Grŵp Menter, Cysylltedd ac Ynni
Economy, Connectivity and Energy Group

Llywodraeth Cymru
Welsh Government

Our Ref: qA2280938
qA2282120 & qA2282121

Date: 13 November 2026

Dear Sir/Madam

HIGHWAYS ACT 1980
ACQUISITION OF LAND ACT 1981

THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (RIVER DEE BRIDGE REPLACEMENT) ORDER 202- ("the Line and Bridge Order")

THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (QUEENSFERRY INTERCHANGE TO GARDEN CITY IMPROVEMENT) (SIDE ROADS) ORDER 202- ("the SRO")

THE WELSH MINISTERS (THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (QUEENSFERRY INTERCHANGE TO GARDEN CITY IMPROVEMENT) COMPULSORY PURCHASE ORDER 202- ("the CPO")

(together "the Orders")

THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) RIVER DEE BRIDGE REPLACEMENT (QUEENSFERRY INTERCHANGE TO GARDEN CITY IMPROVEMENT) – ENVIRONMENTAL IMPACT ASSESSMENT DECISION UNDER PART VA OF THE HIGHWAYS ACT 1980, AND

CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2017 REGULATION 63: ASSESSMENT OF IMPLICATIONS FOR EUROPEAN SITES

DELEGATION ARRANGEMENTS

1. The powers to make the Orders identified above are exercisable by the Welsh Ministers by virtue of article 2 of, and Schedule 1 to, the National Assembly for Wales (Transfer of Functions) Order 1999, and section 162 of, and paragraph 30 of Schedule 11 to, the Government of Wales Act 2006. The decision whether or not to make the Orders falls under the responsibility of the Deputy Minister for Transport, Mark Hooper, MS ("the Minister"), acting under the authority of the Cabinet Minister for Enterprise, Connectivity and Energy, one of the Welsh Ministers.

BUDDSODDWYR MEWN POBL | INVESTORS IN PEOPLE

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

INTRODUCTION

2. The A494 Dolgellau to South Birkenhead Trunk Road is the principal route between North Wales and Northwest England. The highway links communities in north Wales and is also a key tourist route carrying traffic between England and North Wales. More locally, the A494 provides a critical local and regional economic link between Wrexham, Deeside, Chester, Liverpool and Manchester.

3. The Welsh Government proposes to provide a new bridge over the navigable waters of the River Dee to the south-east of the existing bridge.

4. Bridge inspections have recorded evidence of concrete deck deterioration which has continued despite routine maintenance and repairs. If nothing is done, the structure will continue to deteriorate, and weight restrictions and/or lane closures may need to be introduced to maintain the A494 River Dee Bridge in the short to medium term and may need to be closed in the long term.

5. The existing bridge carries approximately 70,000 vehicles per day. Any long road closures required for replacing deteriorated parts would result in severe disruption and delays to journeys for bridge users and those using the local road network.

6. The Welsh Ministers propose a scheme to construct a new bridge upriver of the existing crossing. The proposed scheme is entitled the A494 River Dee Bridge Replacement Scheme (referred to hereafter as the “Scheme”).

7. The new bridge and much of the highway will be constructed offline to minimise disruption to road users. Once complete, traffic will be diverted to the new bridge, allowing removal of the existing bridge.

8. The Scheme has been designed to meet the following specific Transport Planning Objectives (“TPO”) developed in consultation with stakeholders and adopted by Welsh Government:

   TPO 1. Maintain connectivity of the A494 strategic corridor by addressing the life expired River Dee Bridge.

   TPO 2. Maximise opportunities for modal shift through better provision for alternative modes.

   TPO 3. Minimise scheme whole-life carbon emissions through applying carbon reduction measures to design, construction, and operation.

   TPO 4. Maintain and enhance the local environment by securing long term net benefit for biodiversity.

   TPO 5. Improve resilience on the A494 corridor by minimising the impacts of incidents and accidents and enhancing safety for road users and maintenance personnel.

TPO 6. Maintain connectivity along the A494 strategic corridor during construction to minimise impacts on residents, businesses, strategic and local traffic.

THE SCHEME

9. The Scheme includes:

(1) a new River Dee bridge to carry two lanes of traffic in each direction and an adjacent cycle track (with a right of way on foot), shared with a trunk road maintenance track, integral to the A494(T);

(2) improvements to the existing A494(T) carriageway, to the east of where the road passes under the North Wales Coast Railway Line (CNH3), including introducing a new hard shoulder in each direction connecting to the existing hard shoulders to the east of the River Dee, alignment improvements and introduction of sustainable drainage systems;

(3) a new priority junction connecting the Riverside area (located south of the new River Dee bridge) to the westbound carriageway of the A494(T);

(4) a new highway link road connecting the priority junction described in (3) above to the Riverside Gypsy and Traveller site, commercial properties on the southwest bank of the River Dee, and a river pumping station;

(5) a cycle track, for pedestrians and cyclists, combined with a maintenance vehicular access route, running along the southeast side of the westbound carriageway, integral to the A494(T), between Queensferry Interchange and the integral cycle track of the A494(T) on the northeast side of the River Dee. This new A494(T) cycle track will provide connections with – (i) the Wales Coast Path/NCN 568 on the northeast side of the River Dee, as well as the trunk road cycle track to the north-east of the river which runs through and connects to Drome Corner and Sealand Road; (ii) the new local cycle track connection with the B5441 Station Road mentioned in (6) below; (iii) the new local cycle track connection with unclassified Factory Road mentioned in (7) below; and (iv) the integral cycle track network and underpass of the Queensferry Interchange, on the southeast side of the A494(T);

(6) a new local cycle track, for pedestrians and cyclists, shared with a vehicular private access track, running from the north-west termination point of the new highway link road described in (4) above, extending north-eastwards, then generally north-westwards, crossing beneath the new bridge on the southwest bank of the River Dee, connecting to the B5441 Station Road;

(7) a new local cycle track, for pedestrians and cyclists, shared with a vehicular private access track, running from the north-west termination of the highway link road described in (4) above, extending south-eastwards and then generally south- westwards in connection with Factory Road, and which will link to the integral A494(T) cycle track mentioned in (5) above;

(8) improvement of an informal path for pedestrians, cyclists and private means of

vehicular access running between the Wales Coast Path/NCN 568 and Claremont Avenue.

(9) a new footpath running between the A494(T) highway boundary and the Chemistry Lane/Factory Road junction located to the south-west of Footpath 15 (West Saltney) which is to be stopped up, and along the northeast boundary of the North Wales Coast line (CNH3);

(10) collectively, the proposed non-motorised user provisions described in (5) to (9) above, along with enhancements to existing connections, will deliver up to 3 km of new and improved walking and cycling routes. This includes a continuous public walking and cycling route extending from the Drome Corner junction in the north-east to the Queensferry Interchange in the south-west, with additional links to and from the B5441 Station Road and the unclassified Factory Road. These improvements are expected to enhance safety for cyclists, pedestrians, and vehicular users of the A494(T) by providing clear segregation between motorised and non-motorised traffic. Some of the routes may experience low and infrequent use by maintenance vehicles;

(11) the diversion of the 'Queensferry Drain' (a main river designated by Natural Resources Wales), located on the southeast side of the A494(T). The drain currently flows through a culvert beneath the A494(T), west of the North Wales Coast Line (CNH3), and continues in an open channel to the east of the railway line. As part of the Scheme, new sections of open channel would be constructed on the southeast side of the widened A494(T), on both sides of the North Wales Coast Line. The existing culvert beneath the railway will be retained and supplemented with new culverted sections to connect the open channels. Additional drainage infrastructure would also be provided within the widened trunk road corridor to support the Scheme's overall drainage requirements;

(12) a new River Dee sluice will be created, and a new Queensferry Pumping Station facility provided, located to the south-west of the River Dee and at the north-west termination point of the new highway link road connecting to the Riverside area as described in (4) above;

(13) demolition of the existing A494 River Dee Bridge, except for the river piers, which will remain in-situ.

(14) local environmental mitigation works, in consequence of the Scheme, will be provided:

i. to the north-east of the unclassified Chester Road East at its new north-westerly termination point, where mature trees at the rear garden of 1 Bridge Houses (which is to be demolished) will be retained to avoid loss of habitat and provide shading to proposed bat roost structures against artificial light.

ii. by way of new hedgerows connecting existing habitats to the south-east of the new Queensferry Drain (Open Channel), off unclassified Chester Road

East, together with further areas of soft estate just to the south-west of the North Wales Coast Line (CNH3) at the northeast end of the new Channel's new maintenance access road.

iii. by way of new hedgerows, connecting existing habitats, to be provided to the southeast of the realigned Queensferry Drain (Open Channel), at the northwest boundary of the Welsh Water Queensferry Sewage Treatment Works, together with further areas of soft estate just to the northeast of the North Wales Coast Line (CNH3) at the southwest end of the realigned Channel's new maintenance access road.

iv. by way of new hedgerows connecting existing habitats to the southwest of Ferrybank Farm and to the southeast of the trunk road cycle track that connects the Wales Coast Path/NCN 568 to Foxes Lane.

v. by way of installation and monitoring of bat boxes near the Queensferry Interchange, to the south of A494(T) and northeast of the B5129 Chester Road East, providing roosting opportunities and enhanced connectivity between existing habitats.

vi. by way of construction of a dedicated bat roost building and subsequent monitoring at land to the southwest of the River Dee, adjacent to the proposed pumping station and near the southern extent of the Scheme, contributing to long-term habitat provision and species opportunities for biodiversity.

