



Llywodraeth Cymru
Welsh Government

A55 Junctions 14 and 15 Improvements Environmental Statement Non- Technical Summary - March 2021



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Llywodraeth Cymru
Welsh Government

**Cronfa Datblygu
Rhanbarthol Ewrop
European Regional
Development Fund**

Contents

1. Introduction
2. Background and need for the scheme
3. Scheme objectives
4. Alternative options considered
5. Description of the scheme
6. Scheme construction
7. Consultation and assessment
8. Environmental assessments
9. Scheme plan
10. What happens next?

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Historically, the schemes at Junction 15 and 16 have been referred to collectively as the 'Junction 15 and 16 Improvements'. Since the Statutory Processes for each junction are being conducted independently of one another and because of the proposed minor improvements to the Junction 14 layout, a decision has been taken to rename the draft Orders, associated Environmental Statements and reporting as follows; the Junction 15 Scheme is now known as the Junction 14 and 15 Improvement Scheme. The Junction 16 Scheme is now known as the Junction 16 and 16A Improvement Scheme.

The Welsh Ministers are responsible for trunk roads in Wales including the A55 North Wales Expressway also known as the A55 North Wales Coast Road or the A55. The A55 forms part of Euroroute E22 Trans-European Transport Network (TEN-T) that runs from Ishim in Russia, to Dublin in Ireland, and provides a vital connection to the Port of Holyhead.

Junctions 15 and 16 are the only two roundabouts on the TEN-T and are substandard and dangerous junctions. With traffic numbers using the A55 constantly increasing, the roundabouts now present a hazard to through traffic and are dangerous junctions for road users joining the A55 from the local road network and towns of Llanfairfechan, Penmaenmawr and Dwygyfylchi.

The Welsh Ministers propose replacing the existing Junction 15 roundabout at Llanfairfechan with a height separated junction. Vehicles would join the A55 via a slip road instead of a roundabout that would allow traffic on the A55 to flow more smoothly. The new junction would also be safer for traffic joining the A55 in both east and west directions.

