



Llywodraeth Cymru  
Welsh Government

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Government

## A487 New Dyfi Bridge

Environmental Statement -  
Volume 3: Appendix 1.3

### Record of Determination

Final Issue | 21 November 2016



**ANNEX A**

**RECORD OF DETERMINATION**

**Annex II relevant projects**

<b>Name of project:</b> A487 New Dyfi Bridge	<b>Location (including national grid reference):</b> Machynlleth, Powys GR SH 748019
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**Qualifying criteria for Annex II relevant project:** (please tick which are relevant)

Improvement element of project is >1ha	✓	Project is located within 'sensitive' area	✓	Other with potential for significant effect (e.g. adjacent to sensitive site)	✓
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**A. Description of project:**  
 Located on the A487 Fishguard to Bangor Trunk Road immediately to the north of Machynlleth (see location plan), the proposed A487 New Dyfi Bridge scheme consists of a new section of single carriageway road, with lighting at the southern end, a new viaduct structure across the Afon Dyfi floodplain and a river bridge approximately 480m upstream of the existing Pont-ar-Ddyfi. The length of the Scheme is approximately 1100m, of which the viaduct and river bridge crossing the Afon Dyfi is some 550m in length and at its highest point (on the river bridge) it will be some 10-11m above ground level. The permanent land take of the Scheme is approximately 3.93ha, with an additional 7.49ha of temporary land take. The existing A487 will be de-trunked between the two ends of the Scheme and the Pont-ar-Ddyfi will be restricted to non-motorised and authorised users only.

**B. Description of sensitivity or value of local environment, including statutory and non-statutory designations:**  
 The Scheme passes through the predominantly rural pastoral landscape of the Dyfi valley, with a regular small to medium scale field pattern in a picturesque landscape setting. Under the current management regime and with occasional flood inundation, the condition of the landscape varies from intact and overgrown hedge boundaries to more fragmented with broken scrubby fence lines nearer the river. The banks of the Afon Dyfi are vegetated with young trees and scrub, with areas of gorse and Japanese knotweed. The Scheme is within the UNESCO Biosphere Reserve, and lies partly within the Snowdonia National Park, which extends south of the river encompassing part of the valley floor. Approximately 4.6km to the south west there are a number of National, European and International environmental designations which include: the Dyfi Site of Special Scientific Interest (SSSI), the Llyn Peninsula and the Sarnau Special Area of Conservation (SAC), the Dyfi Estuary Special Protection Area (SPA) and the Cors Fochno and Dyfi Ramsar site. The Meirionydd Oakwoods and Bat Sites SAC lie approximately 14km north of the Scheme.  
 Species of conservation importance confirmed in the study area include bats, otter, water vole, badger, birds, great crested newt, aquatic and terrestrial invertebrates, dormice, bryophytes and lichens protected under Wildlife and Countryside Act 1981. The Afon Dyfi is within the Western Wales River Basin Management Plan and is of Moderate Ecological Quality and Good Chemical Quality. The Scheme is within Flood Zone C2 of the Afon Dyfi and has a history of flood incidents. The proposed Scheme is located in the Meirionydd Groundwater area. This drinking water protected area is classified as being of poor quality.  
 Within 500m of the proposed Scheme there are a variety of known heritage assets: Two Scheduled Ancient Monuments (SAMs) (Pont-ar-Ddyfi and Fridd Round Barrows), and 29 listed buildings, of which 2 are designated Grade II\*. Air Quality is good, pollutant concentrations are below UK standards and there are no air quality management areas within the vicinity of the Scheme. National Cycle Network (NCN) Route 8 and 82 and two public rights of way, including the Wales Coastal Path, fall within the study area. The Millennium Bridge, a foot and cycle-bridge is located 39m east of the Scheme's River Bridge.

**C. Details of environmental impact assessment work undertaken including a summary of the results of any internal and external consultation undertaken:**  
 An Environmental Impact Assessment (EIA) scoping exercise and report was undertaken in October 2015 which identified the following topics requiring a detailed assessment: Landscape and Visual, Cultural Heritage, Nature Conservation (Ecology), Noise and Vibration and Road Drainage and the Water Environment; and the following topics requiring a simple assessment: Air Quality, Geology and Soils, Materials, Effects on Travellers and Community and Private Assets.  
 Stakeholder consultation was undertaken during the WelTAG Planning Stage in 2012. Environmental Liaison Group

(ELG) meetings with statutory and non-statutory bodies were held in November 2014, September 2015 and January 2016. For further information on consultation refer to Chapter 4 of the EIA scoping report (October 2015). The views and support of the Design Commission for Wales will be sought on the design principles proposed for the Scheme.