These mitigation measures will provide both fauna permanent habitat and green infrastructure which will integrate the Scheme more sensitively within the wider environment;

(15) the Scheme would result in the demolition of four properties, Nos 1 – 4 Bridge Houses, three of which (Nos. 2 – 4) are owned by the Welsh Ministers, and one (No. 1) owned by Flintshire County Council. All properties are unoccupied;

(16) business sites that would be lost to the Scheme, are – T K Motor Repairs, at Unit 1, located on the western side of unclassified Chester Road East; and J & M Garner (Haulage) Limited premises, situated to the south-east of the A494(T) and on the southwest bank of the River Dee;

(17) the highway, and private access road, known as By Pass Road, direct off the southeast side of the A494(T) serving other land interests, including Riverside Joinery and Chaloner Auto Repairs Ltd, on the southwest bank of the River Dee, and the Riverside Gypsy Travellers Site, as well as the Queensferry Pumping Station and River Dee Sluice sites, will be removed by the Scheme, and replaced by a new priority junction and link road as described in (3) and (4) above;

(18) offsite environmental mitigation works are proposed for the foreshore area of Greenfield Marsh, near Walwen. This site is located north-east of the Greenfield Recycling Centre and the North Wales Coast Line (CNH 3), and south-west of the River Dee Estuary off Bagillt Bank, within the Community of Holywell. The

works will involve the removal of rubble patches, likely remnants from a nearby former landfill. The area will be preserved and monitored to support the natural colonisation of saltmarsh habitat. If environmental conditions change, targeted manual enrichment may be undertaken to support key saltmarsh species. A dedicated environmental management and monitoring plan (EMMP) will be implemented at pre-construction stage, with ongoing ecological monitoring assessments for five years post-construction, to track habitat development and ensure long-term habitat restoration success.

THE ORDERS

Background

10. A draft Line and Bridge Order and draft SRO were published on 30 September 2025, and a draft CPO was published on 15 October 2025. If made, these draft Orders would authorise: the construction of a new bridge over the River Dee; the construction of new highways; the stopping up and improvement of highways; the stopping up and provision of private means of access, the acquisition of land and rights necessary for the construction and future maintenance of the new bridge and new trunk road, associated side roads works and ancillary works and the implementation of measures to mitigate the impact on the local environment.

THE ENVIRONMENTAL STATEMENT

Consultation

11. The Environmental Statement ("ES") was published on 30 September 2025 in accordance with Part VA of the Highways Act 1980 and Directive 2011/92/EU (as amended by Directive 2014/52/EU). A Statement to Inform an Appropriate Assessment ("SIAA") that assessed the implications of the Scheme for the Special Areas of Conservation and related matters was also published on 30 September 2025 in accordance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (known as the 'Habitats Regulations').

12. In accordance with Section 105B of the Highways Act 1980 and Regulation 63 of the Habitats Regulations, Public Notices were placed in the London Gazette and Daily Post on 30 September 2025 and were sent, together with the Non-Technical Summary ("NTS") of the ES, to the list of statutory and non-statutory recipients at Annex A, inviting comments by 11 November 2025.

DEPOSIT LOCATIONS

13. Copies of the draft Orders (Line and Bridge Order, SRO and CPO), ES, NTS and SIAA were made available for inspection at the following locations:

    i. Welsh Government Offices, Sarn Mynach, Llandudno Junction, LL31 9RZ;
    ii. Deeside Library, Chester Road West, Queensferry, CH5 1SA

ONLINE INFORMATION

14. Copies of the draft Orders (Line and Bridge Order, SRO and CPO) ES, NTS and SIAA were also made available online at Welsh Government website Scheme consultation webpage which was updated on the draft Orders publication date. Respondents could view copies of all the draft Orders documents and electronic versions of the exhibition boards shown at the public exhibition events. All materials can still be accessed at www.gov.wales/a494-river-dee-bridge .

EXHIBITION EVENTS

15. Two exhibition events were held for stakeholders and members of the public. A total of 41 visitors attended across both events. The draft Line and Bridge Order, CPO and SRO along with draft Land Reference Plans were exhibited on display boards during the exhibitions to allow attendees to review and discuss their concerns with the Welsh Government project team. The main Scheme layout drawing along with the published draft SRO, CPO, Line and Bridge Order and Environmental Master Plans, were displayed. A full copy of the ES and SIAA were also exhibited together with a fly-through visualisation video of the scheme.

SUPPORT, OBJECTIONS AND REPRESENTATIONS

16. A total of 24 responses were received during the 6-week objection period comprising of: 6 letters of support, 5 statutory objections, 1 non-statutory objection and 12 representations. All letters of objection and representation were responded to individually within the 6-week period. Of the 5 statutory objections, 3 have subsequently been withdrawn, leaving 2 statutory objections and one non-statutory objection involving compensation outstanding.

SUPPORT

17. The letters of support for the Scheme and the Welsh Government's responses (shown in italics), are summarised below.

18. Holywell Town Council

    The Council expressed their full support for the scheme particularly the works specific to their interest.

    - *The Welsh Government thanked the Council for its support.*

19. Flintshire County Council

    Flintshire County Council broadly supports the proposed Scheme but asked that the following points be considered and addressed:

- The Council welcome the new hard shoulder between the intersection with the North Wales Coast Railway Line and Foxes Lane as it will provide additional network resilience. They are also pleased to see that work on the railway will be minimised.

- *The Welsh Government noted and welcomed Flintshire County Council's positive comments regarding the inclusion of hard shoulders and the limited works required on the railway.*

- The Council note that there will be a new replacement T-junction (left in and left out only) south of the river connecting the Riverside area with the A494 in a similar form to the existing junction. They have previously raised concerns that a T-junction directly onto the A494 will require traffic to join the A494 from a standstill position and presents a risk of traffic turning right instead of left. They also remain concerned that the proposed plans no longer include the road connecting the Gypsy site to Factory Road. The Council requested that a safety audit was undertaken of the new junction to Riverside, which they understand was undertaken and they asked if the audit findings and report could be shared with them.

  - *The Welsh Government noted Flintshire County Council's concerns regarding the Riverside junction and confirmed that a Stage 1 Road Safety Audit has been undertaken, with further audits planned as the design progresses. The Welsh Government are arranging for the findings of the audits completed to date to be shared with Flintshire County Council.*

  - *The junction has been designed in compliance with national standards and has been modified to reflect previous comments from Flintshire County Council. Amendments include increasing the length of the slip road, extending the carriageway off the A494 junction, and relocating the walking, wheeling, and cycling crossing further away from the A494 to improve safety.*

  - *Regarding the connection to Factory Road, this was not included due to several constraints: insufficient drainage capacity within the existing Factory Road system, the impact on trees protected by Tree Preservation Orders (which Flintshire County Council's Tree Officer raised concerns about), the presence of multiple utilities in the vicinity, and the operational challenges of routing vehicles either through the low headroom railway bridge to Chemistry Lane or via a longer diversion along Factory Road.*

- Flintshire County Council recognise that the introduction of contraflow traffic management (change over phase) is non-avoidable during the connection of the replacement bridge (constructed offline) to the existing structure. They are, however, concerned that although this was raised at the consultation event, durations of this phase need to be clarified, as this will reduce traffic to a single lane in each direction at an already heavily congested location, and it is likely to cause major disruption on the A494 and surrounding road network for the duration of the scheme.

  - *The Welsh Government recognise the potential disruption during the contraflow phase when the new bridge is connected to the existing structure. The duration and mitigation measures will be confirmed following the appointment of a Contractor, which is expected this summer / autumn, and these will be communicated to stakeholders. Comprehensive traffic management plans will be developed to minimise congestion and maintain safety throughout this period.*

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

- *During the construction stage there will be monthly Traffic Liaison Group Meetings which will be arranged and chaired by the Contractor. Flintshire County Council will be an invitee to all these meetings, which will provide a forum for the Welsh Government and Contractor to update Flintshire County Council and other stakeholders and for feedback to be provided.*

- Flintshire councillors raised concerns regarding the absence of a third lane as had been promoted previously. It was explained during the consultation event that this was as a consequence to the Welsh Government's Roads Review. Given the commitment made to revisit the Roads Review and the recognition of EV as a sustainable mode of transport, clarification is required on how this undertaking impacts on the proposal of two lanes as opposed to three. Network resilience during times of disruption due to road traffic collisions or breakdowns, and also air quality, remain a concern by elected members on this stretch of the A494.

  - *The Welsh Government note the councillors' concerns regarding the proposed lane capacity of the scheme. The primary need for the A494 River Dee Bridge Replacement Scheme arises from the existing bridge nearing the end of its serviceable life. Following the Welsh Government's response to the Roads Review in February 2023, the scheme's Transport Planning Objectives were reviewed to align with the four road building tests. The scheme was subsequently re-appraised using the updated Welsh Transport Appraisal Guidance (WelTAG).*

  - *Two-lane options were found to be better aligned with current policy. The preferred option offers improved value for money and network resilience while minimising construction and environmental impacts.*

  - *The proposed scheme includes hard shoulder facilities on both new carriageways. These will enhance safety for road users and maintenance personnel and help reduce the traffic impact of incidents or accidents. The new bridge structure will be designed to allow the future conversion of hard shoulders into running lanes, should the need arise.*

  - *Looking ahead, the Welsh Government is working closely with local authorities in north Wales, including Flintshire County Council, through undertaking a transport needs and resilience review on the A55 and A494 which will consider safety, congestion, connectivity, resilience, accessibility, operational performance, and supporting economic growth. As part of this network-wide approach, the Welsh Government is also developing Network North Wales, which aims to improve regional connectivity via rail, bus, walking, and cycling. This initiative will support alternative travel choices and help reduce road congestion. For example, proposals include a new rail station at Deeside Industrial Park and improved bus services to enhance access to jobs in the area.*

- The Council's Chief Officer for Planning, Environment and Economy has previously commented on the options presented in the consultation, from the perspective of the Council's adopted Local Development Plan (LDP) which covers the period 2015 to 2030. The LDP includes an allocation in policy HN8.3 for an extension to the existing Council run Riverside Gypsy Site to provide for an additional 10 pitches. The Council noted that the allocation falls outside the site boundary on all schemes. They also

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

noted that all of the options presented no longer show a vehicular access to Factory Road with this now being shown as a 'New shared use path connection to Factory Road'. This would appear to indicate that vehicular access to the existing gypsy site and proposed extension is to be maintained from the A494 during construction works. The concern is that all options show three temporary construction compounds / working areas. The central compound directly adjoins the existing Gypsy site and the proposed extension, is located on Council owned land and is earmarked for the creation of a flood water attenuation basin in connection with the proposed extension to the Gypsy site. The Council have therefore requested that Welsh Government consider the implications of, and timescales for, the use of this land as a construction compound in terms of the ability of the Council to deliver the extension to the Gypsy site.