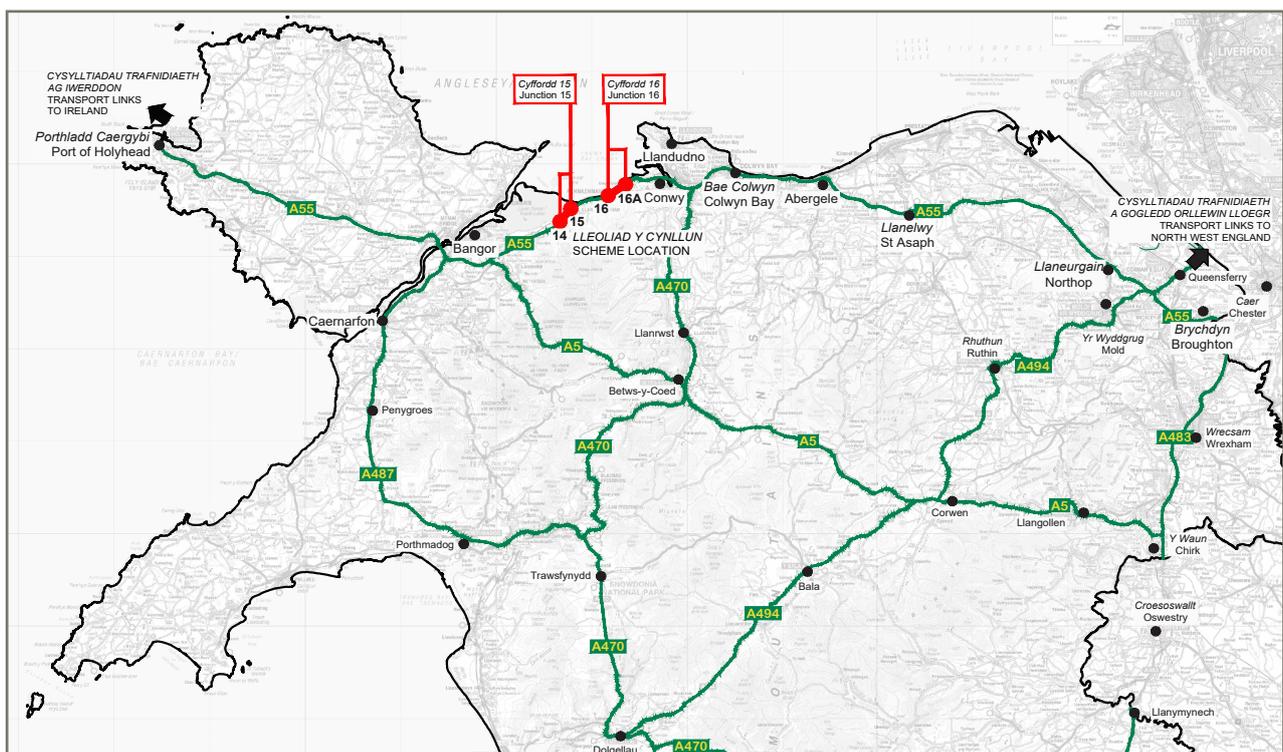


Figure 1 Scheme Location

The Scheme also provides opportunities for a number of measures intended to improve the corridor associated with the A55 around Junction 15 such as:

- A range of Active Travel measures to enhance the provision made for walkers and cyclists that would promote active travel journeys. These measures would improve connections to residential areas such as Pendalar and the Promenade to the local footpath/cyclepath network within Llanfairfechan.
- Provide improved access to local facilities and to established long-distance routes including the National Cycle Network Route 5 and Wales Coast Path.
- Enhancement of public green space with more generous verges and new tree and shrub planting and a gateway design for Llanfairfechan.
- Improvements to Penmaenmawr Road and Shore Road East with new bus stops and off street parking.
- Minor junction improvement works at Junction 14, prior to the commencement of construction works when Junction 15 would be closed to traffic.

Environmental Impact Assessment

The Scheme for Junction 15 is subject to an Environmental Impact Assessment (EIA), in accordance with EC Directive 2011/92/EU, as amended by Directive 2014/52/EU (collectively referred to as the EIA Directive). The latter is transcribed into UK law through the Highways Act 1980 (as amended) and the Environmental Impact Assessment (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017, which came into effect on 5 December 2017.

The EIA is reported in an Environmental Statement (ES), which provides detailed information to help anyone with an interest in the scheme to understand the proposals and have an opportunity to express an opinion before the Welsh Ministers decide whether to proceed.

This document is a Non-Technical Summary (NTS) of the ES that has been prepared to help you understand the Scheme better and to guide you to the relevant chapters or plans in the ES.

The ES is reported in three Volumes:

- Volume 1 – ES.
- Volume 2 – Figures.
- Volume 3 – Technical Appendices.

The Draft Orders

The ES accompanies the draft Statutory Orders published under the Highways Act 1980 (as amended) which set out the land required for the construction, operation and maintenance of the Scheme. The following draft Orders have been prepared for the Scheme and are published together with the ES:

- The Chester to Bangor Trunk Road (A55) (Junctions 14 and 15 Improvement Realignment and Slip Roads) Order 202-
- The Chester to Bangor Trunk Road (A55) (Junctions 14 and 15 Improvement Realignment and Slip Roads) (Side Roads) Order 202-
- The Welsh Ministers (The Chester to Bangor Trunk Road (A55) (Junctions 14 and 15 Improvement Realignment and Slip Roads)) Compulsory Purchase Order 202-

Copies of the ES and draft Orders may be inspected free of charge during normal office hours at the following premises:

- Conwy Culture Centre, Town Ditch Road, Conwy, LL32 8NU.
- Llanfairfechan Library, Village Road, Llanfairfechan, LL33 0AA.
- Penmaenmawr Library, Bangor Rd, Penmaenmawr LL34 6DA.

All of the relevant information on the draft Orders and Environmental Statement are available digitally on the Welsh Government website or on request from the project team (see email address for contact details). During this challenging time, we are endeavouring to ensure that hard copies are available for anyone who may wish to view them. The list of premises where documents are held on deposit will be subject to constant review and may be amended based on the latest guidance on COVID-19. Up-to-date information regarding how the documents can be accessed, can be found via the project website and notices placed at the venues. All published documents for the Scheme can be viewed on the project website:

<https://gov.wales/a55-junctions-14-and-15>

Copies of the draft Orders, Environmental Statement and supporting information may be inspected free of charge at the location listed below:

Orders Branch
Transport
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

Electronic copies of the EIA can be purchased at a cost of £5 from the above address.

The existing J15 roundabout was constructed as part of the Llanfairfechan Bypass in the late 1980's/early 1990's and built to alleviate traffic congestion within the town centre.