**D. Summary of likely main environmental effects of the project:**

The EIA scoping report (October 2015) identified the following:

- No significant local air quality effects are predicted during operation, however, permanent changes in local air quality may occur for some properties due to changes in separation distance. There is the potential for temporary local air quality to be affected during construction.
- Potential effects include direct impact upon buried non-designated heritage assets and indirect impacts on non-designated and designated heritage assets as a result of changes to their settings and a potential impact on undiscovered archaeological remains. A geophysical survey will be undertaken of the Scheme footprint and the construction land take. Removing traffic off Pont-ar-Ddyfi, will help preserve the long term integrity of the bridge.
- The Scheme would introduce a prominent feature into the landscape which could have a potential permanent, adverse effect on the character of the landscape and on the visual amenity of local receptors.
- Potential permanent impacts on ecology are anticipated to be habitat loss and loss of mature trees. During construction, temporary disturbance to protected species is possible.
- Potential impacts on a SAC, an SPA and a Ramsar site which are downstream of the Scheme.
- There is the potential for permanent local changes to the geomorphology of the river as a result of construction.
- Materials for the Scheme will be imported, but where possible excavated materials will be reused. There is the potential to encounter soil contamination associated with made ground materials.
- Potential permanent changes in noise and vibration may occur for some properties due to changes in separation distance. There would be short term temporary construction impacts.
- During construction, temporary closures and diversions of public rights of way and other routes will affect users.
- The Scheme generates a Non-Motorised Users (NMU) route along the viaduct and Pont-ar-Ddyfi will be restricted to NMUs providing an efficient and reliable crossing of the Afon Dyfi for all users with safe opportunities for walking and cycling along the A487 corridor.
- The Scheme will permanently affect a number of private assets through land-take and severance of land required for the Scheme. Land-take will predominantly affect agricultural land.
- The viaduct and bridge across the Afon Dyfi and the floodplain could potentially have an impact on flooding. A flood model and flood consequences assessment will be undertaken. The Scheme would not be in the active river channel but has the potential to impact on surface and groundwater quality.

**E. I hereby request a determination for the above named relevant project as required by Highways Act 1980 (as amended) Section 105A (3b)**

Signature Project Director: 

Dated: 17/11/2016

Signature Welsh Minister's Nominee: 