  - *The Welsh Government acknowledge the Local Development Plan allocation and Flintshire County Council concerns regarding the use of land for construction compounds adjacent to the existing and proposed Riverside Gypsy Site. The project team has been liaising with Flintshire County Council officers throughout the development of the Scheme to ensure alignment with Flintshire County Council's plans.*

  - *The Welsh Government understand that the Council's Gypsy Traveller site extension cannot proceed with the current junction arrangement to the A494. It is therefore the Welsh Government's understanding that Flintshire County Council intends to await the consenting of the A494 scheme and, if granted, the completion of the bridge and new junction works before progressing with its own Scheme.*

  - *The Welsh Government will continue to work closely with Flintshire County Council officers to manage land use and timescales to minimise impacts on the proposed extension and associated flood attenuation works.*

- Flintshire County Council noted that the A494 River Dee Bridge Replacement Proposed Scheme General Arrangement dated September 2025 includes land and property that is currently within the ownership of Flintshire County Council and they would expect to be compensated accordingly if this land and property is to be included within the scheme. Additionally, Flintshire County Council pointed out that certain public rights of way also intersect with the scheme, and they would expect these to be retained.

  - *The Welsh Government noted Flintshire County Council's comments regarding land and property within Flintshire County Council's ownership and public rights of way. Land and property requirements have been identified in the draft Orders, and compensation will be provided in accordance with statutory processes. Any impacts on public rights of way intersecting the Scheme are also detailed within the draft Orders, and these will be retained or appropriately diverted in consultation with the Council.*

- Flintshire County Council remain concerned that the responsibility for some of the active travel routes will pass to the local authority to maintain and manage in the future without additional budget, and at a time when budgets are already

constrained. To this end, consideration needs to be given to providing additional revenue funding for the maintenance and management of these active travel routes.

- *The Welsh Government noted Flintshire County Council's concerns regarding the future maintenance and management of some of the proposed active travel routes. The active travel routes included within the scheme reflect sections identified for development by Flintshire County Council in its Active Travel Integrated Network Maps. The Welsh Government will be delivering these new routes, which should help free up Flintshire County Council resources to progress further improvements identified in your wider plans for the area.*

- *In addition, the project team will work closely with Flintshire County Council to ensure that the design and construction of the new routes minimise future maintenance requirements as far as possible.*

20. David Rawlinson

Mr Rawlinson is a Chartered Civil Engineer and local resident, who strongly supports the project. He made the following comments and subsequently confirmed that the Welsh Government response addressed his comments.

- Poor Consultation Drawings: Current draft Orders drawings lack clarity, making public feedback difficult.

  - *The drawings provided are statutory plans required for consultation on draft Road Orders and Compulsory Purchase Orders. They meet legislative requirements and define land and rights for the scheme. Additional context is available via General Arrangement drawings and Environmental Master Plans on the project website. The scheme is at the preliminary design stage and will be developed further.*

- Scheme Necessity: Fully supports the structural need and sustainability goals.

  - *The Welsh Government acknowledged support for the scheme's objectives, including structural necessity, active travel promotion, and sustainability. Feedback will be recorded as part of the consultation.*

- Lane Capacity: Believes two lanes each way is short-sighted; recommends safeguarding additional lanes to address traffic congestion and pollution.

  - *Two-lane options were chosen following policy alignment with the Roads Review and WelTAG appraisal. This option offers better value for money, resilience, and reduced environmental impact. Hard shoulders will be included for safety and future flexibility (conversion to running lanes if needed). A corridor-wide transport needs and resilience study is also underway.*

- Futureproofing: Suggests at least one extra westbound lane and ideally three lanes in both directions.

- *The rationale for two lanes remains consistent with policy and appraisal outcomes, with future-proofing through hard shoulder conversion.*

- Cycle Infrastructure: Supports active travel but feels bridge cycle lane investment is excessive; proposes reallocating space for road capacity and improving west bank cycle routes.

  - *A dedicated shared-use path will be provided, improving connectivity for pedestrians and cyclists and supporting modal shift. This will be the first such crossing at Queensferry.*

- Safety Concerns: Opposes cycle routes adjacent to carriageways under Network Rail bridge.

  - *Active travel routes will comply with Welsh Government design guidance, with safety audits and where necessary depart from active travel design standards with the approval of the Technical Approval Authority.*

- Reuse of Existing Structures: Questions demolition; suggests repurposing for public spaces or cycle routes (e.g., similar to New York High Line).

  - *Retention is not feasible due to structural defects caused by historic waterproofing failure.*

- Social Value: Urges strong engagement with local schools and businesses.

  - *There will be commitment to community benefits, fair work, and wellbeing under the Well-being of Future Generations (Wales) Act 2015.*

- Construction Methodology: Recommends using Airbus A380 dock for floating bridge sections.

  - *Airbus Load Out Facility was considered but is currently not feasible due to constraints, but discussions remain open for the contractor.*

- Environmental Issue: Suggests addressing the “Deeside Stink” during drainage improvements.

  - *No specific issues identified, but Queensferry Wastewater Treatment Works may be a source.*

- Strategic Planning: Calls for clarity on related long-term investments (Red Route, Aston Hill lanes, Queensferry interchange) to ensure best value.

  - *The scheme was appraised under WelTAG, considering strategic, economic, social, environmental, and management factors. Welsh Government is currently undertaking a Transport Needs and Resilience Review on the A55 and A494 and continues with a network-wide approach through initiatives like Network North Wales.*

21. Betts Associates

Betts Associates are local Civil & Structural Consulting Engineers who have expressed support for the proposed scheme. They raised the following points and subsequently confirmed that the Welsh Government response addressed their concerns.

- Concerned about the timing and coordination of the new bridge construction with the existing road network, as they have over 20 staff who commute across the bridge and want to avoid travel disruptions.
    - *The Welsh Government acknowledged concerns about potential disruption to staff commutes during construction. Minimising disruption is a key priority, and connectivity will be maintained throughout the project.*
    - *A detailed construction programme will be developed with the appointed contractor, including traffic management strategies to reduce disruption. A dedicated Public Liaison Officer will ensure regular communication with stakeholders during the construction phase.*

22. Sealand Resident

A local resident wrote in support of the Scheme and highlighted the following points:

- Additional footpaths and improved connections in the Riverside / Queensferry area.
- Anticipation of local job creation and networking opportunities during construction.
    - *The Welsh Government responded by thanking the respondent for their support and noted the positive comments regarding the additional footpaths and improved connections in the Riverside and Queensferry area. The response also stated that enhancing active travel opportunities is a key objective of the Scheme and welcomed the recognition of the potential for local employment and networking opportunities during construction. The Welsh Government also noted its commitment to maximising community benefits through the delivery of the Scheme.*

23. Welsh Road Resident

A resident of Welsh Road wrote to support the scheme and made the following comments:

- Appreciation for the public engagement event at St Andrews Church community hub.
- Positive acknowledgment of efforts to involve the community.
    - *The Welsh Government responded by thanking the resident for their support and for taking time to attend the exhibition and welcomed their support for the*

proposed design and noted positive comments regarding the value of engaging with local communities.

STATUTORY OBJECTIONS

24. The letters of objection received for the draft Orders and the Welsh Government's formal responses (shown in italics), are summarised below.

25. Lindop Toyota Queensferry

Lindop Toyota objected to the draft Orders on the following grounds:

- The proposed acquisition of land at the site would severely impact the operation of the business by restricting access to workshop areas, reducing the number of vehicles that can be serviced, repaired and cleaned, and disrupting the existing one-way circulation of vehicles around the site. It was stated that this would have safety implications for staff and customers and could reduce operational activity by approximately 30%, with consequential impacts on employment.

