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## A487 New Dyfi Bridge

### Environmental Statement – Volume 1: Chapter 1 Introduction

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# 1 Introduction

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## 1.1 This document

**1.1.1** This document is Volume 1 of the Environmental Statement (ES) for the proposed A487 New Pont-ar-Ddyfi project, hereinafter referred to as the “Scheme”. The ES reports the findings of an Environmental Impact Assessment (EIA) completed for the Scheme.

**1.1.2** The ES for the Scheme is reported in the following four Volumes and has followed guidance given in the Design Manual for Roads and Bridges (DMRB) Volume 11 which relates to Environmental Assessment:

- Non-Technical Summary;
- Volume 1 – Technical Assessment Report;
- Volume 2 – Figures;
- Volume 3 – Technical Appendices.

**1.1.3** In accordance with Regulation 61 of The Conservation of Habitats and Species Regulations 2010, an Assessment of Implication of European Sites (AIES) has also been carried out to consider the possible effects of the Scheme on European sites. The findings of the AIES are reported within a Statement to Inform an Appropriate Assessment included in Volume 3 Appendix 1.1.

## 1.2 Location of the proposed project

**1.2.1** The location of the A487 New Pont-ar-Ddyfi is shown in Volume 2 Figure 1.1. The Scheme on an aerial photograph is shown in Volume 2 Figure 1.2. The Scheme would tie into the existing A487 in the area of the completed Fridd Gate Improvement, crossing the Afon Dyfi upstream of the existing road bridge - Pont-ar-Ddyfi and adjacent to the Millennium Cycle Bridge (foot and cycle-bridge 600 m east of Pont-ar-Ddyfi). The Scheme is located on the A487 Fishguard to Bangor Trunk Road which is the principal strategic south to north route along the west coast of Wales. The Scheme is located immediately north of Machynlleth on the boundary between Powys County and Gwynedd County where the A487 crosses the Afon Dyfi (as shown in Volume 2 Figure 1.3).

**1.2.2** Pont-ar-Ddyfi is the first upstream crossing of the Afon Dyfi, approximately 8km west of the next road crossing at Jubilee Bridge, Grofft. The Scheme passes through the predominantly rural landscape of the Dyfi Valley and lies partly within the

Snowdonia National Park (as shown in Volume 2 Figure 1.3), the boundary of which extends south of the river encompassing part of the valley floor. The Scheme also lies within the UNESCO Dyfi Biosphere Reserve, an area of terrestrial and coastal/marine ecosystems which is internationally recognized within the framework of UNESCO's Man and the Biosphere Programme. A map showing the extent of the Dyfi Biosphere Reserve is shown in Volume 3 Appendix 1.2.

## 1.3 Context

### Why the Scheme is needed

- 1.3.1** The A487 Fishguard to Bangor Trunk Road is the principal south to north coastal route in Wales. The highway links communities along the west coast and is also a popular tourist route carrying traffic through Pembrokeshire, Ceredigion, Powys and Gwynedd. More locally, the A487 provides links to services, retail, hospitals, education and work opportunities, as further discussed in Chapter 14, Community and Private Assets.
- 1.3.2** The existing A487 trunk road leading northwards from Machynlleth has been subject to increased traffic and repeated flooding. Pont-ar-Ddyfi is a pinch point on the network due to its narrow nature and the safety issues associated with the junction at the northern end. It has sub-standard visibility, is without footways and has poor turning geometry on the right-bank (Gwynedd) side. Existing (2015) Annual Average Daily Traffic (AADT) flows on the bridge are 2,384 in the northbound direction and 2,298 southbound. Heavy vehicle flows account for around 5% of daily traffic in both directions. The structure was not designed to carry the current volume and type of traffic. Existing traffic flows are identified on Volume 2, Figure 1.4.
- 1.3.3** A timber bridge crossing the Afon Dyfi was first erected at this location in 1533, which was replaced by a masonry structure around 1681. The present Pont-ar-Ddyfi is a 19<sup>th</sup> century five span masonry arch structure, constructed in 1805 and is reputed to have been built on dry land and the river then diverted beneath the finished bridge.
- 1.3.4** In the last 30 years, increased traffic and deterioration of the masonry structure has necessitated structural strengthening works and repairs to keep the bridge operational. There are restrictions on altering the bridge as the bridge is Grade II\* listed and a Scheduled Monument. In 1948, the bridge was locally 'widened' on the northern side to mitigate vehicle damage due to its narrow width and poor geometry.