Dated: 20/11/2016

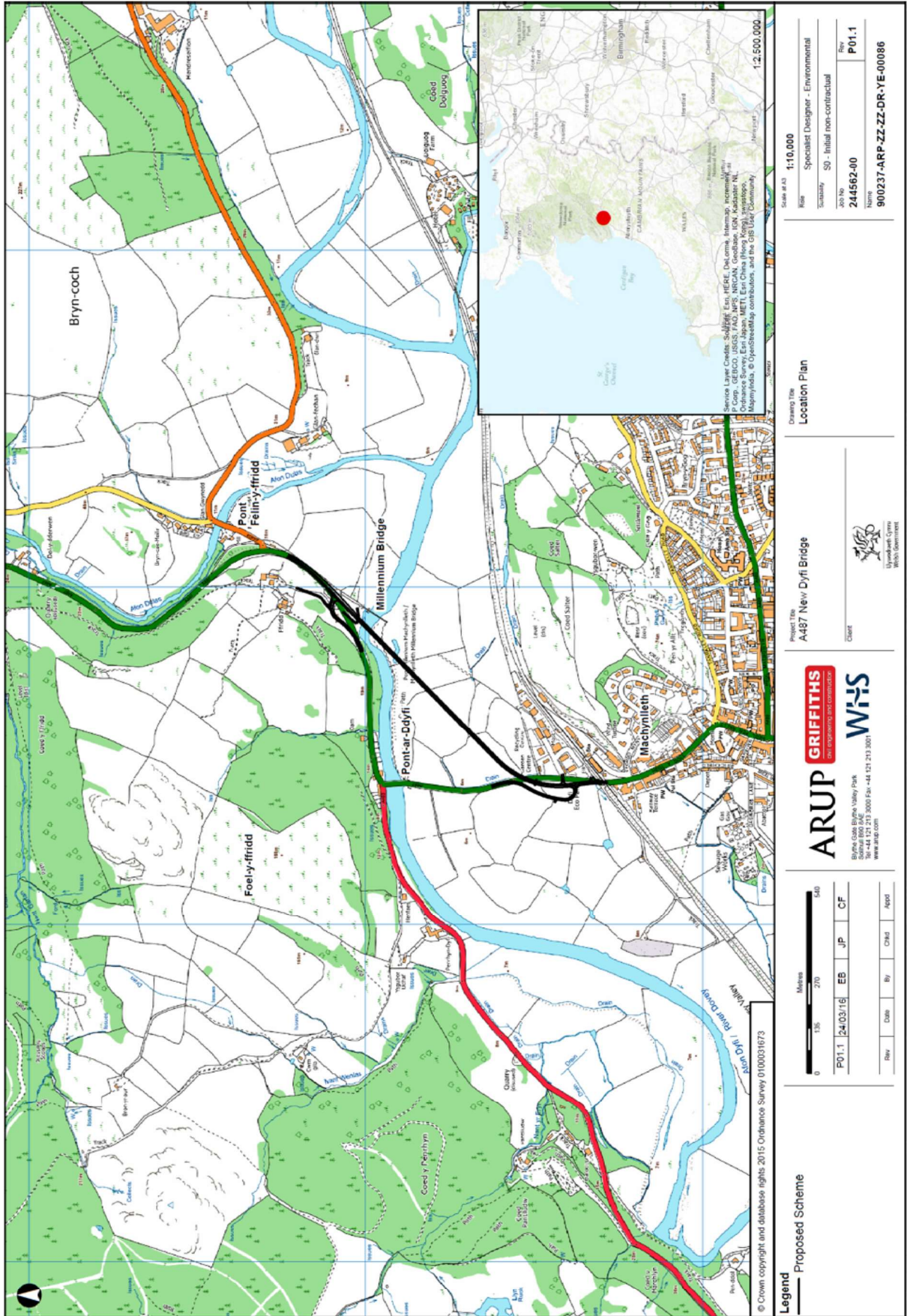
**F. File References for Supporting Assessment records for future reference:**

Welsh Government (2012) A487 Dyfi Bridge Welsh Transport Planning and Appraisal Guidance (WeTAG) Planning Stage Report (April 2012)

Welsh Government (2015) A487 New Dyfi Bridge: Scoping Report (October 2015)

**G. In accordance with the requirements of the Highways Act 1980 (as amended) Section 105A (3b) I have determined that a statutory Environmental Impact Assessment is/is not required for this project due to the following:**

The A487 New Dyfi Bridge constitutes a 'relevant project' within Annex II of the EIA Regulations as the Scheme exceeds the 1ha threshold, lies within the Snowdonia National Park and the UNESCO Biosphere Reserve and is within close proximity to the existing Pont-ar-Ddyfi Scheduled Ancient Monument. There are potential environmental impacts identified in part D and possible effects on the Dyfi Estuary SPA, Cors Fochno and Dyfi Ramsar and Dyfi SSSI which are approximately 4.6km south west of the Scheme so an Assessment of the Impact on European Species will be undertaken, with the information presented in a Statement to Inform an Appropriate Assessment.



**Legend**

Proposed Scheme

ARUP  
15th Floor, One Bridge Valley Park  
Salford, Greater Manchester M6 6PU  
Tel: +44 171 271 3000 Fax: +44 171 271 3001  
www.arup.com

GRIFFITHS  
Environmental & Infrastructure

WHS  
Wales Highway Services

Project Title: A487 New Dyfi Bridge  
Client: Welsh Government

Drawing Title: Location Plan

Scale at A3: 1:10,000

Role	Specialist Designer - Environmental
Category	S0 - Initial non-contractual
Job No.	244562.00
Rev.	P01.1
Name	900237-ARP-ZZ-ZZ-DR-YE-00086