    - *The Welsh Government acknowledged the concerns regarding operational impacts and site circulation. Prior to publication of the draft Orders, the shared use path proposals were amended to reduce impacts adjacent to the workshop area, including reducing the path width from 3.0 m to 2.5 m and the verge from 1.0 m to 0.5 m over an approximate 30 m length. This avoided impacts on the workshop parking bays.*

    - *Following further discussions with Lindop Toyota during and after the statutory objection period, the length of the 2.5 m wide shared use path with a 0.5 m verge was extended from approximately 30 m to 45 m. In addition, the verge width along the remaining section of the path adjacent to the Lindop Toyota boundary, extending towards Station Road, was reduced from 1.0 m to 0.5 m. These amendments avoided the loss of three sales/demonstration parking bays and maintained vehicle circulation within the site, such that no permanent parking spaces are lost as a result of the works.*

    - *A short section of existing brick retaining wall showing cracking, likely due to an adjacent tree stump, will be reconstructed as part of the scheme on a new alignment. There will be no loss of permanent parking once it is reconstructed.*

    - *The Welsh Government has acknowledged Lindop Toyota's concerns regarding disruption to their operations during any works and have noted their preferred working window and have given an undertaking to programme works to avoid their busy periods. The Welsh Government has given an undertaking to confirm the timing of works once a contractor is appointed and when method of working and programme details become clearer.*

- *The Welsh Government has agreed to explore with Lindop Toyota suitable sites for displacement parking during the works by either using the nearby Makro site and/or land at Wilson Auctions as mitigation during the works (or other similar local locations available during the time of any disruption).*

- *The Welsh Government has amended the proposed construction arrangements to reduce the extent of temporary working areas within the Lindop Toyota site, with construction access largely taken from the shared use path side rather than through the operational site.*

- Lindop Toyota questioned the need for the proposed cycle path adjacent to the site, noting that the existing route is lightly used, poorly located and may present security risks by providing access to the rear of the premises.

    - *The Welsh Government confirmed that the provision of an enhanced shared use path forms part of the Scheme's objectives to improve active travel provision in accordance with the Active Travel (Wales) Act 2013. Alternative options were considered but discounted due to engineering, environmental and safety constraints.*

    - *The Welsh Government has realigned the shared use path and verge area at the junction to maintain security by increasing the proposed distance of the boundary fence from the vehicle sales parking bays. At the rear, the Welsh Government proposes to introduce deterrent planting and provide a secure fence as anti-vandalism measures.*

    - *The Welsh Government has noted Lindop Toyota's requirements of the new boundary fencing being a security fence with additional vandal resistant measures where the path runs close to parking bays where there will be no grassed verge between the fence and parking bays.*

- Lindop Toyota suggested that alternative options should be explored, including using land on the opposite side of the existing footpath and providing construction access via the industrial area on the opposite side of the River Dee, rather than through Station Road or Welsh Road.

    - *The Welsh Government confirmed that alternative alignments and construction access arrangements were considered during the development of the Scheme but were not taken forward due to site constraints and wider Scheme requirements.*

    - *In developing the bridge replacement Scheme, the widening of the existing public footpath towards the Army Reserve land was considered. It was rejected because*

it would have needed significant retaining structures and would lead to the loss of a row of mature trees.

- *A route through the Expressway Business Park was also considered and rejected due to safety concerns from congested business park access and car parking which would be detrimental to an active travel link.*

Lindop Toyota have confirmed in writing their acceptance of the revised shared use path proposal and the Welsh Government has confirmed that security fencing and accommodation works will be delivered to an acceptable standard and agreed in advance of the works.

Lindop Toyota have confirmed that they have withdrawn their objection based on the revised width of the shared use path and security provision and accommodation works as set out in a reduced path width option layout plan that Welsh Government has sent to them.

The agreed revisions to the shared use path and associated works have resulted in consequential amendments to both the SRO and CPO, including amendments affecting Lindop Toyota land and adjacent land of unknown ownership. These modifications are described in paragraphs 44.1, 44.6 and 44.7 below.

26. J&M Garner (Haulage) Ltd

J&M Garner (Haulage) Ltd has objected to the proposed CPO on the grounds listed below. The Welsh Government responses include matters confirmed through subsequent meetings with J&M Garner (Haulage) Ltd and their appointed Agent.

- Impact on Business and its Employees – The acquisition threatens the viability of a long-standing family business operating for over 50 years and would directly affect its workforce, many of whom are long standing employees.

- Relocation Challenges – Significant costs and logistical difficulties in moving a 24/7 haulage operation, including securing suitable premises and transferring heavy equipment.
  - *The Welsh Government acknowledged the long-standing presence of J&M Garner (Haulage) Ltd and their concerns about the impact on business operations and employees. The land occupied by them at their existing depot at By Pass Road, Queensferry is required to deliver the preferred option for the Scheme. Extensive consideration was given to alternative alignments and options, and no viable alternative exists that would avoid the need to acquire the land.*
  - *The Welsh Government has been engaging with J&M Garner (Haulage) Ltd since 2018 and extensive consideration has been given to alternative sites and relocation opportunities; however, no viable alternative has been identified, and discussions accordingly have progressed to matters of compensation.*

- Compensation Concerns – Any settlement must fully reflect property value, equipment, operational disruption, and associated costs.

- *Reasonable compensation will be provided in line with statutory provisions. The Valuation Office Agency (VOA) has been appointed to advise on valuation and compensation matters, including disturbance costs. The company is encouraged to submit a compensation claim through its appointed agent or surveyor.*

This objection to the CPO remains outstanding but is exclusively related to matters of compensation.

27. SP Manweb Plc

SP Energy Networks Holdings Ltd is part of the ScottishPower Group of companies. SP Manweb Plc is the licence owner serving customers in North Wales. They are responsible for the safeguarding, operation, maintenance and continuing development of the distribution and transmission networks across North Wales.

SP Manweb Plc objected to the draft Orders due to lack of adequate provision to protect its critical electricity network assets. They referred to their critical infrastructure and their significant assets within the Scheme's footprint. They also referred to the fact that they operate and manage electricity networks up to 132kV, which are essential for meeting future demand from an all-electric economy. SP Manweb Plc identified several issues, which are shown below.

- The need to divert affected SP Manweb Plc assets and an assessment of impacts on their network in the scheme.

  - *The Welsh Government recognise the need to protect and divert SP Manweb Plc's assets. A plan highlighting potential clashes and diversions requirements was shared with SP Manweb Plc in November 2024 and in January 2026 the Welsh Government provided SP Manweb Plc with an updated plan showing SP Manweb Plc assets and application limits, a summary schedule of diversion requirements, together with further supporting information in response to the matters raised in the objection.*

- SP Manweb Plc would require protective measures consisting of a crossing schedule with clearance distances for overhead lines; detailed plans showing SP Manweb Plc assets and proposed development limits; construction management including utilities section and mitigation measures.

  - *In response to these requirements, the Welsh Government issued the following information to SP Manweb Plc by letter dated 14 January 2026:*
    - *An updated plan showing SP Manweb Plc assets and application limits*
    - *A summary schedule listing all SP Manweb Plc diversion requirements;*
    - *A plan drawing illustrating the overhead electricity lines interface areas within the Scheme extents.*

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

- A Protective Provisions Requirements agreement document, prepared by SP Manweb Plc would need to be in effect for the protection of SP Manweb Plc's assets during the construction and operation of the Scheme.

- SP Manweb Plc would also need adequate space for the maintenance and operation of network assets as well maintaining numerous land interests across the site.

    - *The Welsh Government has addressed these requirements through the agreement of Protective Provisions Requirements with SP Manweb Plc, which has now been signed. The provisions secure the retention and, where necessary, replacement of SP Manweb Plc's land interests on terms no less favourable, and require that appropriate access and facilities are maintained to enable the safe operation, maintenance and management of its network assets throughout the construction and operation of the Scheme.*

- SP Manweb Plc advised that the proposed acquisition of land at its Queensferry Depot had not been agreed and sought further engagement regarding the effects of the Welsh Government's proposals on the operation of its depot.

    - *The Welsh Government has engaged with SP Manweb Plc on this matter, including site meetings with the Queensferry Depot Logistics Manager. SP Manweb plc confirmed that it did not object in principle to the proposed land acquisition adjacent to the depot car park; however, concerns were raised regarding the potential impact on the public highway and depot access. These related primarily to:*
        - *the position of the proposed shared use path crossing;*
        - *potential conflict with vehicles waiting to access the depot; and*
        - *the impact of the proposed footway widening works on vehicle movements into and out of the site.*

    - *In response to this feedback, the scheme proposals were amended during the statutory consultation period for the draft Orders. The revisions included:*
        - *increasing the distance between the shared use path and the depot entrance gates from approximately 15 m to 41 m;*
        - *introducing a new footpath approximately 20 m from the depot gates to formalise the pedestrian crossing to the existing footway on Factory Road; and*
        - *reducing the width of the footway widening works on Factory Road from approximately 5.0 m to 1.8 m.*

SP Manweb Plc subsequently confirmed that, following the amendments to the draft Orders relating to the Queensferry Depot access arrangements, active travel route alignment and crossing location, it had no outstanding concerns regarding these matters and that all issues had been resolved and they had formally withdrawn their objection to the scheme. The resulting modifications to the draft SRO and CPO are described in paragraphs 44.2 to 44.5 and 44.9 to 44.11 below.

28. Dŵr Cymru Cyfyngedig - Welsh Water

Dŵr Cymru Cyfyngedig objected to the draft Orders because of the possible effect on the operation and maintenance of its apparatus, sewerage network, wastewater treatment works, and public watermains. Dŵr Cymru Cyfyngedig requested several assurances from the Welsh Government, which are listed below. As a result of the assurances given by the Welsh Government, Dŵr Cymru Cyfyngedig formally withdrew its objection to the draft orders on the 10 December 2025.

- Should any Dŵr Cymru Cyfyngedig apparatus need to be diverted the Welsh Government will make the relevant applications and enter into requisite agreements with Dŵr Cymru Cyfyngedig and be responsible for the costs of any required asset diversions.