**1.3.5** The Afon Dyfi is subject to frequent flooding which inundates the A487 trunk road between Pont-ar-Ddyfi and the railway line just north of Machynlleth. As a result, the A487 trunk road, between Pont-ar-Ddyfi and the railway line just north of Machynlleth are closed frequently, severing the local communities either side of the river. Further closures result from accidents on Pont-ar-Ddyfi and associated bridge repairs. During bridge closures, trunk road traffic is required to take a diversion of up to 30 miles. The following two diversions are undertaken when the Pont-ar-Ddyfi closes:

- Trunk road diversion is undertaken from Machynlleth to north of Afon Dyfi out of the town to the east along the A489, then north on the A470 through Mallwyd to Cross Foxes Inn, and then potentially back down the A487 to north of the river. The complete diversion from one side of the Afon Dyfi to the other is approx. 30 miles;
- Non-trunk road diversion is undertaken from Machynlleth to north of Afon Dyfi out of the town to the east on the A489, left turn on to the B4404 at Grofft Farm, then back west along the B4404 to the A487 re-joining the A487 just north of the Scheme. The complete diversion from one side of Afon Dyfi to the other is approximately 10 miles.

## **1.4 History of the Scheme**

**1.4.1** There have been several studies into the area to look at operation, suitability, online and off-line improvements and traffic management. A Feasibility Study and a Technical Assessment Appraisal were commissioned in 1996 from RUST Consultants, acting for Mid Wales Trunk Road Agency (MWTRA). In November 2000, Powys County Council acting in their capacity as MWRTA, were directed to review the earlier work and produce a Stage II Technical Appraisal Report and an accompanying Environmental Assessment.

**1.4.2** In March 2003, MWTRA prepared the Stage II “A487 Fishguard to Bangor Trunk Road Pont ar Ddyfi Improvement - Technical Appraisal Report.” This was supported by an Environmental Statement and concluded that for the trunk road to remain accessible to traffic at all times, the recommended option was to construct an offline multi-span viaduct across the floodplain. Further details of the history of the Scheme development are set out in Chapter 3 (Alternatives Considered) of this ES.

**1.4.3** On the 16 July 2015, the Welsh Government’s National Transport Finance Plan 2015 was published. The plan sets out a timetable of delivery, estimated expenditures and sources of funding for the Welsh Government’s key transport projects to support their economic and social priorities.

#### 1.4.4 The purpose of this Plan is to:

- Provide the timescale for financing the Schemes undertaken by the Welsh Government
- Provide the timescale for delivering these schemes
- Detail the estimated expenditure required to deliver the Schemes
- Identify the likely source of financing to allow delivery to take place.

#### 1.4.5 The Plan lists A487 Pont-ar-Ddyfi as scheme reference R23 under “New Road Infrastructure – Schemes to be Constructed” with a delivery period of 2015 – 2020.

### 1.5 Scheme Objectives

#### Welsh Government

#### 1.5.1 The Wales Transport Strategy ‘One Wales: Connecting the Nation’ (Welsh Assembly Government, 2008) sets out the following goal:

*“...to promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life”*

#### 1.5.2 The Strategy includes a number of long-term social, economic and environmental outcomes to which the transport system contributes. Indicators are provided to track progress against the outcomes.

#### 1.5.3 The Wales Transport Strategy includes the following relevant environmental outcomes:

- Outcome 11: The sustainability of the transport infrastructure - Increase the use of more sustainable materials in our Country's transport assets and infrastructure;
- Outcome 12: Greenhouse gas emissions - Reduce the impact of transport on greenhouse gas emissions;
- Outcome 13: Adapting to climate change - Adapt to the impacts of climate change;
- Outcome 14: Air pollution and other harmful emissions - Reduce the contribution of transport to air pollution and other harmful emissions;



- Outcome 15: The local environment - Improve the positive impact of transport on the local environment;
- Outcome 16: Our heritage - Improve the effect of transport on our heritage;
- Outcome 17: Biodiversity - Improve the impact of transport on biodiversity.

## 1.6 Scheme Specific Objectives

**1.6.1** A WelTAG Planning Stage Report was undertaken in April 2012 in order to develop transport options to resolve problems in the area. Eight Transport Planning Objectives (TPOs) were identified to be addressed by the Scheme and reported in the WelTAG Planning Stage Report as shown in Table 1.1.

