volume 3B Appendices 6
3.01.05	Environmental Statement Volume 3C Appendices 7-18

### 4.01 Policy and Legislation

Document Reference	Document Title
<b>Legislation, Policy and Guidance</b>	
4.01.01	Environment (Wales) Act 2016 anaw 3
4.01.02	Historic Environment (Wales) Act 2016 anaw 4
4.01.03	Planning (Wales) Act 2015 anaw 4
4.01.04	Well-being of Future Generations (Wales) Act 2015 anaw 2
4.01.05	Active Travel (Wales) Act 2013 anaw 7
4.01.06	The Conservation of Habitats and Species Regulations 2017, SI 2017/1012
4.01.07	Climate Change Act 2008 c. 27
4.01.08	Human Rights Act 1998 c. 42
4.01.09	Wildlife and Countryside Act 1981 (as amended) c. 69
4.01.10	Highways Act 1980 c. 66
4.01.11	Prosperity for All - The National Strategy 2017
4.01.12	Welsh Government. Prosperity for All - A Low Carbon Wales 2019
4.01.13	Taking Wales Forward 2016
4.01.14	National Transport Plan for Wales 2010
4.01.15	National Transport Finance Plan 2018
4.01.16	Green Corridors on the Welsh Government Trunk Road and Motorway Network 2018
4.01.17	Trunk Road Estate Biodiversity Action Plan 2004
4.01.18	Wales Infrastructure Investment Plan 2021
4.01.19	Economic Renewal, A New Direction 2010

<b>Document Reference</b>	<b>Document Title</b>
4.01.20	Prosperity for All: Economic Action Plan 2017
4.01.21	One Wales: One Planet 2009
4.01.22	One Wales: Connecting the Nation – The Wales Transport Strategy 2008
4.01.23	The Highways (Inquiries Procedure) Rules 1994, SI 1994/3263
4.01.24	Environment Strategy for Wales 2006
4.01.25	The Compulsory Purchase (Inquiries Procedure) (Wales) Rules 2010, SI 2010/3015
4.01.26	The Wales Spatial Plan 2008 Update
4.01.27	Planning Policy Wales Edition 10 2018
4.01.28	Technical Advice Note 18: Transport 2007
4.01.29	Technical Advice Note 24: The Historic Environment 2017
4.01.30	UK Government. Climate Change Act 2008 (2050 Target Amendment) Order 2019, SI 2019/1056
4.01.31	Technical Advice Note 5: Nature Conservation and Planning 2009
4.01.32	Technical Advice Note 15: Development and Flood Risk 2004
4.01.33	Technical Advice Note 11: Noise 1997
4.01.34	Conwy County Council Local Development Plan
4.01.35	Conwy Integrated Network Map
4.01.36	Welsh Transport Appraisal Guidance (WelTAG) 2017
4.01.37	Welsh Government. Llywodraeth Cymru. Future Wales. The National Plan 2040. Llywodraeth Cymru
4.01.38	Welsh Government. Llywodraeth Cymru. National Development Framework 2020 – 2040. Consultation Draft
4.01.21	Llwybr Newydd The Wales Transport Strategy 2021
4.01.40	Department for Transport. Decarbonising Transport: A Better, Greener Britain
4.01.41	Committee on Climate Change. UK Climate Change Risk Assessment 2017
4.01.42	Welsh Government. Llywodraeth Cymru. Prosperity for All: A Climate Conscious Wales. A climate change adaptation plan for Wales
4.01.43	Climate Change Committee. UK Climate Risk. Evidence for the third UK Climate Change Risk Assessment (CCRA3). Summary for Wales
4.01.44	Institute of Environmental Management and Assessment (IEMA). Guide to: Climate Change Resilience and Adaptation

