

A494 River Dee Bridge Replacement Scheme – Wales National Marine Plan (WNMP) – Marine Licence Signposting Document				
WNMP Policy No.	WNMP Policy	WNMP Policy Brief Description (by NRW)	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
GEN_01	Planning policy	There is a presumption in favour of the sustainable development of the plan area in order to contribute to Wales' well-being goals.	Yes – The project does have potential to impact the policy but not specifically in relation to the Welsh marine area that the policy refers to. The Well-being of Future Generations Act (WFGA) defines sustainable development as the process of improving the economic, social and cultural well-being of Wales by taking action, in accordance with the Sustainable Development (SD) Principle, to achieve the WFGA's well-being goals. The A55, A550 and A494 road network forms a primary east-west link between the North-West of England and North Wales including the Anglesey Freeport in Holyhead. The A494 Dee Bridge, which was constructed in 1960, forms a critical part of this link and carries over 68,400* vehicles per day, far more than it was originally designed for. Now over 60 years old the bridge is in poor structural condition and in urgent need of replacement. The A494 Dee Bridge Replacement Scheme is a critical project to replace the existing bridge and to be designed to current highway standards for the volume of traffic it has to carry now and in the foreseeable future. The Scheme is an important piece of the wider transport and infrastructure network that will contribute to providing sustainable transport infrastructure and therefore has the potential to have a positive impact on the planning policy. *Average seven-day daily flow based on 2024 count data	The A494 Dee Bridge Replacement Scheme has been subject to many feasibility and option appraisal studies and been appraised using the Welsh Transport Appraisal Guidance (WelTAG). WelTAG embeds the Sustainable Development Principle (SDP) through the five ways of working. The Scheme has been appraised using the updated Welsh Transport Appraisal Guidance (WelTAG) published in February 2024. Considerations for the Scheme include not creating or encouraging additional traffic, minimising carbon and encouraging modal shift. A WelTAG Impacts Assessment Report has been prepared for the A494 Dee Bridge Improvement Scheme and an appraisal of the economic, social and environmental issues undertaken as part of the process, which has involved consideration of future generations. In summary the key considerations included: • Economic – Journey time reliability changes, accidents and local economy. • Social – Journey quality, security, severance, accessibility and resilience of the transport system. • Environment – Noise, air quality and water quality. Such impacts are clearly aligned to the sustainable development principles as set out in the WFGA 2015 Act and the proposed scheme seeks to improve a key piece of infrastructure for future generations in Flintshire, the economy and wider region and those visiting from elsewhere.
GEN_02	Planning policy	Relevant public authorities should take a proportionate, risk-based approach to application of relevant marine planning policies in decision making.	Yes – The project does have potential to impact the policy, but this is unlikely to have an adverse effect on the sustainable development of the marine area as the bridge spans the River Dee. The A494 Dee Bridge Replacement Scheme will be subject to permission being granted under the Highways Act 1980 (as amended) and The Environmental Impact Assessment (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017 (EIA Regulations 2017) The Scheme will therefore not be subject planning permission under the Town and Country Planning Act. The project is subject to an Environmental Impact Assessment (EIA) that has been undertaken in accordance with the EIA regulations 2017 and has identified environmental risks and appropriate mitigation measures to reduce or avoid identifiable risks to the environment.	The proposed project complies with the WNMP Policy GEN 02 as the Welsh Government has taken a proportionate risk-based approach through the EIA process of the potential impacts that the proposed Scheme may have on the marine environment. The existing bridge crosses the River Dee and there is no alternative for the replacement bridge to cross the same marine environment. It is not possible to replace the existing bridge on the same alignment due to the significant disruption to the daily traffic movements (circa 70,500/day) that this would cause during the construction period.

