



4 June 2019

Dear Sir/Madam,

**RE: VARIOUS SCHEMES AND ORDERS IN RELATION
TO THE M4 CORRIDOR AROUND NEWPORT**

1. INTRODUCTION

- 1.1 Pursuant to the Highways Act 1980 (“the 1980 Act”) and the Acquisition of Land Act 1981 (“the 1981 Act”), I have considered whether to make the Schemes, Line Order, Side Road Orders and Compulsory Purchase Orders listed and defined in Annex A to this letter (“the Schemes and Orders”). This letter sets out my decisions and my reasons for those decisions.
- 1.2 In making my decisions, I have carefully considered the report (“the Report”) of the Inspector, Mr WSC Wadруп BEng (Hons), CEng, MICE, FCIHT (“the Inspector”). Copies of the Report are available online at Gov.Wales (Select: [Transport](#) / [Roads and driving](#) / [Trunk roads and motorways](#) / Policy and background / [M4 corridor around Newport](#) / Documents) and on request by telephoning 0300 060 4400, e-mailing TransportOrdersBranch@gov.wales, or writing to the Orders Branch address set out in paragraph 1.2.1 below. Copies of the Environmental Statement and other relevant documents will be available at the Orders Branch address set out in paragraph 1.2.1 below. The Report will also be available for inspection along with this letter, at the following deposit locations:
- 1.2.1 Orders Branch, Transport, Welsh Government Offices, Cathays Park, Cardiff CF10 3NQ;
- 1.2.2 Monmouthshire County Council, County Hall, Rhadyr, Usk, Monmouthshire NP15 1GA;
- 1.2.3 Monmouthshire County Council, Innovation House, Wales1 Business Park, Magor, Monmouthshire NP26 3DG;
- 1.2.4 Newport City Council, Civic Centre, Godfrey Rd, Newport NP20 4UR; and
- 1.2.5 Newport Central Library, John Frost Square, Newport. NP20 1PA.

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Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
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We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

1.3 This letter is structured as follows:

1. Introduction
2. Summary of the Inspector's recommendation
3. Summary of the relevant background
4. The decisions to be taken
5. The position taken by the Cabinet on 29 April 2019
6. Reasons
7. Further representations/re-opening the public inquiry
8. Conclusion and decisions
9. Mechanism for challenge

2. SUMMARY OF THE INSPECTOR'S RECOMMENDATION

- 2.1 For the reasons set out in the Report, the Inspector recommended that, subject to the modifications set out in section 9 of the Report, I should make the Schemes and Orders. In this letter, references in square brackets with the prefix "IR" are references to paragraph numbers of the Report.
- 2.2 In reaching my decision I have taken into account the entirety of the Report, and I have had particular regard to the Inspector's overall conclusions and recommendations [IR8.480-8.508].

3. SUMMARY OF THE RELEVANT BACKGROUND

- 3.1 The Schemes and Orders would be necessary to enable the Welsh Government to proceed with a project that is intended to relieve congestion on the existing M4 around Newport ("the Project"). In broad terms, the Project involves constructing a new section of motorway to the south of Newport with the following features.
- 3.1.1 A new section of dual three-lane motorway to the south of Newport connecting to the existing route at Junctions 23 and 29. The 23km route of this new section of three-lane motorway would pass south of Newport, crossing the Gwent Levels, the River Usk estuary, and Newport Docks, close to the Llanwern Steelworks site and the Docks Way landfill site. To cross the River Usk, the motorway would be raised on approach viaducts and a cable-stayed bridge.
- 3.1.2 Re-classification of the existing M4 around the north of Newport between Junctions 23 and 29 as a trunk road, with changes to lane configurations. The existing A48(M) between Junction 29 and St Mellons in Cardiff would also be reclassified. The road between Junction 24 (Coldra) and Junction 23 (Magor) would become a two-lane dual carriageway.
- 3.1.3 A new B4245/M48/M4 connection at Junction 23.
- 3.1.4 A new interchange junction at Castleton would connect the proposed new motorway to the existing M4 between Newport and Cardiff and to the reclassified A48(M).