Table 1.1: A487 New Pont-ar-Ddyfi Transport Planning Objectives

Reference	Transport Planning Objective
TP01	To improve reliability of crossing the Afon Dyfi for people, freight and emergency vehicles on the A487 strategic corridor.
TP02	To improve efficient and reliable accessibility to key services including employment opportunities, healthcare and education.
TP03	To maintain the role of Machynlleth as a vibrant and sustainable local centre.
TP04	To preserve the long-term integrity of Dyfi Bridge
TP05	To reduce the number and severity of collisions and casualties on the A487 in the study area.
TP06	To ensure that flood risk to third parties is not increased.
TP07	To minimise the impact of transport improvements on the landscape, biodiversity, water resources and heritage.
TP08	To increase the opportunity for efficient, safe and reliable travel by walking and cycling on the A487 corridor within the study area.

## Environmental Design Objectives

**1.6.2** Environmental design objectives have been set to demonstrate commitment to the environment and compliance. The following environmental design objectives can be cross-referenced to the Register of Commitments in Chapter 17 Environmental Management Plan:

## Landscape

- Retaining and making best use of the existing vegetation;
- Prioritising the early establishment of vegetation within the highway boundary to link with adjoining vegetation features (hedges/hedgerows) where the road will cut across the grain of the landscape within the floodplain;
- Avoiding loss or damage to landscape features, e.g. hedges/hedgerows/hedgebanks, individual and veteran trees, woodland, water features, or field systems where possible within the constraints of the design;
- Use finishes to structures to reflect their location within the Snowdonia National Park and the proximity of the 'setting' of the Pont-ar-Ddyfi as a SM and a listed structure;

## Discovered Archaeological and Cultural Heritage Remains

- Where Archaeological and Cultural Heritage Remains are identified within any part of the site and adjacent areas other than the identified Archaeological and Cultural Heritage Remains whether as a result of the carrying out of the Watching Brief or otherwise, these should be protected from damage and delineate them in such manner as to ensure that they are clearly visible to any persons carrying out the works;

## Waste Management and Material Resources

- Work towards the Welsh Governments Construction and Demolition Waste targets, which include:
  - 90% target (by weight) for recycling and re-use of non-hazardous construction and demolition waste by 2019-20;
- Work towards the Welsh Governments Construction and Demolition Waste priorities for reuse, recycling and landfill reduction;
- Recover a minimum of 70% of construction materials and packaging;
- Recover a minimum of 80% of demolition and strip-out materials; and
- Ensure that at least 15% of total material value derives from reused and recycled content in new build, select the top opportunities to exceed this figure without increasing the cost of materials, and report actual performance.



## Surface Water

- Put in place and be responsible for maintaining all necessary measures needed to provide adequate protection against the effects of both runoff and the spillage of fuels or other chemicals or deleterious materials during construction; and
- To comply with the Water Framework Directive and to ensure that discharges from the construction and operation of the works do not prejudice the achievement of water quality objectives for the receiving waters or have an adverse impact on any controlled water and related habitat.

## Ecology

- Undertake vegetation clearance and construction activities within seasonal constraints times.
- Protection of habitat and protected species.
- Avoid spreading of invasive species.
- Maintenance of bat flight path lines and other species corridors.
- Avoid pollution of the Afon Dyfi and other water bodies.
- Construction activities and working hours restricted to minimise the disturbance on protected species.
- Protected species licences and other ecological management plans to be agreed with the relevant statutory environmental bodies prior to construction.

## Noise

- Minimise construction noise
- Avoidance of night-time working where possible

## Air Quality

- Local air quality to not be adversely effected and to remain within the air quality objectives.
- Minimise construction dust.

## 1.7 Statutory Framework and Purpose of the Environmental Statement

### Purpose of EIA

- 1.7.1** EIA is a means of identifying and collating information to inform an assessment of the likely significant environmental effects of a project. The findings of the EIA process are reported in an ES in

order to ensure that, when deciding whether to grant consent for a project, the decision maker has access to information regarding the likely significant effects on the environment and takes this into account in the decision making process.

## The EIA Directive

**1.7.2** The legislative framework for EIA is set by European Directive 2011/92/EU, as amended by Directive 2014/52/EU (collectively referred to as the EIA Directive). The Directive requires EIA to be undertaken in support of an application for development consent for certain types of scheme.