Document Reference	Document Title
4.01.45	Institute of Environmental Management and Assessment (IEMA) Environmental Impact Assessment Guide to Assessing Greenhouse Gas Emissions and Evaluating their Significance
4.01.46	Publicly Available Specification (PAS) 2080:16 Carbon Management in Infrastructure
4.01.47	Design Manual for Roads and Bridges (DMRB). LA114. Climate (2020)
4.01.48	Department for Environment Food & Rural Affairs (DEFRA). Emissions Factors Toolkit (EFT)
4.01.49	Met Office. United Kingdom Climate Change Projections (UKCP18)
4.01.50	Developing H++ climate change scenarios for heat waves, droughts, floods, windstorms and cold snaps. Adaption Sub-Committee
4.01.51	Planning Policy Wales Edition 11 2021
4.01.52	The Contaminated Land (Wales) Regulation 2006, SI 2006/2989
4.01.53	Welsh Government Contaminated Land Statutory Guidance 2012
4.01.54	Part 2A Environmental Protection Act 1990 Land Guidance
4.01.55	The Contaminated Land (Wales) (Amendment) Regulations 2012, SI 2012/283
4.01.56	Welsh Government Contaminated Land LCRM Stage 1 Risk Assessment
4.01.57	DMRB LA 109 Geology and soils
4.01.58	Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe
4.01.59	The Air Quality (Wales) Regulations 2000, SI 2000/1940
4.01.60	The Air Quality (Amendment) (Wales) Regulations 2002, SI 2002/3182
4.01.61	The Air Quality Standards (Wales) Regulations 2010, SI 2010/1433
4.01.62	Not Used
4.01.63	DMRB HA207/07 Air Quality (Withdrawn)
4.01.64	IAQM Air Quality Planning Guidance
4.01.65	LA105 Air Quality DMRB
4.01.66	IAQM construction-dust-2014
4.01.67	LAQM-TG16-April-21-v1
4.01.68	DMRB LA 107 Landscape and Visual Effects (Withdrawn) Jan 2020
4.01.69	DMRB Interim Advice Note 135/10, Landscape and Visual Effects Assessment (Withdrawn) Nov 2010
4.01.70	DMRB LA 107 Landscape and Visual Effects Feb 2020

Document Reference	Document Title
4.01.71	DMRB HA 87/01 Environmental Functions Feb 2001 (Withdrawn)
4.01.72	DMRB HA 88/01 Landscape Elements Feb 2001 (Withdrawn)
4.01.73	DMRB LD 117 Landscape Design March 2020
4.01.74	Equality Act 2010 c. 15
4.01.75	DMRB Volume 11 Section 2 Part 5 (HA 205/08) Environmental assessment. Environmental impact assessment. (Withdrawn)
4.01.76	CD 122 Geometric design of grade separated junctions (DMRB)
4.01.77	Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3)
4.01.78	DMRB LA 113 Road Drainage and the Water Environment March 2020
4.01.79	Acquisition of Land Act 1981 c. 67
4.01.80	Active Travel Action Plan for Wales 2016
4.01.81	National Infrastructure Commission For Wales - Annual Report - 2019
4.01.82	Countryside and Rights of Way (Crow) Act 2000 c. 37
4.01.83	Destination Conwy Management Plan 2019-2029
4.01.84	The EIA Regulations (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017, SI 2017/1070
4.01.85	Government of Wales Act 2006 c. 32
4.01.86	National Assembly for Wales (Transfer of Functions) Order 1999, SI 1999/
4.01.87	Programme for Government 2021-2026
4.01.88	Review of the Road Safety Framework for Wales 2018
4.01.89	The Highways (Assessment of Environmental Effects) Regulations 1999, SI 1999/369
4.01.90	The Highways (Environmental Impact Assessment) Regulations 2007, SI 2007/1062
4.01.91	The National Assembly for Wales Revised Circular on CPO NAFWC14 2004
4.01.92	Transport (Wales) Act 2006 c. 5
4.01.93	Wales Transport Strategy 2008
4.01.94	Well-being statement, 2020
4.01.95	DMRB HD213/11 Noise and Vibration
4.01.96	BS 5228-1:2009 + A1 2014 "Code of practice for noise and vibration control on construction and open sites" Part 1: Noise

<b>Document Reference</b>	<b>Document Title</b>
4.01.97	BS 5228-2:2009 + A1 2014 “Code of practice for noise and vibration control on construction and open sites” Part 2: Vibration
4.01.98	DMRB LA111 Revision 2 Sustainability and Environmental Appraisal
4.01.99	Calculation of Road Traffic Noise (CRTN), Department for Transport Welsh Office, 1988
4.01.100	A review of current research on road surface noise reduction techniques, TRL and Scottish Government Jan 2010
4.01.101	The Noise Insulation Regulations 1975, SI 1975/1763
4.01.102	The Noise Insulation (Amendment) Regulations 1988, SI 1988/2000
4.01.103	Noise and Soundscape Action Plan 2018 – 2023, Welsh Government
4.01.104	Salmon and Freshwater Fisheries Act 1975 c. 5
4.01.105	The Eels (England and Wales) Regulations 2009, SI 2009/3344
4.01.106	The Protection of Badgers Act 1992 c. 51
4.01.107	Flood and Water Mangement Act 2010 c. 29
4.01.108	The Hedgerows Regulations 1997, SI 1997/1160
4.01.109	The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, SI 2019/579
4.01.110	Action Plan for Pollinators in Wales
4.01.111	Snowdonia (Enryri) Local Development Plan
4.01.112	Conwy CBC LDP5: Biodiversity in Planning
4.01.113	IEMA Guidelines for Ecological Impact Assessment in the UK and Ireland Terrestrial, Freshwater, Coastal and Marine September 2018
4.01.114	DMRB Volume 11, Section 3, Part 4: Ecology and Nature Conservation
4.01.115	DMRB LA 108 Biodiversity
4.01.116	DMRB Volume 11, Section 4, Part 1: Assessment of Implications (of Highways and/or Roads Projects) on European Sites
4.01.117	DMRB LA 115 Habitat Regulations Assessment
4.01.118	DMRB IAN 116/08 (W) Nature Conservation in Relation to Bats
4.01.119	DMRB LD 118, Biodiversity design
4.01.120	DMRB IAN 130/10 Ecology and Nature Conservation (Withdrawn)
4.01.121	The Future Generations Report 2020 - Chapter 5 - Areas Of Focus
4.01.122	Building Better Places - The Planning System Delivering Resilient And Brighter Futures - Placemaking And The Covid-19 Recovery - July 2020