    - *Where the diversion and / or protection of Dŵr Cymru Cyfyngedig apparatus is required as a direct consequence of the Scheme, the Welsh Government will ensure that appropriate arrangements are made for entering into the requisite agreements and for meeting the associated costs. The Welsh Government confirm that it will follow the process of the New Roads and Street Works Act 1991 to ensure an equitable outcome for all parties.*

- As the development will be taking place in the vicinity of a live Wastewater Treatment Works Dŵr Cymru Cyfyngedig will require the Welsh Government to work with Dŵr Cymru Cyfyngedig to ensure that there will be no adverse impact on the works, its structures and its operation.

    - *The Welsh Government will ensure that they will engage with Dŵr Cymru Cyfyngedig during detailed design and construction planning to agree measures that will prevent any adverse impact on the works, its structures, and its operation. This engagement will form part of the ongoing coordination process and will be prioritised to provide certainty before works commence.*

- To determine how their apparatus will be affected Dŵr Cymru Cyfyngedig will require the Welsh Government to provide full details and plans of the proposed construction works, full details of the CPO including such details as the rights in land that are proposed to be extinguished because of the Order, the land to be used temporarily, and any stopping up details.

    - *The scope of the required diversion and protection works (including Queensferry Water Treatment Works) was confirmed in your C3 budget estimate provided in July 2025, reference WMD0003489 (Waste). This scope was developed following significant collaboration between the Welsh Government's project team and Dŵr Cymru Cyfyngedig since 2018, during which:*

    - *Extensive engagement has taken place to identify and agree the impact of the scheme on Dŵr Cymru Cyfyngedig apparatus.*

    - *Scheme proposal plans have been shared with Dŵr Cymru Cyfyngedig throughout the design process, and Dŵr Cymru Cyfyngedig has provided its scope for diversions and protection works based on these proposals.*

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

- *The Welsh Government acknowledge that detailed design information will continue to evolve as the Scheme progresses; however, the fundamental requirements for diversion and protection have already been agreed and documented. The Welsh Government is currently awaiting confirmation of a design fee proposal from Dŵr Cymru Cyfyngedig to progress detailed design matters.*

- In accordance with the Water Industry Act 1991, Dŵr Cymru Cyfyngedig will require unfettered access to its apparatus at all times in order to carry out maintenance and repairs.

  - *The Welsh Government will ensure that the detailed design and construction planning incorporate measures to maintain Dŵr Cymru Cyfyngedig access throughout the works. This will be a key consideration during coordination with Dŵr Cymru Cyfyngedig, and any temporary restrictions will be managed through agreed arrangements to avoid operational disruption.*

  - *The Welsh Government will also ensure that necessary access arrangements will be in place for Dŵr Cymru Cyfyngedig apparatus following Scheme completion. The Welsh Government's project team will provide Dŵr Cymru Cyfyngedig with drawings and schedules to show the available access routes to ensure the safe and effective future inspection and maintenance of Dŵr Cymru Cyfyngedig assets.*

- In the absence of an accompanying surface water drainage strategy, the Welsh Government should engage in consultation with Flintshire County Council, as the determining SuDS Approval Body, in relation to the Scheme proposals.

  - *The Welsh Government's Statutory Guidance for Sustainable Drainage Systems (paragraph 2.43) confirms that construction works for a road, where the Welsh Ministers are the highway authority are exempt from SuDS Approval Body approval. Notwithstanding this exemption, the Scheme has been designed in accordance with the principles set out in the Statutory National Standards for SuDS, and opportunities to incorporate SuDS have been taken wherever practicable.*

  - *The Welsh Government also noted Dŵr Cymru Cyfyngedig's request to liaise with them to establish whether the principle of surface water flows to the public sewerage network is acceptable. This requirement has been included within the Scope for the detailed design, which states that the Designer shall consult with Dŵr Cymru Cyfyngedig regarding this matter.*

29. Knauf Insulation Limited

Knauf Insulation Limited, through their agent DWD Ltd, has objected to the use of CPO powers over its land on the following grounds:

- There has been no direct engagement with Knauf Insulation Limited about proposals for the scheme.

- *Welsh Government acknowledge Knauf Insulation concern regarding engagement and appreciate that despite previous steps, they may feel this has been limited. To clarify, the following actions have been taken to involve Knauf Insulation throughout the development of the scheme:*

- *On 31 January 2019 a Land Information Questionnaire (LIQ) was sent to Knauf Insulation Limited followed by a reminder on 4 April 2019. Both were recorded as being delivered, though no response was received from at that time Knauf Insulation Limited.*

- *Public Information Events were held in 2018 and 2025, with local businesses and residents being invited. The events were also advertised in the local area.*

- *A further LIQ, updated in 2025, was sent on 6 February 2025. On 11 March 2025 Andrew Houghton of Knauf Insulation Limited acknowledged receipt of the LIQ and it was completed and returned on 26 March 2025.*

- *On 9 October 2025, detailed scheme information, including general arrangement plans and public exhibition details, were emailed to Andrew Houghton of Knauf Insulation Limited. In his response, he confirmed receipt and advised that the information had been shared internally with Knauf's legal and plant management teams.*

- *A copy of the draft CPO was issued to Knauf Insulation Limited's appointed agent, Ms. Emma Penson of DWD, on 9 October 2025.*

- *The Welsh Government remain committed to open communication and are happy to meet Knauf Insulation Limited or their Agent to discuss any outstanding queries.*

- There has been no justification provided to Knauf Insulation Limited as to the extent of land required or indeed justification for taking the land in its entirety. It is best practice to engage and share information from an early stage in the CPO process, yet there has been no attempt to engage with this owner over any such proposals.

    - *The land is required to deliver the Scheme, which involves constructing a new A494 River Dee Bridge immediately upstream of the existing structure. This approach minimises traffic disruption during construction by keeping the existing bridge operational and maintaining connectivity for over 70,000 vehicles daily, safeguarding economic and social links across North Wales.*

    - *The preferred scheme option also requires the realignment of the Queensferry Drain and the provision of biodiversity enhancements, which necessitate additional land to the southeast of the A494 corridor, including the land of title WA873872. For completeness, parcels 1/6 and 1/6b are required for landscaping and biodiversity improvements, while parcel 1/6a is needed to maintain access to the existing railway maintenance point.*

For clarity, the latest version of the General Arrangement drawing (Ref: 395318-MMD-00-XX-DR-C-0002, Rev P06) shows the proposed works and land requirements.

- *The Welsh Ministers emphasise that from the outset of the implementation of a proposed CPO scheme, attempts to acquire the necessary interests by agreement should be made. Compulsory Purchase of land should be a 'last resort' and yet Knauf Insulation Limited has had no communications from the acquiring authority concerning intentions to acquire by agreement and no offer has been made to purchase the land in question.*

- *The Welsh Government fully recognise that compulsory purchase should be a last resort. The statutory authorisation process under the Highways Act 1980 and Acquisition of Land Act 1981 requires the Welsh Ministers to publish draft Orders for the scheme. However, the Welsh Government's intention remains to acquire land by agreement wherever possible.*

- *The Welsh Government stated that it would welcome the opportunity to discuss terms for voluntary acquisition and agree reasonable compensation with Knauf Insulation Ltd and enquired to a convenient time for a meeting to progress the objection.*

Knauf Insulation Ltd responded that it is their wish for Welsh Government to make an offer and asked for an opinion of Rule 2 Market Valuation. That way, this can be considered by the claimant alongside valuation advice it receives.

The Welsh Government has instructed the District Valuer to prepare a market valuation of the land, and this is currently ongoing.

This objection to the CPO remains outstanding and relates exclusively to matters of compensation.

NON-STATUTORY OBJECTION

30. Jones Balers Farms Limited

Jones Balers Farms Ltd are owners of Ferry Bank Farm, which is situated adjacent to the north-east boundary of the Scheme. The land immediately adjoining the farm has been identified for use as part of a temporary diversion of the Wales Coast Path active travel route and as a construction working area during the delivery of the Scheme. Although the farm lies outside the area covered by the draft CPO, and no land or rights are being acquired for the Scheme, Jones Balers Farms Ltd have objected to the Scheme on the grounds set out below.

- The Scheme may result in increased noise, mess, vibrations, damage, dangers, discomfort and aggravation to the tenant, building and property and access during construction, and they would welcome mitigation proposals of these issues.

    - *The Welsh Government recognise the concerns regarding noise, dust, vibration, and access during construction. The Welsh Government and its appointed*

contractor will implement an Environmental Management Plan as set out in the Environmental Statement, which can be found here: https://www.gov.wales/a494-river-dee-bridge. The contractor will develop a Construction Environmental Management Plan detailing procedures and monitoring measures to be adopted during the works such as:

- *Dust control using best practicable means to minimise emissions.*
- *Noise and vibration management following DMRB LA111 guidance, with additional mitigation where significant adverse effects are predicted.*
- *Temporary boundary treatments to maintain security and privacy during works.*

- It is assumed that the closer distance to traffic will result in more noise, increased parts per million of vehicle fumes and other presences, and sunlight reduction. After construction, increasing with traffic volume over time. This will affect the living conditions and life comfort of their tenant, as well as the rental price, sale value and general saleability of this property over the years.
    - *Welsh Government understand concerns relate not only to the construction phase but also to the long-term operational impacts of the Scheme. Specifically, as highlighted potential increases in traffic noise, air quality deterioration, and reduced sunlight, as well as the implications these may have on the comfort of your tenant and the future value of Ferry Bank Farm. Welsh Government have reviewed these matters in detail and would respond as follows:*
        - *Air Quality: Monitoring and modelling show that NO_2 and particulate matter levels at Ferry Bank Farm will remain well below UK air quality standards, with predicted changes described as imperceptible.*
        - *Noise: The Scheme does not increase traffic capacity or speed and does not bring the carriageway closer to your property. Predicted changes in traffic noise are negligible.*
        - *Sunlight: There will be no change to the A494 alignment at this location and therefore no reduction in sunlight to the property after construction.*
        - *Visual Impact: The Environmental Statement reports a moderate adverse impact during construction but no long-term change post-completion.*

- Compensation Position
    - *As the property lies outside the land required for the scheme, no land or rights are being acquired for this property, compensation is not payable at this stage under the statutory provisions for compulsory purchase. However, under Part I of the Land Compensation Act 1973, Jones Balers Farms Limited may be entitled to claim compensation for any depreciation in the value of the property caused by physical factors (such as noise, vibration, fumes) arising from the use of the new or altered road. These claims can be made one year after the road is first open to*

public traffic, subject to eligibility criteria. Further guidance is available at: https://www.gov.wales/compensation-road-affects-propertys-value

RESPONSE TO THE ENVIRONMENTAL STATEMENT

31. Natural Resources Wales

Natural Resources Wales, as the statutory nature conservation body for Wales, reviewed and commented on the Environmental Statement, Statement to Inform an Appropriate Assessment (SIAA), Flood Consequences Assessment (FCA) and Pre-Construction Environmental Management Plan (Pre-CEMP).