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ECON_01	ECON_01	Proposals for economically sustainable activities are encouraged, particularly where they contribute to: • the sustainable management of natural resources thereby supporting ecosystem resilience; • a more resilient economy; • employment opportunities particularly for coastal communities; • protecting and creating employment at all skill levels; • maintaining communities with a high-density of Welsh speakers; and/or • tackling poverty by supporting deprived coastal communities.	No - The A494 River Dee Bridge Replacement Scheme does not have potential to impact the policy as the proposed Scheme will safeguard a sustainable economy and employment opportunities and maintain the connections between England and Wales and local coastal communities in the surrounding Queensferry and Deeside areas.	The A494 Dee Bridge Replacement Scheme complies with WNMP Policy by replacing a strategic piece of infrastructure that could become critically unsafe unless urgent action is undertaken to replace and improve the existing crossing point of the River Dee. The replacement of the existing bridge on the same alignment is not possible due to significant traffic disruption that would be caused by its closure or partial closure required during construction. Therefore, a new replacement bridge with two lanes of traffic in each direction will be constructed and opened to traffic before the demolition and replacement of the existing bridge.
ECON_02	Coexistence	Proposals should demonstrate how they have considered opportunities for coexistence with other compatible sectors in order to optimise the value and use of the marine area and marine natural resources.	No - The A494 Dee Bridge Replacement Scheme does not have the potential to impact ECON 02 Coexistence.	The project complies with ECON Policy Coexistence as the Scheme will ensure a safe crossing point over the River Dee that will remain secure and safe for future generations and in accordance with SDP.
SOC_01	Access to the marine environment	Proposals that maintain or enhance access to the marine environment are encouraged.	No - The A494 Dee Bridge Scheme does not maintain or enhance access to the marine environment as this is a strategic crossing point over the River Dee that is navigable to marine craft. There may be some disruption during the construction period, but any disruption would be minimised through liaison between the Harbour Authority and appointed Contractor.	The Scheme is not applicable to this WNMP Policy.
SOC_02	Well-being of coastal communities	Proposals that contribute to the well-being of coastal communities are encouraged	Yes - A494 Dee Bridge Scheme is a strategic crossing point over the River Dee and that connects coastal communities either side of the River and in both England and Wales. Safeguarding of this crossing point will contribute to the future well-being of the nearby coastal communities of Queensferry, Deeside, Flint and across the North Wales Coast and Garden City and other coastal communities in North-West England.	The proposal complies with WNMP Policy SOC 02 because it would contribute to sustaining the well-being of coastal communities by providing a secure and safe crossing point of the River Dee that is currently at risk if the existing bridge is not replaced in the near future.

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SOC_03	Marine pollution incidents	Proposals should demonstrate how they minimise their risk of causing or contributing to marine pollution incidents.	Yes - The proposal does have the potential to impact the WNMP Policy SOC 03. The A494 Dee Bridge Scheme will require in River working during the construction phase of the project for the construction of piles and River pier foundations needed to support the bridge deck. The existing bridge will also need to be partially demolished with the existing River piers remaining in-situ. It is anticipated that works within the River channel may span a period of approximately two to three years.	A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor who will be responsible for the construction of the Scheme. The Contractor has yet to be appointed (Spring 2026). A draft CEMP has been prepared as part of the EIA process and is included in Chapter 18 Environmental Management of the Environmental Statement (ES). A description of the Scheme is in Chapter 2 of the ES. Construction works would be timed to minimise or avoid disturbance to the marine environment and during the migration period of migratory fish such as salmon which are a feature of interest of designated sites within the River Dee. Mitigation measures identified to reduce the risk of causing or contributing to marine pollution incidents include mitigation measures as follows: i. Restricting the hours of work in the River Dee to daylight hours only ii. Removal of rubble from the foreshore at Greenfield Marsh to encourage natural re-colonisation of saltmarsh (off-site work landward of MHWS). iii. Work in accordance with the EMP to avoid pollution of the River Dee iv. Maintain passage for otters during the works by minimising lighting and obstructions v. quarantining of marine vessels to ensure no contamination through transportation of Invasive Non-Native Species (INNS). With above measures in place it is considered that the project will comply with WNMP Policy SOC 03.