<b>Document Reference</b>	<b>Document Title</b>
4.01.123	Manual For Streets - 2007
4.01.124	Change To Planning Policy And Guidance On Use Of Compulsory Purchase Powers October 2020
4.01.125	Summary Of Response - Reforms To Compulsory Purchase Powers And Procedures - March 2021
4.01.126	Welsh National Marine Plan - November 2019
4.01.127	Draft Statutory Guidance - Establishment Of Corporate Joint Committees - 2021
4.01.128	Development Management Manual - Revision 2 - May 2017
4.01.129	Eryri Local Development Plan 2016-2031 - Written Statement - Adopted February 2019
4.01.130	Conwy Replacement Local Development Plan - Stage 5 - Summary Of The Preferred Strategy
4.01.131	Conwy Replacement Local Development Plan - 2018-2033 - Preferred Strategy
4.01.132	The Planning Series 1 - National Planning Policy - Research Briefing - February 2019
4.01.133	A Growth Deal For North Wales
4.01.134	North Wales Growth Deal - Portfolio Highlight Report - February 2021
4.01.135	Moving North Wales Forward - The North East Wales Metro - March 2017
4.01.136	Conwy Replacement Local Development Plan - 2018-2033 - Topic Paper 8 - Transport - September 2018
4.01.137	Not Used
4.01.138	Cymraeg 2050 - A Million Welsh Speakers - 2017
4.01.139	Conwy Local Development Plan 2007-2022 - Supplementary Planning Guidance LDP8 - Buildings And Structures Of Local Importance - Adopted February 2014
4.01.140	Conwy Local Development Plan 2007-2022 - Supplementary Planning Guidance LDP09 - Design
4.01.141	The Environmental Noise (Wales) Regulations 2006, SI 2006/2629
4.01.142	Review Of Strategic Noise Maps In Wales - October 2015
4.01.143	Environmental Noise Mapping 2017 (spatial data)
4.01.144	Registered Historic Parks And Gardens
4.01.145	Senedd And Elections (Wales) Act 2020 - Anaw 1
4.01.146	Town And Country Planning Act 1990 - Chapter 8 - Part VI Rights Of Owners etc
4.01.147	Joint Housing Land Availability Studies - Technical Advice Note 1 - January 2015

Document Reference	Document Title
4.01.148	Conwy CBC - Joint Housing Land Availability Study (JHLAS) 2019 - October 2019
4.01.149	EIA Directive 2011/92/EU
4.01.150	DMRB - LA106 - Cultural Heritage Assessment - Revision 1
4.01.151	Not Used
4.01.152	Conservation Principles - For The Sustainable Management Of The Historic Environment In Wales - March 2011
4.01.153	Setting Of Historic Assets In Wales - 2017
4.01.154	The Climate Change Wales (Carbon Budgets) (Wales) (Amendment) Regulations 2021, SI 2021/332
4.01.155	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, SI 2017/572
4.01.156	Public Health (Wales) Act 2017 anaw 2
4.01.157	The State Of Roads In Wales - October 2018
4.01.158	DMRB - Volume 11 - Section 3 - Part 6 - Land use [WITHDRAWN] replaced by LA 112
4.01.159	DEFRA - Clean Air Strategy 2019
4.01.160	EIA Directive 2014/52/EU (amending Directive 2011/92)
4.01.161	European Union (Withdrawal) Act 2018 c. 16
4.01.162	DMRB LA 101 - Introduction to Environmental Assessment
4.01.163	Water Framework Directive 2000/60/EC
4.01.164	Bathing Water Directive Directive 2006/7/EC
4.01.165	The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, SI 2017/407
4.01.166	DMRB LA 112 Population and Human Health
4.01.167	The Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, SI 2011/1064
4.01.168	Natural Environment and Rural Communities Act 2006 c. 16
4.01.169	National Transport Plan Update 2017
4.01.170	Road Safety Framework for Wales, 2013
4.01.171	Wales Infrastructure Investment Plan for Growth and Jobs, 2012
4.01.172	The Harbours and Highways (EIA)(Amendment)(EU Exit) Regulations 2020, SI 2020/460
4.01.173	Compulsory Purchase in Wales and 'The Cricheil Down Rules (Wales Version, 2020)'