The Welsh Government has addressed Natural Resources Wales's initial comments and the Scheme flood model was updated following Natural Resources Wales' comments. The modelling confirms that the flood risk effects associated with the Scheme remain consistent with the conclusions previously set out in the FCA. While refinements have been made to address Natural Resources Wales' comments, and the associated updates have been incorporated into the FCA and ES, the overall outcome is not expected to change. Welsh Government will continue dialogue with Natural Resources Wales as the scheme design develops to address any concerns and flood risk will be fully considered.

Natural Resources Wales has confirmed that they concur with the conclusions of the SIAA — namely, that the Scheme will not have an adverse effect on the site integrity of the Special Areas of Conservation ("SAC") under the Habitats Regulations — and confirmed that Natural Resources Wales do not have an outstanding objection to the Scheme. They have also confirmed that they have no further observations at this stage and look forward to receiving further information at the detailed design stage as and when the Scheme progresses.

REPRESENTATIONS

32. A Flintshire County Council Councillor

A Flintshire County Council councillor raised the issue of lane capacity. The Scheme will have 2 lanes in each direction, which the Councillor states as insufficient. The points raised by the councillor are listed below followed by the Welsh Government response (in italics):

- Current Traffic Problems: The area already experiences daily gridlock during peak hours because the existing bridge reduces from 3 lanes to 2 lanes.
    - *The A494 River Dee Bridge Replacement is necessary because the existing bridge is nearing the end of its serviceable life.*
- Missed Opportunity: Building the bridge with only 2 lanes is considered a permanent constraint, leading to ongoing traffic chaos.
    - *Following the Welsh Government's Roads Review (Feb 2023), the scheme was re-appraised under updated Welsh Transport Appraisal Guidance (WelTAG) to meet the four road-building tests.*

- *The preferred option is a two-lane design on each carriageway, which aligns with current policy, offers better value for money, improves network resilience, and minimizes environmental and carbon impacts.*

- Cost Concern: Adding extra lanes later would be far more expensive than including them during initial construction. The councillor urged reconsideration to make the bridge 3 lanes in each direction now

    - *Hard shoulders will be included on both carriageways to enhance safety and reduce disruption during incidents.*

    - *The bridge design allows for future modifications, such as converting hard shoulders into running lanes if needed.*

    - *A transport needs and resilience study is underway for the A55 and A494 corridor to address safety, connectivity, climate resilience, and economic growth.*

    - *Network North Wales project aims to improve regional connectivity through multimodal transport options (trains, buses, walking, cycling) to reduce congestion.*

Flintshire County Council broadly supports the proposed Scheme as stated in paragraph 19.

33. Mining Remediation Authority

The Coal Authority advised on the following issues and following the Welsh Government's responses (in italics) confirmed that their concerns had been addressed

- Any proposals should take into account potential coal mining legacy issues. Information regarding past, current, and proposed surface and underground coal mining activity is available through the Authority's online resources. It is noted that the Coal Authority's freehold interest in coal and coal mines cannot be subject to compulsory purchase, as stipulated under Sections 7(3) and 10 of the Coal Industry Act 1994.

    - *Land searches confirmed that the Mining Remediation Authority does not hold any ownership of land or mines and minerals rights within the areas being acquired for the A494 Scheme.*

    - *The Welsh Government reviewed legacy coal mining issues as part of its geotechnical risk management process under CD 622 (Design Manual for Roads and Bridges). The Preliminary Sources Study Report (PSSR) and Coal Mining Report indicate shallow coal and associated resources (fireclay, brick clay) in the region. While several coal seams and mining locations were identified along the A494, they are south of Queensferry Interchange and outside the Scheme's study area, making it unlikely that mining activity will affect the site.*

- If site investigations or other intrusive works involving coal mines or minerals are required, prior written consent from the Coal Authority must be obtained. All such activities must comply with the Authority's permitting procedures, which are accessible via their website or through direct contact with the Permitting and Licensing team.

- *The Welsh Government acknowledged the Authority's permitting and licensing procedures and confirmed these requirements will be incorporated into the main contractor's scope of works.*

34. CADW

CADW responded that it has no objection to the proposed development regarding scheduled monuments, listed buildings, and registered historic parks and gardens. It confirmed that there would be no long-term impact on most assets within 3 km, except for slight and insignificant impact on five listed buildings. It also stated that there would be some direct impact on some undesignated historic assets during construction, but these will be mitigated through archaeological investigations and effects will not be significant if mitigation measures are implemented. Finally, Cadw concurred with the Environmental Statement's conclusions and supports the proposed mitigation measures.

- *The Welsh Government thanked Cadw for its review and comments on the proposed development, the draft Orders and the Environmental Statement.*

35. T.K. Motor Repairs, Queensferry

T. K. Motors are listed as tenants on land contained within the draft CPO. They advised that they were contacting an agent for advice but sought clarification of the statutory process and compensation matters.

- *The Welsh Government met with T. K. Motors and advised them of the next steps in the statutory process, how matters of compensation are considered, and what claimants are entitled to in respect of the reimbursement of fair and reasonable professional fees.*

T. K. Motors later confirmed that they had no objection to the draft Orders.

36. Heneb Archaeology

Heneb Archaeology expressed support for the Scheme and most mitigation measures outlined in Section 10.7 of the Environmental Statement. They raised the following points regarding Site 48 (Aston Quay) and subsequently confirmed that the Welsh Government response addressed their concerns.

- Recommends recording the existing wharf and landing stage remains before removal.

- Suggested using a Level 2 archaeological or photogrammetric survey. This requirement should be explicitly clarified in the Environmental Statement and Desk-Based Assessment.

- Offsetting Measures to:
  - Support proposed archaeological investigation.
  - Suggests a strip-and-record approach during site clearance.
  - Potential for full excavation under archaeological monitoring if needed.

- *In reply, these recommendations were accepted by the Welsh Government. They will be achieved through a Level 2 archaeological survey and/or photogrammetric drone survey, with vegetation clearance if needed.*

- Recommends a condition to ensure a programme of archaeological work is implemented before development, following Chartered Institute for Archaeologists (CIfA) standards.

- Requires submission of reports and digital archives to relevant authorities and records.

    - *The Welsh Government responded and stated that the construction contractor will be required to investigate and record archaeological evidence of Aston Quay as per the Register of Environmental Actions and Commitments (REAC). Archaeological offsetting during site clearance and a planning condition for a programme of archaeological work via a Written Scheme of Investigation (WSI) were supported.*

- Contractor must submit a Written Scheme of Investigation (WSI) for approval prior to work.

    - *In response, the Welsh Government stated that advanced archaeological surveys and watching briefs will be undertaken in accordance with an agreed Written Scheme of Investigation (WSI) during preliminary stages. The contractor will draft the WSI for agreement with the Welsh Government and Heneb Archaeology before any archaeological works commence.*

37. A Resident of Claremont Avenue, Garden City

A local resident living near the Scheme, wrote to request copies of the draft Orders relating to the proposed A494 River Dee Bridge Replacement Scheme. The correspondence indicated that the resident had received notification letters from the Welsh Government and wished to review the draft documentation.

- *The Welsh Government responded by providing electronic links to the draft Line and Bridge Order and the draft Side Roads Order, together with a link to the Welsh Government webpage hosting the Environmental Statement and other supporting Scheme documents. The resident was also informed of the dates, times and locations of the forthcoming public drop in exhibition events, at which members of the project team would be available to answer questions about the Scheme.*

The resident did not raise an objection to the draft Orders and did not make any representations relating to the principle or impacts of the Scheme.

38. A Resident of, Dundas Street, Queensferry

A local resident of Dundas Street, Queensferry, contacted the project team following receipt of a notification letter relating to the A494 River Dee Bridge Replacement Scheme. The resident sought clarification on whether the correspondence related solely to general information and potential disruption, or whether it indicated that a compulsory purchase

order previously made in connection with earlier proposals was being enforced. The resident also requested confirmation of the location of the proposed new bridge relative to the existing carriageway, noting the potential impact this could have on their property.

- *The Welsh Government confirmed that the letter was issued for information purposes only, to notify residents within the vicinity of the Scheme about the proposals and the forthcoming public drop in events. It was explained that the notification was not an indication that any compulsory purchase order would be enforced in respect of their property, and that the correspondence was issued because the property lies within a defined radius of the proposed Scheme. The resident was advised that they could attend the forthcoming exhibition events to view the plans and supporting documents and to discuss any questions directly with members of the project team.*

The resident did not raise an objection to the draft Orders and did not make any representations relating to the principle or impacts of the Scheme.