- 3.1.5 Intermediate junctions at Glan Llyn and Docks Way would connect into existing roads at the A4810 and A48, serving Newport and its development sites, and Newport Docks.
- 3.1.6 Re-opening of the west-facing slip roads of Junction 25 (Caerleon), improving access to Caerleon and the St Julians areas of Newport.
- 3.2 In March 2016, in order to progress the Project, the Welsh Ministers published the Schemes and Orders in draft form. In broad terms, the Schemes and Orders would authorise the construction of new sections of motorway and trunk road, the stopping up and improvement of highways, the stopping up of private means of access and the provision of new means of access, the acquisition of the land and rights necessary for the construction and future maintenance of the new motorway and trunk road, associated side roads works, ancillary works, and the implementation of measures to mitigate the impact on the environment and Newport Docks.
- 3.3 Following objections to the Schemes and Orders, and comments made on the Environmental Statement and its supplements, a public inquiry was held over 83 days between 28 February 2017 and 28 March 2018. The Inspector was assisted by an Assistant Inspector, Mr A McCooey BA, MSc, MRTPI. The Report was received by the Welsh Government on 21 September 2018.

4. THE DECISIONS TO BE TAKEN

- 4.1 I have considered whether to exercise my powers under sections 10, 12, 16, 17, 19, 41, 106 and 326 of, and Schedule 1 to, the 1980 Act to make the Schemes and the Line Order; whether to exercise my powers under sections 12, 14, 18, 125 and 168 of, and Schedule 1 to, the 1980 Act to make the Side Roads Order; and whether to exercise my powers under sections 12, 14, 18, 125, 239, 240, 246, 250, 260 and 268 of, and Schedule 1 to, the 1980 Act and section 2 of, and paragraph 1(1)(b), (3) and (4) of Part 1 of Schedule 2 to, the 1981 Act to make the CPOs.
- 4.2 The relevant powers have been transferred to the Welsh Ministers by virtue of section 162 of, and paragraph 30 of Schedule 11 to, the Government of Wales Act 2006. The decisions falls to be taken by me as First Minister.
- 4.3 When taking my decisions, I have had regard to all material considerations, including:
- 4.3.1 the Report;
 - 4.3.2 the Schemes and Orders;
 - 4.3.3 the environmental information, including the Environmental Statement, the supplements to it, and the Non-Technical Summary;
 - 4.3.4 the Statement to Inform an Appropriate Assessment;
 - 4.3.5 the Equalities Impact Assessment;
 - 4.3.6 Ecosystems Report;

- 4.3.7 National Assembly for Wales Circular 14/2004, *Revised Circular on Compulsory Purchase Orders* (“the CPO Circular”);
- 4.3.8 *Prosperity for All: The National Strategy* (and, in particular, the Welsh Government’s well-being objectives); and
- 4.3.9 M4 Corridor Around Newport Project – Summary Brochure April 2018.

4.4 I have also had regard to the following:

- 4.4.1 the letter from the Cabinet Secretary for Energy, Planning and Rural Affairs dated 19 October 2018 agreeing that a common land certificate may be issued under section 19 of the ALA 1981, and that certificate;
- 4.4.2 the letter from the Minister for Environment dated 22 November 2018, under the authority of the Cabinet Secretary for Energy, Planning and Rural Affairs, agreeing that an allotment land certificate may be issued under section 19 of the ALA 1981, and that certificate; and
- 4.4.3 the Minister for Environment’s decision dated 5 March 2019 that the Project would not adversely affect the integrity of European sites.

5. THE POSITION TAKEN BY CABINET ON 29 APRIL 2019

- 5.1 On 29 April 2019, Cabinet met to consider the affordability of the Welsh Government’s forward capital programme. At that meeting, Cabinet concluded that, in light of the cost of the Project, other demands and potential demands on the Welsh Government’s capital budget, and uncertainty as to the financial position of the Welsh Government, the cost of the Project, and its consequential impact on other capital investment priorities, was not acceptable. Accordingly, the Welsh Government’s position is that it will not provide funding for the Project.
- 5.2 For the avoidance of doubt, the position adopted by the Cabinet does not call into question the Inspector’s conclusion that the Project would constitute at least sound value for money, and in all probability good value for money, as this was not an issue considered by the Cabinet [IR8.120]. Rather, the Cabinet’s position related to the affordability of the Project in the context of the Welsh Government’s overall capital budget.
- 5.3 Whilst I recognise that there is a possibility that the Welsh Government’s financial position might materially improve at some point in the future, I have no reason to think that this would occur, in the foreseeable future. Accordingly in my judgement, regardless of whether the Schemes and Orders are made, there is no prospect of the Project being implemented in the foreseeable future.