Previous studies, undertaken between 2005 and 2015, identified the need for improvements to take account of increasing traffic and to improve road safety. A commitment to improve the junction was made in the Welsh Government's National Transport Finance Plan (2015).

A Welsh Transport Appraisal Guidance (WelTAG) Study carried out in 2018 identified key problems for both Junctions 15 and 16 and the need for improvements to address issues of:

Safety

The junction does not comply with current highway design standards. This is considered to affect safety and capacity.

Traffic Delays

The route can be subject to severe delays during peak periods and journey times can be affected by seasonal traffic, accidents and some maintenance operations.

Poor Network Resilience

If the A55 is closed for incidents or planned works, such as tunnel maintenance, there are a lack of appropriate diversion routes.

Sustainable Travel

Lack of competitive sustainable travel options and poor coastal access and safety for pedestrians and cyclists.



Figure 2 View west towards the proposed Junction 15 from footbridge across the A55

These proposals support the direction and policy objectives of the Welsh Government as set out in government policy, strategies and programmes. Details of these are provided in Chapter 2 of the ES. The Scheme Objectives for both junctions were agreed at the beginning of the project by the Welsh Transport Planning and Appraisal Review Group.

They 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.
- OBJ3** Improve journey times and journey time reliability on the A55 from Junction 14 to Junction 16A.
- 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.
- 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** Opportunities to provide integrated transport are increased.

There are also three technical objectives for the Scheme:

- TECH OBJ9** Minimising technical departures from standards.
- TECH OBJ10** Minimising need to reduce speed limits.
- TECH OBJ11** Minimising disruption during construction.

Five different junction layouts were designed to replace the existing roundabout at J15. All the options provided a new junction in the restricted space between the Chester – Holyhead railway line to the north, and existing buildings on Penmaenmawr Road to the south. Each was considered against the Scheme Objectives.

It was recognised that all the options which provided full access on and off the A55 would require substantial changes to the immediate surroundings and would have adverse environmental effects. The preferred option provided a full height separated junction of the required standard while also avoiding some of the significant adverse effects of some of the other options.

A series of public exhibitions and consultation exercises have been held to allow the community and stakeholders to comment on the proposals as they have been developed. The feedback has contributed to the choice and the design of the preferred option.

Option D was recommended to the Welsh Ministers and was subsequently announced as the preferred route on 6th April 2019.

Further detail of the options considered are provided in the ES Chapter 3 and are also explained in the following link:

<https://gov.wales/preferred-options-replace-a55-roundabouts-go-show>



Figure 3 Visualisation of the proposed Junction 15 from the South

The Scheme would remove the roundabout and provide a height separated junction that would maintain the free flow of traffic along the A55, while providing safe access on and off the dual carriageway to the east and west.

A length of the dual carriageway (approximately 610 metres) would be realigned further south to make space for the new junction. New eastbound slip roads, on the north side of the A55, would be constructed on a viaduct with a bridge over the dual carriageway to link with Penmaenmawr Road and Llanfairfechan. The westbound slip roads would be constructed on an embankment on the south side of the A55.

The new junction would be linked to Penmaenmawr Road via a short connection and traffic light controlled 'T' junction. Two residential properties, 8 and 9 Penmaen View, on Shore Road East would be demolished to make space for the new junction. Penmaenmawr Road would be moved south into the hillside below Penmaen Park.

The Scheme includes for a number of Active Travel measures for proposed improvements to walking and cycling routes. A replacement footbridge across the A55 would be provided with disability compliant ramps to improve access to and from the coast.

The layout of the Scheme, and the environmental measures designed to limit the adverse effects of the junction improvements, are shown in the plan at the rear of this NTS.



Figure 4 Visualisation of the Scheme looking east towards Junction 15

If the Welsh Ministers confirm the Orders, construction would start late 2021 to be completed in mid/late 2023.

Construction would typically commence with temporary fencing of the works corridor and setting up of temporary compounds followed by site clearance, removal of roadside vegetation, demolition, and diversion of utilities.

Temporary traffic management would provide steady flows of traffic through the works. It is expected that the slip roads at J15 would be closed during the construction period, with Junction 14 improved to provide access between the town and the A55 while works are ongoing.