SOC_04	Welsh language and culture	Proposals that contribute to the promotion and facilitation of the use of the Welsh language and culture are encouraged.	No - The project does not have the potential to impact the Policy SC 04.	The Scheme is not applicable to this WNMP Policy SOC 04.
SOC_05	Historic assets	Proposals should demonstrate how potential impacts on historic assets and their settings have been taken into consideration and should, in order of preference: a) avoid adverse impacts on historic assets and their settings; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Opportunities to enhance historic assets are encouraged.	Yes - The project does have the potential to impact the Policy SC 05. Chapter 10 - Archaeology and Cultural Heritage of the Environmental Statement (ES) reports on the potential of the project to affect historic assets. The Scheme would result in an adverse effect of some non-designated heritage assets that lie adjacent to the existing Dee Bridge. These are the former Aston Quay and Landing Stages that have already been affected by the construction of the existing bridge and that are unavoidable and cannot be mitigated due to the location of the Scheme.	The Scheme is not able to comply with WNMP Policy SOC 05 as impacts on the existing historic assets by the construction of the new replacement bridge upstream of the existing are unavoidable and the assets have already been seriously affected by the existing Dee Bridge. The damage will complete the considerable impact of the existing A494 embankment and bridge construction that was undertaken in the 1960's. However, the impact of the Scheme on the remaining asset that is now of moderate value, is considered to have a moderate adverse effect.

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SOC_06	SOC_06	Proposals should demonstrate how potential impacts on the purposes and special qualities for which National Parks or Areas of Outstanding Natural Beauty have been designated have been taken into consideration and should, in order of preference: a) avoid adverse impacts on designated landscapes; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Opportunities to enhance designated landscapes are encouraged.	No - The A494 River Dee Bridge Replacement Scheme would have no potential impact on designated landscapes such as National Parks or Areas of Outstanding Natural Beauty. Chapter 9 Landscape and Visual Effects of the Environmental Statement reports the assessment process and conclusion of the findings. There would also be no opportunities to enhance designated landscape as a result of the Scheme proposals.	Not applicable - The proposal does not affect the WNMP Policy SOC 06.
SOC_07	Seascapes	Proposals should demonstrate how potential impacts on seascapes have been taken into consideration and should, in order of preference: a) avoid adverse impacts on seascapes; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Opportunities to enhance seascapes are encouraged.	No - The A494 River Dee Bridge Replacement Scheme would have no potential impact on the existing seascape of the Dee Estuary Marine Character Area. Chapter 9 Landscape and Visual Effects of the Environmental Statement reports the assessment process and conclusion of the findings. There would be no opportunities to enhance the seascape as a result of the Scheme proposals.	Not applicable - The proposal does not affect the WNMP Policy SOC 07.
SOC_08	Resilience to coastal change and flooding	Proposals should demonstrate how they are resilient to coastal change and flooding over their lifetime.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to be affected by coastal change and flooding. However, the potential flood risk as a result of the Scheme has been assessed through extensive flood modelling and mitigation measures incorporated into the design to reduce the risk of flooding to areas on both sides of the bridge but in particular the western bank. A Flood Consequence Assessment (FCA) has also been undertaken. Environmental Statement Chapter 7 Road Drainage and Water Environment report the findings of the assessment and the FCA is in Appendix 7.D.	The project complies with WNMP Policy SOC 08 because the proposal has considered the likelihood for the Scheme to be affected by coastal change and flooding over the lifetime of the project and this is reported in the Environmental Statement and associated documents. There is no alternative location for the A494 River Dee Bridge Replacement Scheme due to the location of the road infrastructure on the east and western banks of the River Dee. The scheme is improving resilience over the project's lifetime with regards to flooding including removing flooding of the A494 during extreme events. The site is at risk of both tidal and fluvial flooding from the River Dee, and of fluvial flooding from the Queensferry Drain. Tidal flooding from the River Dee is considered the predominant source of flood risk to the site and the site is protected by flood defences along this River.