**1.7.3** Directive 2014/52/EU requires Member States to transpose its requirements into national law by 16 May 2017 and sets out arrangements for a transitional period from the regime laid down by Directive 2011/92/EU.

**1.7.4** Directive 2014/52/EU requires Member States to transpose its requirements into national law by 16 May 2017 and sets out arrangements for a transitional period from the regime laid down by Directive 2011/92/EU. These transitional measures require that the provisions of Directive 2011/92/EU apply to schemes for which the EIA process has been initiated or for which the ES has been submitted within the transitional period. Therefore for the purposes of the Scheme, Directive 2011/92/EU remains the relevant consideration. However, as a matter of good practice, the following information required by the amended Directive have been considered where appropriate within this ES.

## Heat and Radiation

**1.7.5** Given the nature of the Scheme, there are not anticipated to be any significant effects from heat or radiation and these have not been included in this assessment.

## Material Assets

**1.7.6** Annex IV of the EIA Directive includes reference to ‘material assets’. The phrase ‘material assets’ has a broad scope, which may include assets of human or natural origin, valued for socio-economic/community or heritage reasons. Material assets are in practice considered across a range of topic areas within this ES.

## Human Health

**1.7.7** A Health Impact Assessment is being undertaken on the Scheme. In addition, the thresholds on which the assessment of the impact of noise is based is largely concerned with how noise can effect human health. The assessment of air quality also highlights how the Scheme will impact on human health.

## Vulnerability of the Scheme to climate

- 1.7.8** Climate change has been considered during the Scheme design process. The design has taken into account, for example, future flood risk and resilience to extreme weather events.

## Alternatives

- 1.7.9** Scheme alternatives have been considered during the design process. Alternatives are outlined in Chapter 3 of the ES.

## The EIA Regulations

- 1.7.10** For highway schemes, the requirements of the European Directive 2011/92/EU are currently transposed by the Highways Act 1980, as amended by The Highways (Assessment of Environmental Effects) Regulations 1999 and The Highways (Environmental Impact Assessment) Regulations 2007.

## 1.8 Scope and Content of the ES

- 1.8.1** Although there is no statutory provision as to the form of an ES, Section 105A of the Highways Act 1980, as amended, requires that the ES must contain the information referred to in Annex IV of the EIA Directive. That information must include at least:

- ‘(a) a description of the project (comprising information on the site, design and size of the project);*
- (b) a description of the measures envisaged in order to avoid, reduce, and, if possible, remedy significant adverse effects;*
- (c) the data required to identify and assess the main effects which the project is likely to have on the environment;*
- (d) an outline of the main alternatives studied by the Secretary of State and an indication of the main reasons for his choice (taking into account the environmental effects);*
- (e) a non-technical summary of the information mentioned in paragraphs (a) to (d).’*

(Highways Act 1980, as amended, Section 105A)

- 1.8.2** This ES provides the information set out above, together with other relevant information listed in the EIA Directive. Together, the information supplied within this ES is considered to provide a clear understanding of the main or likely significant effects of the Scheme on the environment. Further detail regarding the scope of the ES in relation to legislative requirements is provided in Chapter 5 of this ES.

## 1.9 Structure of the ES

**1.9.1** The ES for the Scheme is reported in the following four Volumes and has followed guidance given in the Design Manual for Roads and Bridges (DMRB) Volume 11 which relates to Environmental Assessment:

- Non-Technical Summary;
- Volume 1 – Technical Assessment Report;
- Volume 2 – Figures;
- Volume 3 – Technical Appendices.

**1.9.2** The ES has been structured in order to allow relevant environmental information to be easily accessible. This volume of the ES (Volume 1) includes the main text of the ES refer to Table 1.2 outlining the chapters within Volume 1.

**1.9.3** Figures and technical appendices to accompany the text of the ES are provided separately in Volumes 2 and 3. Volume 2 contains all the figures. Volume 3 is a set of technical appendices and includes, for example, specialist reports providing relevant background and technical information, assessment tables, background data and photographs. Some figures and technical appendices are not available to the public as they contain sensitive information regarding protected species or local landownership.

**1.9.4** The SIAA is contained within Volume 3 Appendix 1.1.

**1.9.5** A Non-Technical Summary (NTS) of the ES is available as a separate bilingual (English and Welsh) document. This summarises the findings of the EIA in non-technical language.