With these preparations complete, cuttings and surface water attenuation measures would be excavated and embankments formed. Construction of structures such as the new overbridge, viaducts, embankments, retaining walls and culverts would commence. The new section of the dual carriageway would be completed, followed by the installation of lighting columns, road signs, safety barriers and further fencing. Finally, the landscape planting and accommodation works would be completed.

Following construction, there would be 3 years of landscape maintenance and aftercare to make sure that areas of tree and shrub planting and grass seeding grow and become established.

Construction work would be completed in accordance with best practice to minimise the effects of noise, dust and construction traffic and the inconvenience of road closures.

A full time Public Liaison Officer (PLO) would keep the public and affected landowners informed of progress and advise on the phases of construction work. The PLO would be based at the contractors site office and be the first point of contact, with a dedicated telephone number for members of the public to use.

Consultation

Organisations including Cadw, Gwynedd Archaeological Trust (GAT), Natural Resources Wales (NRW), Conwy County Borough Council (CCBC), Snowdonia National Park Authority (SNPA) and Welsh Government departments, were consulted or have provided information. Their views have been considered as the design of the Scheme has developed. The Organisations have been invited to and / or attended Environmental Liaison Group (ELG) meetings and have been consulted throughout the development of the Scheme.

Town Councils, Community Councils, local residents, business owners, and stakeholder groups attended public exhibitions held in Llanfairfechan, Penmaenmawr and Dwygyfylchi and met with the project team. Commercial, industrial, business operators, landowners and stakeholder groups have also been consulted.

Screening and Scoping

A screening exercise was undertaken in 2018 and 2019 to establish if the Scheme would require an Environmental Impact Assessment (EIA) in accordance with the relevant legislation. This process concluded that a statutory EIA would be required as the Scheme is classified as a “Relevant Project” due to its size and the likelihood that it would have potential to cause significant environmental effects.

Scoping is the process for deciding what environmental topics should be considered for assessment within the EIA. The Scoping Report was prepared in June 2019 and sets out the details and scope of the environmental assessments.

Mitigation and Enhancement

The designers have considered the impact of their design on the environment and, where practicable, the design has been adjusted to avoid or reduce any adverse effects. If adverse effects cannot be avoided or adequately reduced, mitigation measures have been considered. Examples of mitigation include planting of trees and shrubs to screen views of traffic from properties, providing physical barriers to reduce traffic noise and creating new habitat for displaced wildlife. Enhancement is a measure that is over and above what is required to mitigate the adverse effects of a project and would deliver added benefits to the Scheme. The EIA has been completed by measuring the effects of the Scheme with the proposed mitigation in place by the time the Scheme becomes operational.

Specialist Environmental Assessments

Specialist Environmental Assessments have been undertaken as part of the EIA process and are reported fully in the ES. These have identified and assessed the potential effects of the Scheme on a comprehensive range of environmental aspects. A summary of these assessments is set out in the following pages.

Geology and Soils

The underlying geology and soils have a strong influence on the appearance of the local landform and how the use of land has evolved.

Historical mapping and results of a detailed ground investigation show that there are areas of made ground and potentially there are buried materials associated with past activities that include stockpiled quarry material, railway sidings, garages and fuel stations.

The assessment has considered the likely effects of the scheme on the underlying geology, ground conditions, groundwater and any areas of contamination.

There are no significant effects on the geology or underlying soils during the construction or operational phases of the Scheme. Some areas of ground gas were discovered, but there are no significant risks to the general public of being exposed to contamination.



Figure 5 Views east and west along the A55 at Gerizim from the cyclepath and pedestrian footbridge across the A55 west of Pen-y-Clip tunnel

Road Drainage and Water

The coastal waters of the Menai Strait and Conwy Bay north of Llanfairfechan are protected due to the importance of the marine life and inter-tidal habitat. This area of sea is also of excellent water quality for bathing.

The Water Framework Directive (WFD) and Bathing Water Directive are important pieces of legislation that aim to provide a holistic approach to protection of the water environment and to address the chemical content of the water and marine ecology. As required by the Regulations, the assessment has looked at the potential effects of the Scheme on the water quality of the rivers and watercourses that run into the sea, together with any potential risks associated with flooding that would be caused by the construction or operation of the Scheme.

The Scheme design includes measures to protect the environment from road drainage, including surface water storage areas, pollution control and containment measures in case there are spillages on the A55. It also includes flood compensation measures to address the surface water flooding associated with the area of the junction. During construction there would be measures in place to protect watercourses and the sea from silt and spilled pollutants. These measures would be monitored following completion of the Scheme to ensure they continue to be effective. With these measures in place there would be no adverse effects on the protected coastal waters, inter-tidal areas or bathing water quality. The Scheme would thus be in compliance with the WFD.