39. A Resident of Claremont Avenue, Garden City

A resident of Claremont Avenue living adjacent to the A494 and the River Dee, contacted the project team to seek information regarding entitlement to compensation arising from the proposed A494 River Dee Bridge Replacement Scheme. Their representation sought clarification on who to contact regarding compensation and requested further information about works proposed in the immediate vicinity of her property.

- *The Welsh Government provided the resident with a link to published guidance on compensation where the use of a new or improved road affects the value of a property, including information on eligibility and the statutory process.*

- *It was explained that, in the vicinity of Claremont Avenue, the proposed works include removal of the existing river bridge deck and abutments, upgrades to the existing path linking Claremont Avenue to the Wales Coast Path (including widening, resurfacing and a new pedestrian and cycle crossing), and utility diversions within the existing public highway or grass verge.*

- *The resident was also directed to the Welsh Government Scheme webpage for further information and invited to attend the public drop in exhibition events to discuss any specific concerns directly with members of the project team.*

The resident did not make an objection to the draft Orders and did not raise any representations in relation to the principle of the Scheme or the compulsory acquisition of land.

40. Rostons Limited (on behalf of Mr Darlington)

Rostons Limited, acting on behalf of their client Mr Darlington, were contacted by the Welsh Government's project team to provide an update on the publication of the draft Orders for the A494 River Dee Bridge Replacement Scheme. The correspondence set out the consultation programme, the anticipated publication date of the draft Compulsory Purchase Order, details of the forthcoming public exhibition events, and provided access to scheme drawings and supporting information.

- *The Welsh Government informed Rostons Limited that the draft Line and Bridge Order, SRO and Environmental Statement had been published, with the draft Compulsory Purchase Order scheduled for publication shortly thereafter.*

- *Details of the public exhibition events were provided, together with a link to the Welsh Government Scheme webpage and a copy of the general arrangement drawing.*

- *The Welsh Government also confirmed its willingness to meet with Rostons Limited and their client, either virtually or in person, to discuss any questions or concerns arising from the Scheme.*

Rostons Limited acknowledged the update and advised that they would discuss the information with their client and revert regarding a potential meeting. No objection to the draft Orders was raised, and no representations were made in relation to the principle of the Scheme or the proposed compulsory acquisition of land.

41. A Resident of Claremont Avenue, Garden City

A resident of Claremont Avenue contacted the Welsh Government following local rumours that properties on Claremont Avenue might be subject to compulsory purchase in connection with the A494 River Dee Bridge Replacement Scheme. The resident requested clarification and further information, noting concern among local residents.

- *The Welsh Government confirmed that there will be no compulsory purchase of any residential properties on Claremont Avenue as part of the Scheme.*

- *It was explained that works in the immediate vicinity of Claremont Avenue are limited to upgrading the existing stone gravel path linking Claremont Avenue to the Wales Coast Path (including widening, resurfacing and a new pedestrian and cycle friendly crossing), together with utility diversions within the existing public highway or grass verge.*

- *The Resident was directed to the Welsh Government Scheme webpage for further information and invited to attend the public drop in exhibition events to discuss any queries directly with members of the project team.*

The resident did not raise an objection to the draft Orders and did not make any representations in relation to the principle of the Scheme or the compulsory acquisition of land.

42. Natural Resources Wales (Marine Licensing Team)

Natural Resources Wales, through its Marine Licensing Team, contacted the Welsh Government in connection with licensable marine activities associated with the A494 River Dee Bridge Replacement Scheme. Natural Resources Wales advised that a marine licence application had been submitted for works within the River Dee and sought clarification regarding the interaction between the marine licensing process and the determination of the draft Orders.

Natural Resources Wales confirmed that its correspondence was not an objection to the draft Orders.

- *The Welsh Government engaged with Natural Resources Wales to clarify the respective statutory processes and the relationship between the marine licensing regime and the making of the Orders.*

- *Matters relating to licensable activities within the River Dee were progressed separately through the marine licensing process, including Marine Licence application reference CML2563.*

Natural Resources Wales (Marine Licensing Team) did not raise any objection to the draft Orders.

43. Natural Resources Wales (Development Planning)

Natural Resources Wales, through its Development Planning Team, made representations in relation to environmental matters arising from the A494 River Dee Bridge Replacement Scheme.

- *The matters raised by Natural Resources Wales and the Welsh Government's response are set out in paragraph 31 of this letter.*

Natural Resources Wales (Development Planning) did not object to the draft Orders.

44. MODIFICATIONS TO THE DRAFT ORDERS

There are two proposed modifications to the draft SRO and five proposed modifications to the draft CPO because of objections received during the draft Order objection period.

The following two modifications are proposed to the draft SRO.

44.1 SRO Modification No.1 - Part of the width of the new private means of access 2/10a in insert A on Site Plan 2a is to be reduced as shown on the attached drawing titled Side Road Order Modification 1. This modification to the SRO is proposed in order to address Lindop Toyota objections to the draft Orders.

44.2 SRO Modification No.2 - The area of improvement to the Footpath 6 (West Saltney) northeast of the junction of the unclassified public highways known as Chemistry Lane and Factory Road is to be modified as shown on the attached drawing titled Side Road Order Modification 2.

44.3 The location of the new unclassified road 2/C in inset B on Site Plan 2a is to be modified as shown on the attached drawing titled Side Road Order Modification 2.

44.4 The area of the new unclassified road 2/D in inset B on Site Plan 2a is to be modified as shown on the attached drawing titled Side Road Order Modification 2.

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

44.5 SRO Modification No.2 (listed in paragraph 44.2, 44.3 and 44.4) is proposed in response to the concerns raised by SP Manweb Plc in relation to depot access and the active travel routes, as described in detail in Section 27 of this letter.

The following five modifications are proposed to the draft CPO.

44.6 CPO Modification No 1 amends CPO plots 2/3r and 2/3s. The modification alters plot 2/3r to include permanent acquisition of the existing path being part of original plot 2/3s up to the edge of the footpath of the public highway (B5441 Station Road) increasing the area size of 2/3r. The increase of plot 2/3r and decrease of plot 2/3s and associated plot descriptions in CPO schedule will be amended accordingly. The land is of unknown ownership.

44.7 CPO Modification No 2 amends CPO plots 2/8a and 2/8b following correspondence with the owners of these plots; Lindop Property Limited (Freeholder) and Steve Hopewell Holdings Limited (Leaseholder). The modification revises the alignment of the proposed path in relation to plot 2/8a, resulting in a slight reduction in its overall area. It also reduces the size of plot 2/8b to limit the extent of temporary working areas within the Lindop Toyota Queensferry site. Part of the previous extent of plot 2/8b will now be required for permanent acquisition to adjoin the proposed path (plot 2/8a), and a new acquisition plot will be created and identified as 2/8d. This proposed amendment has been made to ensure that, following the Scheme, the Lindop Toyota landownership boundary aligns with the extents of the proposed new boundary fence. There is also a slight increase in the land to be acquired within plot 2/8c, arising from the revised alignment of the path within plot 2/8a to improve ~~path~~ visibility splays at the junction. The affected landowners have confirmed their agreement to the modifications. CPO Modifications No. 1 and 2 are proposed in order to address Lindop Toyota's objections to the draft Orders.

44.8 Following engagement with SP Manweb Plc regarding the Factory Road / Queensferry Depot access arrangements, and subsequent design refinements to the pedestrian, cycle and highway layout (as set out in Section 27 of this letter), CPO Modifications No. 3 to 5 are proposed to amend the relevant CPO plots.

44.9 CPO Modification No 3 amends CPO plots 2/3, 2/3a and 2/3b to realign the plot boundaries to follow the revised alignment of the pedestrian footpaths, cycle path and associated landscaping. The modification increases the plot sizes of 2/3 and 2/3b and decreases the size of plot 2/3a. In addition, a new plot (2/3t) has been created to reflect the portion of unknown land required within the new shared use path. The associated plot descriptions in the CPO Schedule have been amended accordingly. The land is of unknown ownership, and the changes relate only to the alignment of plot boundaries; no additional land is required beyond that already included within the CPO.

44.10 Modification No 4 amends CPO plots 2/4, 2/4a, 2/4b, 2/4c, 2/4d and 2/4e following ongoing engagement with the adjacent landowner (SP Manweb Plc). The modification decreases the size of plots 2/4, 2/4a and 2/4c and increases the combined total area of plots 2/4b and 2/4d. In addition, a new plot (2/4e) has been created to reflect the subdivision of land plots in order to incorporate the new pedestrian footpath. The associated plot descriptions in the CPO Schedule have

been amended accordingly. The plot boundaries have been amended to align with the updated cycleway and pedestrian footpath design. No additional land is required as all amendments fall within the original limits of land to be acquired in the CPO, and no further land from the Gladstone Estate is included. The affected landowner (the Gladstone Estate) has been informed of the changes and has confirmed agreement to the revised alignment.

44.11 Modification No 5 amends CPO plots 2/5, 2/5a, 2/5b, 2/5c, 2/5d and 2/5e following correspondence with the owner of those plots; SP Manweb Plc. The modification decreases the combined total area of plots 2/5, 2/5a, 2/5d and 2/5e to reflect the revised alignment of the pedestrian footpath and landscaping associated with the repositioned uncontrolled crossing. There is a corresponding increase in the areas of plots 2/5b and 2/5c. Plot 2/5e has been removed as part of these amendments. Overall, the total acquisition area from SP Manweb Plc is reduced. The associated plot descriptions in the CPO Schedule have been amended accordingly. The affected landowners have confirmed their agreement to these changes. Modifications No. 3, 4 and 5 were made to the CPO to address SP Manweb Plc's concerns regarding access, vehicle movements and pedestrian/cycle crossing arrangements raised during the objection period on the draft Orders.