Table 1.2: Structure of the ES

Structure of ES	
Non-Technical Summary	Summary of the ES using non-technical terminology
<b>Volume 1: Text</b>	
	Glossary and Abbreviations
Chapter 1	Introduction
Chapter 2	Scheme Description
Chapter 3	Alternatives Considered
Chapter 4	Approach to Environmental Impact Assessment
Chapter 5	Legislative and Planning Context
Chapter 6	Air Quality
Chapter 7	Cultural Heritage
Chapter 8	Landscape and Visual Effects

Structure of ES	
Chapter 9	Ecology and Nature Conservation
Chapter 10	Geology and Soils
Chapter 11	Materials
Chapter 12	Noise and Vibration
Chapter 13	All Travellers
Chapter 14	Community and Private Assets
Chapter 15	Road Drainage and the Water Environment
Chapter 16	Assessment of Cumulative Effects and Inter-relationships
Chapter 17	Environmental Management
Chapter 18	Conclusion
Chapter 19	References
<b>Volume 2: Figures</b>	
Including all figures and drawings to accompany the text.	
<b>Volume 3: Appendices</b>	
Including specialist reports forming technical appendices to the main text.	

## 1.10 Screening

**1.10.1** An EIA is a mandatory requirement for those developments which are listed in Annex I of the EIA Directive. For those developments listed in Annex II of the Directive the completion of an EIA is discretionary, depending on the likely environmental effects, depending on location and characteristics, having regard for the criteria listed in Annex III of the Directive.

**1.10.2** The A487 New Pont-ar-Ddyfi falls under Annex II of the EIA Directive, which includes:

### 10. INFRASTRUCTURE PROJECTS

(e) Construction of roads, harbours and port installations, including fishing harbours (projects not included in Annex I);

**1.10.3** It must therefore be assessed as to whether a project has sufficient potential environmental impacts as to warrant an EIA. In Wales, for highways projects, the threshold for project size and environmental sensitivity are defined under the Highways (Assessment of Environmental Effects) Regulations 1999. The Regulations define a 'relevant' Annex II project as:

*'a project for constructing or improving a highway where the area of the completed works together with any area occupied during the period of construction or improvement by requisite apparatus, equipment, machinery, materials, plant, spoil heaps or other*

*such facilities exceeds 1 hectare or where any such area is situated in whole or in part in a sensitive area’.*

**1.10.4** The requirement to undertake an EIA has been established through the EIA screening process which has been carried out in accordance with Design Manual for Roads and Bridges (DMRB) Volume 11, Section 2, Part 3 (HD 47/08) (Highways Agency et al., 2008) and Interim Advice Note (IAN) 126/09(W) (Welsh Assembly Government, 2011). The outcome of which is provided in the Record of Determination (refer to Volume 3, Appendix 1.3).

**1.10.5** As the size of the Scheme exceeds 1 hectare, and considering criteria set out in Annex II of the Directive, an EIA is required.

## **1.11 Scoping**

**1.11.1** An Environmental Scoping Report (refer to Volume 3, Appendix 1.4) was prepared outlining the proposed approach, methodology and surveys to be documented in the ES. This report was circulated to the following statutory consultees for their comment:

- Cadw;
- Natural Resources Wales (NRW);
- Snowdonia National Park Authority (SNPA);
- Powys County Council (PCC);
- Gwynedd Council (GC); and
- North and Mid Wales Trunk Road Agency (NMWTRA)

**1.11.2** Comments were received from Cadw, NRW, NMWTRA and SNPA (refer to Volume 3, Appendix 1.) and were used to establish further survey and assessment work required along with measures to mitigate potential impacts. Further detailed information on consultation can be found in Chapter 4.

**1.11.3** The consideration of potential cumulative effects is an important aspect of the EIA process. The assessment of cumulative effects within this report is based on current best practice guidance and consultation with Statutory Environmental Bodies. The assessment of cumulative impacts and in combination effects is addressed in Chapter 16 of this ES.

## **1.12 Project Team**

**1.12.1** The Welsh Government (Overseeing Organisation) awarded Alun Griffiths (Contractors) Ltd. (AGC) (the Contractor) the Early Contractor Involvement (ECI) contract for the Scheme in June 2015. The AGC Team includes Arup as Designer and

Environmental Consultants. The Welsh Government's Team include CH2M as Employer's Agent and Corderoy as advisers.