Figure 6 View east from Llanfairfechan Promenade towards Penmaenmawr Headland

Nature Conservation

The coastal waters and inter-tidal areas north of Llanfairfechan are designated sites of national and international importance and include:

- Menai Strait and Conwy Bay Special Area of Conservation (SAC).
- Liverpool Bay Special Protection Area (SPA).
- Traeth Lafan SPA and Site of Special Scientific Interest (SSSI).

A Statement to Inform an Appropriate (SIAA) Assessment has considered the likely effects of the Scheme on these sites of national and international importance.

A wide range of birds are recorded in the area, including species normally associated with coastal habitats. A survey of overwintering birds identified that large numbers of oystercatchers foraging in the intertidal zone also take refuge during high tide on local grasslands. There would be no significant effects on these protected areas or overwintering birds as a result of the Scheme.

A single bat roost would be lost as a result of buildings on Shore Road East being demolished. Demolition and vegetation clearance would be carried out at the appropriate season to avoid harm and disturbance to bats and nesting birds.

Mitigation to reduce potentially adverse effects includes:

- Tree and shrub planting to restore established linear belts to provide cover, shelter and flight lines for fauna.
- Seeding of grass areas with wildflowers to encourage pollinators.
- Bat roosting boxes to replace the roost lost to demolition.

Many of the impacts would be short term during the construction period with the removal of some vegetation and disturbance to species such as bats and birds. However overall, the Scheme would be beneficial with an increase in vegetated habitats, including species rich grassland and native trees and shrubs.

Landscape

The A55 at Llanfairfechan has extensive roadside plantations that provide an effective screen of the A55 from nearby properties. Construction of the Scheme would result in the clearance of these plantations which would have a significant adverse effect on views for some local residents.

The new junction overbridge and slip roads would be raised about 8 metres above the existing A55 and cause adverse impacts on views for the eastern area of Llanfairfechan including, the residential properties at Fernbank, Penmaen Park and further properties and community facilities on Penmaenmawr Road. Due to the nature of the Scheme and restricted space, the removal of existing roadside planting is largely unavoidable.

Mitigation planting would be carried out to replace the original roadside vegetation and to reduce the visual impact of the new junction and to integrate it within the local landscape. This would take several years to establish and reduce the visual impact from some locations. The landscape mitigation would also provide benefits for nature conservation and biodiversity.

Overall, the Scheme would cause further urbanisation of the road corridor with additional man-made features such as the overbridge, viaduct, retaining walls and gantries detracting from the existing view. The landscape and visual impact of the Scheme on the wider area would not be significant and the highly scenic qualities of the surrounding area and Snowdonia National Park would remain intact.



Figure 7 Visualisation of the Scheme looking west towards Llanfairfechan across the new height separated Junction 15

Cultural Heritage

The Creuddyn and Arllechwedd Historic Landscape, which surrounds Llanfairfechan is noted for its open landscape and archaeology. The uplands above the town contain numerous Scheduled Ancient Monuments such as hillforts, hut circles, cairns and enclosures. There are two Conservation Areas within Llanfairfechan and two sites on the Register of Parks and Gardens.

The Scheme would have no significant effects on these heritage assets but the demolition of the two houses on Shore Road East would have an indirect impact on the eastern fringe of Llanfairfechan Town Centre Conservation Area. There would be indirect effects brought about by the Scheme on the Wern Isaf Grade 2* Listed house and garden.

An archaeological watching brief would be undertaken during the site clearance and construction stages of the Scheme. This will take place over the full extent of the Scheme and all areas to be used on a temporary basis for construction compounds and access roads.

Community Assets

The assessment has examined the effects on community facilities such as surgeries, post offices, shops, parks, community halls, and on development land and farms.

Two residential properties on Shore Road East would be demolished and the ends of gardens for several properties on the north side of Penmaenmawr Road would be taken. Part of the Pant-Y-Rhedyn School playing field would also be taken on a temporary basis to form a surface water temporary storage area and returned to grassland following completion.

There would be a loss of 1.7 hectares of farmland and areas of land allocated for housing under the Conwy Local Development Plan would be taken.