The following amendments to the CPO plots have been made as a result of information received following publication of the draft Orders.

44.12 Following completion of the registration of Garners Yard under title CYM916781 and clarification of the land ownership boundaries, amendments have been made to CPO plots 2/9, 2/9a, 2/9b, 2/9c, 2/9d, 2/9e, 2/9f, 2/9g, 2/9h, 2/9j, 2/9k, 2/9m and 2/9n. Plots 2/9e, 2/9j and 2/9n, as identified in the draft Orders, have been incorporated into plot 2/9d following the closure of caution title CYM492946. Consequential amendments have also been made to the plot numbering, including the deletion of former plots 2/9p, 2/9q, 2/9r, 2/9s and 2/9t.

44.13 The amendments increase the areas of plots 2/9d, 2/9e and 2/9f and decrease the areas of plots 2/10w, 2/10x and 2/10y to ensure that the Order plots accord with the registered boundary of title CYM916781 and the alignment of the proposed sluice and outfall to the River Dee.

44.14 The clarification of the land ownership boundaries has also established that the access to Garners Yard lies outside title CYM916781 and is unregistered land of unknown ownership. New plots 2/11, 2/11a, 2/11b and 2/11c have therefore been created to identify the relevant areas of land within the Order. The associated plot descriptions in the CPO Schedule have been amended accordingly.

44.15 The CPO plot boundaries for Plots 3/1, 3/1a, 3/2, 3/2b, 3/2e, 3/2f, 3/2g, 3/2h, 3/4, 3/4a, 3/4b and 3/4c have been revised, and new Plot 3/2q has been introduced, so that the plot boundaries correspond with the proposed fenceline, associated verge and National Cycle Network Route 568 and the Wales Coast Path. The amendments result in increases to Plots 3/1a, 3/2b, 3/2h, 3/4, 3/4a and 3/4b, together with corresponding reductions to Plots 3/1, 3/2, 3/2e, 3/2f, 3/2g and 3/4c.

44.16 New Plot 3/2q comprises the grass verge and fenceline associated with the cycle route, which are to be maintained by the Welsh Ministers. The modifications adjust the boundaries and interests between the affected plots to reflect the land and rights required for the Scheme. All revised plot boundaries remain within the overall extent of land previously identified in the Order.

45. MINISTER'S CONSIDERATION AND DECISION

45.1 The Minister notes that the remaining relevant objections are to the CPO and relate exclusively to compensation matters. As such, he is satisfied that those matters can be dealt with by the Upper Tribunal (Lands Chamber) for the purposes of paragraph 4(4) of Schedule 1 to the Acquisition of Land Act 1981 and can therefore be disregarded for inquiry purposes.

45.2 The Minister is therefore satisfied that he has sufficient information before him to make an informed decision without the holding of such an inquiry.

45.3 The Minister has carefully considered the case for the Scheme, the ES and all the opinions expressed by members of the public and consultation bodies.

45.4 The Minister accepts that this Scheme is needed for the reasons as set out in paragraphs 2 to 5 of this letter, but that this need must be balanced against the environmental impact of the Scheme and any opinions expressed by members of the public and consultation bodies.

45.5 He is further satisfied that the environmental impact assessment, reported in the Environmental Statement, met the requirements of Council Directive 2011/92/EU (as amended); that the Assessment of Implications on European Sites reported in the SIAA of the potential effects of the Scheme on SACs was in accordance with the Habitats Regulations , implementing Council Directive 92/43/EEC; and that the requirements of Part VA of the Highways Act 1980 have been met. The Minister noted that the Cabinet Minister for Rural Resilience and Sustainability has approved the SIAA.

45.6 The Minister has carefully considered whether the purposes for which the CPO was prepared in draft justify interfering with the human rights of those with interests in the affected lands and who will otherwise be affected by the Scheme. He is satisfied that such interference is justified as he was satisfied that there is a compelling need in the public interest for the land, the subject of the CPO, to be compulsorily acquired. He is satisfied that the purposes of the Orders could not be achieved by other means. In particular, he has considered the provisions of Article 8 and Article 1 of the First Protocol to the European Convention on Human Rights. In this respect the Minister is satisfied that in making the CPO a fair balance had been struck between the use of compulsory purchase powers, the relevant orders and the rights of the objectors.

45.7 The Minister has considered the Well-being of Future Generations (Wales) Act 2015 ("the 2015 Act") and considers that the Scheme will contribute to the well-being goals of a prosperous Wales; a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh language and a globally responsible Wales,

45.8 The Minister is also satisfied that the actions of the Welsh Government in developing this Scheme were in line with the five ways of working set out in the 2015 Act and hence in accordance with the principle of sustainable development as set out in the WelTAG Stage 3 Report which is available on the Welsh Government website at https://www.gov.wales/a494-river-dee-bridge.

45.9 Consequently, on 27 October 2026, the Minister decided that this much-needed improvement can proceed, and the draft Orders made incorporating the modifications referred to in paragraphs 44.1 to 44.16. The Orders will become operative on the date on which the notice announcing their making is first published.

46. CONVEYANCE OF DECISION

46.1 This letter and the enclosed Public Notice (PN) have been sent to all those who expressed an opinion on the Scheme. Copies of this letter and the enclosed PN, together with the ES, NTS, and SIAA are also available for inspection at the locations listed in paragraph 13 above until 31 December 2026.

47. RIGHT OF CHALLENGE

47.1 If any person aggrieved by the Line and Bridge Order or SRO desires to question the validity of them, or of any of the provisions contained in them, on the ground that:

a) they are not within the powers of the Highways Act 1980; or
b) that any requirement of that Act or of regulations made under it have not been complied with,

that person may, within 6 weeks of the Orders becoming operative make an application for the purpose to the High Court.

47.2 If any person aggrieved by the CPO desires to question the validity of it, or of any of the provisions contained therein, on the ground that:

a) the authorisation of a compulsory purchase thereby granted is not empowered to be granted under the Acquisition of Land Act 1981 or any such enactment as is mentioned in section 1(1) of that Act; or
b) any relevant requirement has not been complied with in relation to the CPO,

that person may, within 6 weeks of the CPO becoming operative make an application to the High Court.

Yours faithfully

Andy Falleyn
Deputy Director Infrastructure Delivery and Network Management

Sarn Mynach
Llandudno Junction
Conwy
LL31 9RZ

ANNEX A

List of Consultees

Statutory and/or directly affected parties	Non-statutory
All properties within 100m of the Scheme	Abnormal Loads (National Highways)
All directly affected landowners and occupiers	Airbus
Riverside Gypsy Traveller Community	Ambition North Wales
Welsh Government (The Welsh Ministers)	Arriva Trains Wales / Buses
North & Mid Wales Trunk Road Agent	Betsi Cadwaladr Health Board
Flintshire County Council*	
***Responsible for distributing consultation materials with local elected members and other community councils to those listed below**	British Gas
Queensferry Community Council	Cable & Wireless Communications UK
Sealand Community Council	Campaign for Protection of Rural Wales
Hawarden Community Council	Canal & River Trust
Shotton Town Council	CBI Wales
CADW	Cheshire West and Chester Council
Natural Resources Wales	Clwydian Range AONB Joint Advisory Committee
Network Rail / Network Rail Infrastructure Limited	Control of major-accident hazards competent authority (COMAH)
Dwr Cymru – Welsh Water	Cycling UK
North Wales Police	Deeside Business Forum
North Wales Fire and Rescue Service	Deeside Community Trust
Welsh Ambulance Services NHS Trust	Defence Infrastructure Organisation
Scottish Power UK	DVSA

Statutory and/or directly affected parties	Non-statutory
Scottish Power Energy Networks	E.ON UK
SP Manweb PLC	Environment Agency
Wales & West Utilities PLC	Farmers' Union of Wales
Openreach Ltd	Fibrespeed Ltd (Connecting Digital Wales)
Vodafone	Flintshire Muslim Cultural Society
Virgin Media Limited	Freight Transport Association
Fibrespeed Ltd (Zayo)	Hafren Dyfrdwy Water
National Grid UK	Health & Safety Executive
National Grid Plant Protection	HERE London
Cadent Gas Ltd	HERE Technologies
AtkinsRealis - C/o Atkins Telecoms	Institute of Welsh Affairs Committee for Wales
	Islamic Society for Wales
	Lovell Johns Ltd
	National Express
	National Highways
	National Trust
	Network Rail Asset Protection
	NHS Wales Shared Services Partnership
	North Wales Councils Regional Emergency Planning Service
	North Wales LGBT (Rustic Rainbow)
	North Wales Tourism
	North Wales Wildlife Trust
	Open Spaces Society
	P&O Buses

Statutory and/or directly affected parties	Non-statutory
	Ramblers Cymru
	Right to Ride Network (SCOPE)
	Riverside Gypsy Traveler Community
	Road Haulage Association
	Royal National Institute of Blind People (Cymru)
	RSPB (North Wales Local Group)
	Severn Trent
	Sustrans Cymru
	The British Horse Society
	The Clwyd-Powys Archaeological Trust
	The Coal Authority (Mining Remediation Authority)
	The Crown Estate
	The FDF Centre for Independent Living (Disability charity in Flintshire)
	Transport for Wales
	Welsh Cycling
	Welsh Trail Riders Association (WTRA) Ltd
	West Cheshire and North Wales Chamber of Commerce