**1.12.2** The EIA process has been managed by Arup, taking into account information provided by the Welsh Government and the design team. Arup is a registrant of the Institute of Environmental Management and Assessment (IEMA) Quality Mark.

**1.12.3** The Scheme design technical input has been undertaken by Arup's Highways and Transportation team, with specialist environmental contributions provided by Arup and Wallingford HydroSolutions Ltd. The Construction Strategy has been prepared by AGC, as part of the assessment process, ensuring the proposed mitigation is achievable and value for money.

## **1.13 Publication of the Environmental Statement and Draft Orders**

**1.13.1** This ES has been published alongside the draft Orders for the Scheme. Statutory Orders are prepared by Welsh Ministers and published in draft. The draft Orders for the Scheme include the following:

- The Fishguard to Bangor Trunk Road (A487) (New Pont-ar-Ddyfi and Detrunking, Machynlleth) Order 201–
- The Fishguard to Bangor Trunk Road (A487) (New Pont-ar-Ddyfi, Machynlleth) (Side Roads) Order 201 –
- The Fishguard to Bangor Trunk Road (A487) (New Pont-ar-Ddyfi, Machynlleth) (Compulsory Purchase) Order 201 -

**1.13.2** Copies of the ES (including the Non-Technical Summary) and the draft Orders may be inspected free of charge during normal office hours at the following premises:

- Welsh Government Offices, Cathays Park, Cardiff, CF10 3NQ;
- Powys County Council, County Hall, Spa Road East, Llandrindod Wells, Powys, LD1 5LG;
- Gwynedd Council, Meirionnydd Area Office, Cae Penarlâg, Dolgellau, Gwynedd, LL40 2YB;
- Gwynedd Council, Shirehall Street, Caernarfon, LL55 1SH;
- Y Plas, Machynlleth, Powys, SY20 8ER; and
- Bro Dysynni Leisure Centre, High Street, Tywyn LL36 9AE.

**1.13.3** Further copies can be purchased from the Welsh Government in Cardiff at the following address:

Orders Branch  
Transport



Department of Economy Science and Transport  
Welsh Government  
Cathays Park  
Cardiff  
CF10 3NQ

**1.13.4** The Environmental Statement and the Statement to Inform an Appropriate Assessment (SIAA) may be viewed via the following website:  
<http://gov.wales/topics/transport/roads/schemes/a487/new-dyfi-bridge/?lang=en>

**1.13.5** Paper copies of the full ES and SIAA can be obtained although an administrative charge will be made to cover the cost of copying (price on application):

- Volume 1 (Technical Assessment Report) - £50;
- Volume 2 (Figures) - £40;
- Volume 3 (Technical Appendices) - £50; and
- SIAA - £20.

**1.13.6** Electronic copies of the ES and SIAA (on CD/DVD) can be purchased at a cost of £5.00. Further copies of this Non-Technical Summary may be obtained free of charge from the Welsh Government at the address shown above or via the following website:

**1.13.7** <http://gov.wales/topics/transport/roads/schemes/a487/new-dyfi-bridge/?lang=en>

## **1.14 Next Steps**

**1.14.1** Following publication of the draft Orders, there would be an opportunity to object, support, make representations on or suggest alternatives to the draft Orders. All such correspondence should be sent to arrive at the following address no later than the end of the period set out in the Public Notice:

Orders Branch  
Transport  
Department of Economy, Science and Transport  
Welsh Government  
Cathays Park  
Cardiff  
CF10 3NQ

**1.14.2** Welsh Government will consider all of the responses to the draft Orders and then decide whether to hold a Public Local Inquiry. Such Inquiries are held before an independent Inspector who would hear and consider the evidence both for and against the published Scheme and subsequently report the findings and recommendations to the responsible Welsh Ministers. The Welsh

Ministers would consider all issues before deciding whether to proceed with the Scheme and, if so, make the Orders with or without modification.

**1.14.3** Subject to the above process, the key dates for progressing the A487 New Pont-ar-Ddyfi are as follows.

- Publication of draft Orders and Environmental Statement: Summer 2017;
- Public Local Inquiry: Autumn 2017;
- Start of Construction: Spring 2018 (subject to the outcome of the Public Local Inquiry); and
- Scheme Delivery: Spring 2018 to Spring 2020.