New public open space and Active Travel routes would be provided to enhance connectivity and access to community facilities. The Scheme includes improved cycleway/footway along Penmaenmawr Road and the provision of bus laybys close to Pant-y-Rhedyn school that would assist with traffic flows and pedestrian safety. The Scheme would have an adverse effect on some existing private assets and development land, but would have a minor adverse effect on farmland.

Air Quality

The assessment has examined how the Scheme would affect air quality. Surveys of existing air quality were undertaken in 2018. These results have then been compared with calculations of air quality in 2022/2023, when the Scheme would be open for traffic. An assessment of air quality following completion of the Scheme and during operation has been undertaken that indicates that there would be a reduction in vehicle emissions and airborne pollution.

The assessment has considered construction dust and airborne pollutants such as Nitrogen Oxides, and tiny particulate matter that could be from dust, sea salt, soot or small particles of metal.

Good construction site management and dust control techniques would reduce emissions. With these measures in place the effects of construction dust have been assessed as not being significant.



Figure 8 Views towards the existing Junction 15 along Penmaenmawr Road



Figure 9 View north from Penmaenmawr Road to the existing Junction 15 roundabout with Puffin Island in the background

Noise and Vibration

This assessment has examined how the Scheme would change noise and vibration associated with construction and operation of the Scheme. The A55 is the primary source of noise in the area. Where traffic noise exceeds acceptable levels at Mona Terrace and Pendalar, there is a Noise Action Plan Priority Area (NAPPA).

Surveys of existing noise levels were undertaken in 2018. The assessment showed that during the construction period there would be an increase in noise affecting people living close to the Scheme as a consequence of some construction activities.

Proposed mitigation for traffic noise would include a low-noise surfacing system for the carriageway, existing noise barriers would be retained or replaced and additional noise barriers, installed to the north and south of the A55 and new Junction 15.

The assessment has concluded that nearby properties would experience a negligible increase as a consequence of the Scheme. A total of twenty-nine properties would experience no change or a reduction in noise. Due to the provision of a noise barrier alongside the proposed west bound slip road, nearby properties adjacent to the proposed Junction 15 are expected to experience a reduction in noise levels following completion of the Scheme.



Figure 10 View towards Pendalar and Mona Terrace that lie within a NAPPA

All Travellers

This environmental topic addresses the requirement of the Well-being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013. It also addresses the effects that the Scheme would have on pedestrians, cyclists, equestrians and vehicular travellers.

The Active Travel (Wales) Act 2013 refers to walking or cycling as an alternative to motorised transport for the purpose of making regular and daily journeys. An active travel is a journey made to or from a workplace or educational establishment or to access other services or facilities. This covers short distance commuting such as travel to school, shops or leisure facilities and has to be suitable for everyday use. It does not cover routes or sections of routes that are just used for leisure or recreational purposes.

Following consultations with Conwy County Borough Council, Sustrans and Cycling UK, a number of active travel routes have been proposed within the Scheme including improvements to National Network Route 5 (NCN5).

The Scheme would contribute to both the Well-being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013 through the provision of a number of walking and cycling routes. This would include:

- Improvements to the National Cycle Network (NCN) Route 5.
- Improved and safer facilities to cross the A55 and shared cycleway/footway at the Penmaenmawr Road/J15 junction.
- Improved cycleway/footway along Penmaenmawr Road.
- New bus layby facilities close to Pant-y-Rhedyn school.

During construction, a Construction Traffic Management Plan would be put in place by the contractor to manage any diversions or road closures. J15 slip roads would be closed for a period of time and two lanes of the A55 would be kept open in each direction with a speed limit. There would also be a temporary increase in noise levels due to construction works that could also affect travellers on local routes close to the A55. The assessment has concluded that there would be minor disruption to vehicle traffic and to cyclists and pedestrians. Drivers on the A55 might also suffer increased stress as a result of the narrowed lanes but when fully operational, the improvements in safety would reduce driver stress. During operation of the Scheme, there is predicted to be a minimal change in traffic flows on the A55 and local road network.

Material Assets & Waste

The assessment has considered the effects of the Scheme on the use of materials and waste generated during the construction and operational stages of the project.

During construction the Scheme would require a large amount of fill material to be imported from elsewhere for construction of the new junction and slip roads. At this stage it is not known where the material will come from.