6. REASONS

(a) The implications of the Cabinet’s position

- 6.1 As the Inspector recognised, the allocation of Welsh Government funds was beyond the scope of the public inquiry and it was not a matter on which he should comment [IR8.59, 8.314, 8.336, 8.366]. Accordingly, the Inspector proceeded on the basis of the case put forward by the Welsh Government at the public inquiry, to the effect that funding was

available for the Project and the issue of funding did not constitute an impediment to the implementation of the Project [IR8.111, 8.503]. In effect, therefore, the Inspector proceeded on the basis that if the Schemes and Orders were made, the Project would be implemented. I recognise that, as matters stood at the time of the public inquiry and at the time the Report was completed, the Inspector was correct to proceed on this basis.

- 6.2 However, in my view, the position taken by Cabinet referred to above constitutes a fundamental change of circumstances from those considered by the Inspector. In my judgement, the fact that the Welsh Government will not now provide funding for the Project and the fact that there is no prospect of the Project being implemented in the foreseeable future have three main interlinked implications.
- 6.3 First, the Inspector concluded that a number of advantages would arise, and a number of disadvantages would be avoided, if the Schemes and Orders were made (for convenience, I shall refer to these simply as “the advantages” of the Project). I consider that the Inspector’s findings as to the advantages of the Project were predicated on the assumption that if the Schemes and Orders were made, the Project would be implemented and, on that basis, I agree with them. However, the consequence of the position taken by Cabinet is that, even if the Schemes and Orders were made, the Project would not be implemented in the foreseeable future. Accordingly, none of the advantages of the Project that were identified by the Inspector would in fact flow from the making of the Schemes and Orders, at least in the foreseeable future.
- 6.4 Secondly, as a result of the Cabinet’s position, the resources necessary to implement the Project (including the resources necessary to carry out the compulsory acquisitions provided for by the CPOs) will not be available for the foreseeable future. In my judgement, therefore, I am unable to conclude that those resources will be available within a reasonable timescale.
- 6.5 Thirdly, if I were to make the Schemes and Orders in circumstances where the Project would not be implemented in the foreseeable future, I consider that it would result in those persons and bodies affected by the Schemes and Orders being subjected to continuing uncertainty for a considerable period of time. In my judgement, that uncertainty is likely to be particularly detrimental in the case of persons and bodies affected by the CPOs (and, in this context, I bear in mind the guidance set out in paragraph 50 of the CPO Circular).
- 6.6 Turning to consider the CPOs, I consider that the Inspector’s summary of the tests to be applied in relation to the CPOs reflected the guidance set out in the CPO Circular and, in particular, the guidance set out in paragraphs 16 to 19 of the CPO Circular [IR8.9]. The Inspector accepted the Welsh Government’s case that funding had been earmarked for the Project and that an early start was proposed, and on this basis he concluded that the applicable tests had been met [IR8.503-8.504]. Again, as matters stood at the time of the public inquiry and at the time the Report was completed, I would agree with the Inspector’s approach and conclusions in this respect. However, as I have explained above, the position of the Cabinet constitutes a fundamental change of circumstances in this respect. As a consequence of the Cabinet position, I consider that I should proceed on the basis that the resources necessary to implement the Project generally, and to fund the compulsory acquisitions provided for by the CPOs in particular, will not be available within a reasonable timescale. Accordingly, as paragraphs 16 to 18 of the CPO Circular indicate, it would be difficult for me to conclude that the expropriation of the land included in the CPOs is justified in the public interest (as is required by article 8 of, and article 1 of the First Protocol to, the European Convention on Human Rights).

