

**ANNEX A: Record of Determination, Welsh Government, Transport, Economic Infrastructure.**

**For use with Annex II relevant projects only**

<b>Name of project:</b> A55 / A470 Glan Conwy Interchange Pinch Point	<b>Location</b> (including national grid reference): A55 / A470 Glan Conwy Interchange (A55 Junction 19) near Llandudno Junction. NGR SH 80663 77414.
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**Qualifying criteria for Annex II relevant project:** (please tick which are relevant)

Improvement element of project is >1ha	<input checked="" type="checkbox"/>	Project is located within 'sensitive' area		Other with potential for significant effect (e.g. adjacent to sensitive site)	
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<p><b>A. Description of project:</b> The scheme predominantly consists of signalisation of an existing roundabout, active travel provision and maintenance / renewal of the existing highways infrastructure (e.g. resurfacing; lighting; road markings; and signing). The key scheme components include:</p> <ul style="list-style-type: none"> <li>• Signalisation of the A55 West bound off slip, A55 East bound off slip and</li> <li>• A470 (S) roundabout entry arms, along with signals associated with toucan crossing locations;</li> <li>• Minor, localised, carriageway widening of southern section of circulatory to accommodate three lanes of traffic via kerb line amendment. Carriageway widening also required on the A470(S) spur road due to localised narrowing causing a pinch point in network;</li> <li>• Full renewal of street lighting for the roundabout and surrounding roads, including lighting of new shared use footway through centre of roundabout;</li> <li>• Planing and resurfacing of full roundabout including off slip roads and surrounding connecting roads;</li> <li>• Road markings to be renewed with new markings for additional lanes, stop lines and destination markers;</li> <li>• New shared use foot / cycleway construction within centre of roundabout and improved provision on approaches to roundabout, and</li> <li>• New streetlighting for all on &amp; off slips for JCT 19.</li> </ul>
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**B. Description of local environment, including statutory and non-statutory designations:**

The Scheme is situated to the south of Llandudno Junction on Junction 19 of the A55. The junction serves the A470 which continues north towards Llandudno and also serves smaller A and B roads such as the A547 and B5381 which serve Conwy and Colwyn Bay. Llandudno Junction situated along the north west of the junction. Business and commercial retail units are predominately situated just north west of Junction 19 and the residential dwellings are separated by the railway line.

The land surrounding the Scheme towards the north east and south and south east are predominately agricultural and consists of large open fields separated by hedgerows and lined with small pockets of woodland. There are several farms and residential properties between Llandudno Junction and Mochdre, with the denser and more built up areas congregating around the coastline.

The works will take place within the pavement, footways and soft estate within the highway boundary of the junction. The soft estate comprises a mixture of semi-improved neutral grassland, with small sections of broadleaved plantation woodland and dense scrub. Statutory and non-statutory designated sites in proximity to the scheme include:

- Creuddyn Peninsula Woods Special Area of Conservation located 1.2km north west
- Aber Afon Conwy Sites of Special Scientific Interest located 0.8km south west
- Coed Dolwyd ancient semi natural woodland located 320m south east
- Conwy RSPB / Nature Reserve located 440m south west
- Bottom Lodge at Bryn Eisteddford, Access bridge to Bryn Eisteddford and Brodnant Farmhouse Grade II listed structures located 450m east, 500m south and 500m north east respectively

**C. Summary of main environmental effects of project:**

The works are localised and will take place over a short period of time (three months). Vegetation clearance required to facilitate the Scheme (lighting columns and proposed footway/cycleway) will affect the soft estate. However, these activities will not occur within or adjacent to any protected or designated areas. The works will take place predominately during daytime working hours, and sensitive receptors within proximity to the Scheme could experience temporary noise disruption. Providing best practice and pollution prevention measures are in place throughout the construction phase, no significant effects are predicted on the environment.

**D. Details of extent of environmental impact assessment work undertaken and summary of any consultation undertaken with the statutory consultation bodies**

WelTAG Stage 1, 2 and 3 studies have been undertaken including a proportionate qualitative environmental appraisal. The WelTAG Stage 3 environmental appraisal concluded a neutral impact on Air Quality, Greenhouse Gases, Noise, Historic Environment and the Water Environment and slight adverse impacts on Landscape and Biodiversity.

An ecological walkover was undertaken in September 2019 and May 2020 and precautionary mitigation was proposed for bats, birds, reptiles and amphibians.

Noise and air quality monitoring / modelling comparing before and post-construction noise and air quality impacts will be undertaken. The noise and air quality monitoring / modelling strategy has been confirmed with Conwy County Council.

A Landscaping Plan has been produced for the scheme illustrating the landscape design and biodiversity enhancements / benefits for the reinstatement of the junction following completion of the main works.

The North Mid Wales Trunk Road Agent Environment Team and the Welsh Government Environmental Coordination and Advice Team has been consulted on the impacts of the scheme and subsequent proposed landscape design / enhancements for the reinstatement of the junction following completion of the main works.

**E. Determination decision, statement of case in support of this decision that EIA is not required:**

The works are confined to localised areas of highway with a total area of approximately 4.2ha and is not within or adjacent to a sensitive area. Standard mitigation measures will be in place during construction. No significant environmental impacts are anticipated. The works are considered not to require a statutory EIA.

**File references of supporting documentation for future reference:**

- A55 / A470 Glan Conway Interchange Pinch Point: WelTAG Stage Three (WSP, June 2020)
- A55 / A470 Glan Conway Interchange Pinch Point: EIA Screening Report (WSP, July 2020)
- A55 Glan Conwy Interchange – WelTAG Stage 3: Ecological Constraints Assessment (WSP, October 2019)
- A55 Glan Conwy Interchange – WelTAG Stage 3: Ecological Constraints Assessment (WSP, June 2020)
- Drawing No. 70057672-WSP-HLE-GC-DR-03 P03: Landscaping Plan

I have determined, following discussions with the Welsh Government's /~~Trunk Road Agent's~~ Environmental Advisor that a statutory Environmental Impact Assessment ~~is~~/is not required for this project.

Signature Project Director:



M McNamara

Dated: 22/10/20

Authorisation to publish Notice of Determination:

Signature Welsh Ministers' Nominee:

Dated: 29/10/20