Opportunities would be sought wherever possible to make use of local projects to source suitable fill materials for construction. Waste would be minimised by recycling and suitable recycled materials would be used in construction wherever possible and feasible. It is predicted that there would be no significant change in the use of materials or generation of waste when the road is completed and in use.

Population and Health

The assessment of population and health has drawn upon the work carried out in a number of other specialist assessments undertaken as part of the EIA. The assessment has considered the potential effects relating to private property and housing, community land assets, development land and businesses, agricultural land holdings and walkers, cyclists and horse riders. A Health Impact Assessment has been carried out which has considered potential effects relating to geology and soils, landscape, community assets, air quality, noise and vibration, all travellers and the risks of accidents and disasters.

The most adverse effects would be the demolition of two private residential properties, changes to existing gardens, and loss of a site allocated for future housing and some agricultural land. During construction, access to amenities would be adversely affected but, improved when the Scheme is completed. Further beneficial effects would be improvements to public open space, and provision of additional cycleways and access to areas of amenity. The Health Impact Assessment concluded that whilst there would be some adverse effects during construction caused by noise and driver stress, when the Scheme is completed there would be no adverse effects. The Scheme would have beneficial effects by reducing driver stress and a reduction in road accidents as a result of removing the existing roundabout and construction of the new junction.

With regards to the Well Being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013, there would be no adverse effects during the construction period. Following completion of the scheme, there would be some beneficial effects resulting from improved provision for non-motorised users such as cyclists and pedestrians.

Climate Change

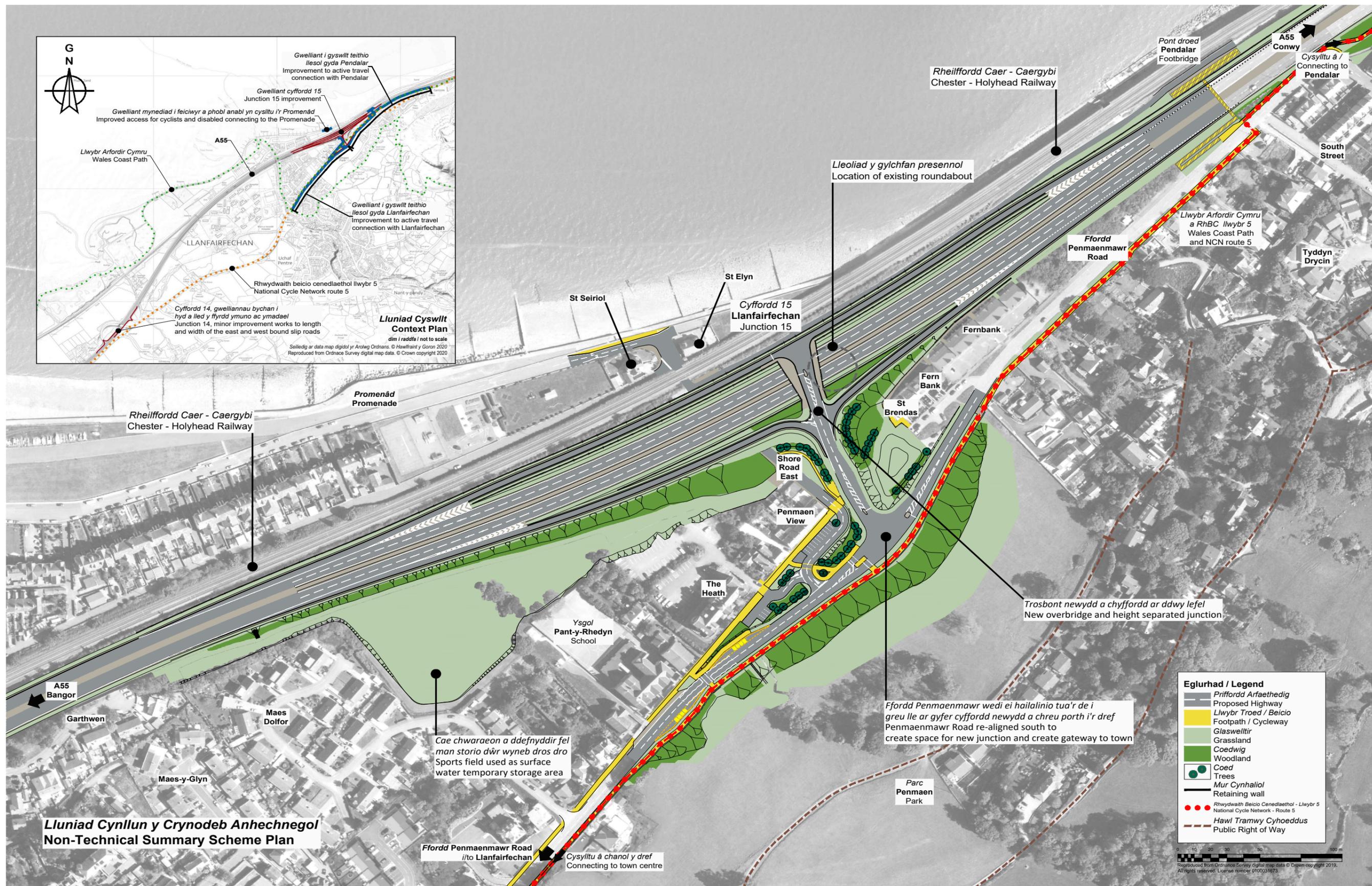
The Scheme has been assessed for its potential to affect climate. Aspects that are considered are the release of greenhouse gases into the atmosphere by construction and the resilience of the Scheme to the effects of climate change.