- 6.7 In accordance with paragraph 18 of the CPO Circular, therefore, I have asked myself whether there are exceptional circumstances that would allow me to conclude that the relevant land should nonetheless be compulsorily acquired. As I have explained above, even if the CPOs were made and the relevant land was compulsorily acquired, none of the advantages of the Project would in fact be realised in the foreseeable future. Accordingly, I could only justify making the CPOs on the basis that there is a possibility that funding for the Project might become available at some point in the future, and therefore there is a possibility that making the CPOs could possibly enable the advantages of the Project to be realised at some point in the future. However, in light of the points set out in paragraph 6.5 above, in my judgement making the CPOs on such a speculative basis would not be justified.
- 6.8 For similar reasons, in my judgement it would not be appropriate or expedient to make the other Schemes and Orders (referred to in paragraphs 1 to 9 of Annex A) in circumstances where there is no prospect of them being implemented in the foreseeable future. Again, even if the Schemes and Orders were made, none of the advantages of the Project would in fact be realised in the foreseeable future, but the disadvantages to which I have referred in paragraph 6.5 above would arise. Further, I agree with the Inspector's conclusion that, subject to certain minor modifications, the land that is subject to the CPOs is necessary for the implementation of the Project [IR8.502]. Accordingly, if the CPOs are not made, the land necessary to implement the Project will not be available, which constitutes another reason why the Project will not be implemented in the foreseeable future.
- 6.9 In accordance with sections 10 and 16 of the 1980 Act, in reaching the conclusions set out above I have had regard to the requirements of local and national planning including the requirements of agriculture. In this respect, I agree with the Inspector's conclusions, and in particular his conclusion that the Project would be compatible with some local and national planning and transport policies [IR8.68-8.77]. However, for the reasons set out above, I do not consider that this (whether taken in isolation or together with the other matters discussed in this letter) justifies decisions to make the Schemes and Orders.
- 6.10 In light of these facts and matters (and the facts and matters referred to in paragraphs 6.15 to 6.18 below), I do not consider that there is a compelling case in the public interest to expropriate the land that is subject to the CPOs and I do not consider that it would be appropriate or expedient to make the other Schemes and Orders.
- (b) The overall balancing exercise**
- 6.11 In light of the conclusion set out in paragraph 6.10 above, it is unnecessary for me to go on to consider whether the advantages of the Project outweigh its disadvantages and whether I agree with the Inspector's overall conclusions as to where the balance lies between the two [IR8.480]. Nevertheless, I have considered the advantages and disadvantages identified by the Inspector and I have concluded that even if I had not reached the conclusion set out in paragraph 6.10 above, and even if it was likely that the Project would be implemented, I would in any event have decided not to make the Schemes and Orders.
- 6.12 I recognise the Inspector's conclusions as to the advantages and disadvantages of the Project. However, I attach greater weight than the Inspector did to the adverse impacts that the Project would have on the environment. In particular, I attach very significant weight to the fact that the Project would have a substantial adverse impact on the Gwent Levels SSSIs and their reed network and wildlife, and on other species, and a permanent adverse impact on the historic landscape of the Gwent Levels [IR8.489, 8.490, 8.493].

- 6.13 As a result, in my judgement the Project's adverse impacts on the environment (taken together with its other disadvantages) outweigh its advantages (including those discussed in paragraphs 6.15 to 6.18 below). Ultimately, whilst I agree with the Inspector that "[t]here are valid and strong competing interests at issue here" [IR8.480], my judgement as to where the balance between the competing interests lies is different to that of the Inspector's [IR8.496, 8.507].
- 6.14 Accordingly, for these additional reasons (which are separate to those set out in paragraphs 6.1 to 6.10 above), I do not consider that there is a compelling case in the public interest to expropriate the land that is subject to the CPOs and I do not consider that it would be appropriate or expedient to make the other Schemes and Orders.

(c) Equality impacts

- 6.15 In reaching each of the conclusions above, and in accordance with section 149 of the Equality Act 2010 ("the EqA 2010") I have had due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the EqA 2010; the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.16 In this respect, I have had particular regard to the Equalities Impact Assessment, which includes a comparison between the impact on groups of persons who share protected characteristics of implementing the Project and the impact of a "do minimum scenario" (i.e. a scenario where there are no interventions in relation to the M4 other than those that are already planned or committed). The Project has been assessed as being likely to have slight positive impacts in respect of persons with the protected characteristics of age, disability (physical sensory or mental), gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation; while the do minimum scenario has been assessed as being likely to have slight negative impacts. The Project has also been assessed to be likely to have moderate positive impacts in respect of lone parents, economic inactivity and social and multiple deprivation; whereas the do minimum scenario has been assessed as being likely to have moderate negative impacts in these respects.
- 6.17 In light of the Equalities Impact Assessment, I consider that decisions not to make the Schemes and Orders would be unlikely to have an impact (whether positive or negative) on the elimination of conduct prohibited by the EqA 2010 or on the fostering of good relations between persons who share a relevant protected characteristic and those who do not share it. Whilst I consider that decisions not to make the Schemes and Orders could have a negative impact on the advancement of equality of opportunity, for each of the two separate reasons set out in paragraphs 6.1 to 6.10 and 6.11 to 6.14 above (whether taken individually or together), I do not consider that this justifies decisions to make the Schemes and Orders.
- 6.18 I also have considered the duty imposed on me by section 1 of the Children and Young Persons (Wales) Measure 2011, which requires me to have due regard to the requirements of Part 1 of the United Nations Convention on the Rights of the Child ("the UNCRC"), however I do not consider that this raises any issues not already considered by the Equalities Impact Assessment, and I do not consider that decisions not to make the Schemes and Orders would result in a breach of any of the provisions of Part 1 of the UNCRC.