#### 4.02 Scheme Development

Document Reference	Document Title
<b>Scheme Development</b>	
4.02.01	Summary of Responses from Public Consultation April 2019
4.02.02	Preferred Route TR111 Plan
4.02.03	Design Commission for Wales (DCfW) Report June 2019

#### 4.03 Scheme Reports

Document Reference	Document Title
<b>Scheme Reports</b>	
4.03.01	Non-Technical Summary of the Environmental Statement
4.03.02	Stage 3 Scheme Assessment Report
4.03.03	Sustainable Development Report
4.03.04	WelTAG Stage 1 Report
4.03.05	WelTAG Stage 2 Report
4.03.06	WelTAG Stage 2 Impact Assessment Report
4.03.07	WelTAG Design Options Report
4.03.08	Junction Alignment and Junction Strategy Report

#### 4.04 Engineering Reports

Document Reference	Document Title
<b>Engineering Reports</b>	
4.04.01	Stage 1 Road Safety Audit
4.04.02	Stage 1 Road Safety Audit – Designers Response
4.04.03	Geotechnical Design Report



#### 4.05 Traffic and Economic Reports

Document Reference	Document Title
<b>Traffic &amp; Economics Reports</b>	
4.05.01	Local Model Validation Report
4.05.02	Traffic Forecasting Report
4.05.03	Walking, Cycling and Horse Riding Assessment
4.05.04	Economic Assessment Report
4.05.05	Traffic and Accident Data Report
4.05.06	TAG Data Book, May 2021
4.05.07	TAG Unit M3.1 - Modelling
4.05.08	TAG Unit M2-1 - Variable Demand Modelling
4.05.09	TAG Unit A1.1 - Cost Benefit Analysis
4.05.10	Tag Unit M4 - Forecasting and Uncertainty
4.05.11	TAG Unit A1.3 - User and Provider Impacts
4.05.12	TAG Unit A2.1 - Wider Economic Impacts Appraisal

#### 4.06 Environmental Reports

Document Reference	Document Title
<b>Environmental Documents</b>	
4.06.01	Statement to Inform an Appropriate Assessment (SIAA)
4.06.02	A55 Climate Change Assessment Technical Note Number 1
4.06.03	Supplementary Report on Surface Water Quality and Water Framework Directive (July 2021)
4.06.04	Supplementary Report - Hydrological Calculations Record and Flood Risk Update (July 2021)
4.06.05	Highways Agency 2008 Improved Determination of Pollutants in Highway Runoff - Phase 2
4.06.06	Highways Agency 2007 Effects of Soluble Pollutants on the Ecology of Receiving Waters
4.06.07	Highways Agency 2008 Accumulation and Dispersal of Suspended Solids in Watercourses
4.06.08	Phase 1 Habitat Survey – a technique for Environmental Audit (JNCC)
4.06.09	Bat Surveys Good Practice Guidelines: 3rd Edition, London: Bat Conservation Trust (2016)
4.06.10	NRW Approach to Bats and Planning GPG 3 (October 2015).

<b>Document Reference</b>	<b>Document Title</b>
<b>Environmental Documents</b>	
4.06.11	A guide to the assesement of air quality impacts on designated nature conservation sites, version 1.0, IAQM (2019)
4.06.12	Birds of Conservation Concern 4
4.06.13	Common Bird Census
4.06.14	Valuing Bats in Ecological Impact Assessment, Wray et al (2010)
4.06.15	Bat Activity Survey Report Supplementary Information 2021
4.06.16	Supplementary Ecological Information 2021
4.06.17	Breeding Bird Survey Report Supplementary Information 2021
4.06.18	Overwintering Birds Survey Report Supplementary Information 2021
4.06.19	Ghost Licence - Bats 2020
4.06.20	Aquatic Invertebrate Survey Report 2019
4.06.21	Reptile Survey Report Supplementary Information 2021
4.06.22	Lighting Baseline Survey 2019
4.06.23	ES Chapter 6 Geology and Soils - Additional Desk Based Review