The greenhouse gas assessment shows that construction of the Scheme would produce a total emission of 20,634 tonnes of carbon dioxide. These emissions are considered significant, but low in terms of the overall UK Carbon Budget for the period of construction. User greenhouse gas emissions, using a 60-year appraisal period, were assessed to be 4000 tonnes lower than if the A55 Junction 15 and 16 Improvements Scheme was not in place. This shows that there is a decrease in user greenhouse gas emissions with the A55 Junction 15 and 16 Scheme in place, due to the smoother and more efficient route. The climate change resilience assessment demonstrated that the Scheme is not vulnerable to the effects of Climate Change, and so no mitigation measures would be required.

Risk of Accident and Disaster

The Scheme is designed to resist the normal adverse effects of natural and man-made events that might be expected to affect the area in which it is sited, for example, flooding, high winds or vehicle collisions. Some very unlikely natural and man-made events, for which the Scheme cannot be designed, could occur such as extreme weather events and severe flooding events following tidal surges from the sea.

The assessment demonstrates that the Scheme would not worsen the consequences for the environment but could result in closure of the A55 for a short period while damage is repaired. Mitigation for these events would include advanced warning signs and advanced planning for the consequences of collisions and repair of damage to the road.



Any person or organisation can now support or object to the draft Statutory Orders, suggest alternatives to the draft Statutory Orders, or comment on the Environmental Statement and/or the Statement to Inform an Appropriate Assessment.

Depending on the nature and number of any objections and comments received to the published draft Statutory Orders, a Public Local Inquiry may be held before an independent Inspector.

If a Public Local Inquiry is to be held, all those who have responded would normally be notified within 4 weeks of the end of the objection period and the Inquiry held within 22 weeks of that notification. Details of the Public Local Inquiry would be confirmed and notices would appear in the local press.

All correspondence would be copied to the Inspector and kept in the Inquiry Library which would be available to the public. Publicity would be given to any feasible alternative proposal received within a time limit to be specified within the Public Inquiry Notice.

If the Welsh Ministers decide to proceed with the Scheme a contractor would be appointed through a tendering process and construction would commence. The programme for the next phases is set out on the back cover.

Winter 2020/2021 Publication of draft Orders and the Environmental Statement

These will set out the land that would be required to build the Scheme and the environmental mitigation work that would be involved. It would detail local accesses and provision of Private Means of Access. You will then have the opportunity to formally object or support the Scheme or suggest an alternative.

Summer 2021 Potential Public Inquiry

If a Public Inquiry is required, an independent Inspector would hear evidence, in front of the public, from interested parties and stakeholders. The Inspector would make a recommendation to the Welsh Ministers on how to proceed.

Autumn 2021 Welsh Ministers decision to make the Orders

The Welsh Ministers would decide whether to make Orders and to go ahead with the construction of the project.

Autumn 2021 Appoint Design & Build (D&B) contractor subject to Welsh Ministers decision

Subject to the decision to proceed with the Scheme, the Contractor who will undertake the detailed design and build would be appointed by the Welsh Government.

Winter 2021/2022 Commence construction on site

Works to build the new junction 15 and other associated improvements would start.

Autumn 2023 junction 15 improvements open

The completed junction 15 improvement scheme at Llanfairfechan would open.