(d) Other relevant legal duties

- 6.19 I have considered the duty imposed on me by section 28G of the Wildlife and Countryside Act 1981, but in my judgement decisions not to make the Schemes and Orders would not be likely to affect the flora, fauna or geographical features by reason of which any relevant site of special scientific interest is of special interest and, in any event, there are no other reasonable steps that I can take in the exercise of my decision-making functions to further the conservation and enhancement of such features.
- 6.20 I have considered the duties imposed on me by sections 6 and 7 of the Environment (Wales) Act 2016, and in my judgement, for each of the two separate reasons set out in paragraphs 6.1 to 6.10 and 6.11 to 6.14 above (whether taken individually or together) the proper exercise of my decision-making functions entails deciding not to make the Schemes and Orders. I have also considered the duties imposed on the Welsh Ministers by sections 29 to 31 of that Act, and I have concluded that decisions not to make the Schemes and Orders would not prejudice the Welsh Ministers' ability to comply with those duties.
- 6.21 I have considered the duties imposed on me by section 9 of the Active Travel (Wales) Act 2013, and I have concluded that, for each of the two separate reasons set out in paragraphs 6.1 to 6.10 and 6.11 to 6.14 above (whether taken individually or together) the only decisions that are practicably open to me are decisions not to make the Schemes and Orders.
- 6.22 I have considered the duties imposed on me by regulations 63 and 87 of the Conservation of Habitats and Species Regulations 2017 (SI 2017 No 1012), to which the Minister for Environment's decision dated 5 March 2019 relates, but in view of the fact that I do not propose to give any consent, permission or other authorisation for the Project, I do not consider that these duties affect my decision.
- 6.23 I have considered the duties imposed on me by sections 3 to 5 of the Well-being of Future Generations (Wales) Act 2015, and I do not consider that a decision not to make the Schemes and Orders would be in breach of any of those duties. In particular, I do not consider that the duties imposed by that Act require me to make Schemes and Orders which would not in fact be implemented in the foreseeable future.
- 6.24 Finally, I consider that decisions not to make the Schemes or Orders would not be incompatible with any person's Convention rights contrary to section 6 of the Human Rights Act 1998.

7. FURTHER REPRESENTATIONS/RE-OPENING THE PUBLIC INQUIRY

- 7.1 I have considered whether it would be appropriate to re-open the public inquiry, to invite representations on whether the public inquiry should be re-opened, or otherwise entertain further representations on the implications of the Cabinet decision referred to above. In particular, I have considered whether rule 26(4) of the Highways (Inquiries Procedures) Rules 1994 (SI 1994 No 3263) or rule 20 of the Compulsory Purchase (Inquiries Procedure) (Wales) Rules 2010 requires me to do so. However, I am of the view that neither rule 26(4) nor rule 20(4) requires me to take such a step because the Cabinet position is a matter of Welsh Government policy. Further, I do not consider it would be appropriate to take such a step because the Cabinet's position as to the affordability of the Project is not a matter that I could or should re-visit within the confines of this decision-making process, and in my judgement the implications of the Cabinet position to which I have referred above are incontrovertible.

8. CONCLUSION AND DECISIONS

- 8.1 For each of the two reasons set out above, taken either individually or together, I do not consider that there is a compelling case in the public interest to expropriate the land that is subject to the CPOs and I do not consider that it would be appropriate or expedient to make the other Schemes and Orders. Further, I consider that decisions not to make the Schemes and Orders would not be contrary to any relevant legal duty.
- 8.2 Accordingly, I have decided not to make the Schemes and Orders.

9. MECHANISM FOR CHALLENGE

- 9.1 My decisions may only be challenged by way of a claim for judicial review. Such a claim must be brought promptly, and in any event within three months of the date of my decision.

Yours faithfully,

A handwritten signature in black ink that reads "Mark Drakeford". The signature is written in a cursive, slightly slanted style.

MARK DRAKEFORD

ANNEX A: THE SCHEMES AND ORDERS

Highways Schemes (“the Schemes”)

1. *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-*
2. *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-*
3. *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-*
4. *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-*
5. *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) (No 2) Scheme 201-*
6. *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) (No 2) Scheme 201-*

Highways Order (“the Line Order”)

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

Side Roads Orders (“the SROs”)

8. *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-*
9. *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) (Side Roads) Order 201-*

Compulsory Purchase Orders (“the CPOs”)

10. *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-*
11. *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-*

12. *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 (No 2) Compulsory Purchase Order 201-*
13. *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 (No 3) Compulsory Purchase Order 201-*
14. *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 (No 4) Compulsory Purchase Order 201-*