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SOC_09	Effects on coastal change and flooding	Proposals should demonstrate how they: avoid significant adverse impacts upon coastal processes; and minimise the risk of coastal change and flooding; Proposals that align with the relevant Shoreline Management Plan(s) and its policies are encouraged.	Yes - The A494 Dee Bridge Improvement Scheme does have the potential to impact WNMP Policy SOC 09 coastal change and flooding. However, the FCA (ES Appendix 7.D) found that the construction of the new bridge piers would have a minimal effect on the peak water level within the River Dee. Refer to ES Chapter 7 Road Drainage and Water Environment and FCA Appendix 7.D for more information.	The impacts on tidal flows, water levels and sediment transport attributable to the construction of the new A494 Dee Crossing Scheme have been assessed using regional and local three-dimensional model simulations. With the new A494 Dee Bridge Scheme in the model, changes in water levels upstream and downstream did not exceed a few centimetres and therefore are not considered significant. Therefore, the project complies with WNMP Policy SOC 09 because it has been demonstrated through the EIA process that there will be no significant effects upon coastal processes. Refer to ES Volume 3 Appendix 7F - River Dee Hydraulic Modelling Report.
SOC_10	Minimising climate change	Proposals should demonstrate how they, in order of preference: a) avoid the emission of greenhouse gases; and/or b) minimise them where they cannot be avoided; and/or c) mitigate them where they cannot be minimised. Where significant emission of greenhouse gases cannot be avoided, minimised or mitigated, proposals for regulated activities must present a clear and convincing case for proceeding.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy SOC 10. However, the EIA has considered the effect that the Scheme may have in relation to greenhouse gases and found that there would be no significant effects on climate as a result of the Scheme. The results of the assessment are reported in ES Chapter 15 Climate Change and Greenhouse Gases.	The project complies with WNMP Policy SOC 10 because it has been demonstrated through the EIA process that there will be no significant effects upon climate. It is estimated that the construction of the Scheme would emit approximately 19,460 tCO₂e of carbon which cannot be avoided. However, it is expected that construction works would be carried out in accordance with the best practicable means, as described in Section 79 (9) of the Environmental Protection Act (EPA) 1990, to reduce fumes or emissions which may impact upon additional Greenhouse Gas emissions. In addition, some carbon saving is expected as the detailed design of the scheme is progressed.
SOC_11	Resilience to climate change	Proposals should demonstrate that they have considered the impacts of climate change and have incorporated appropriate adaptation measures, taking into account Climate Change Risk Assessments for Wales. Proposals that contribute to climate change adaptation and/or mitigation are encouraged.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy SOC 11. However, the EIA process demonstrates that impacts of climate change have been considered and appropriate adaptation measures have been incorporated as mitigation measures in the design of the Scheme.	The project complies with Policy SOC 11 because the EIA has considered the impacts on climate change and has incorporated appropriate adaptation measures within the Scheme. Refer to ES Chapter 15 Climate Change and Greenhouse Gases

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ENV_01	Resilient marine ecosystems	Proposals should demonstrate how potential impacts on marine ecosystems have been taken into consideration and should, in order of preference: a) avoid adverse impacts; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Proposals that contribute to the protection, restoration and/or enhancement of marine ecosystems are encouraged.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 01. However, the Scheme aims to minimise impact during the construction phase of the project on the marine ecosystem by limiting the timing of the in River works to daylight hours in order to avoid potential risk of disturbance to migratory fish. Further mitigation measures to salt marsh habitat have been identified by securing an area of existing salt marsh at Greenfield Marsh for the potential enhancement of this area in agreement with NRW and Flintshire County Council.	The project complies with Policy ENV 01 in that the EIA has considered the impacts on the marine ecosystem and has incorporated appropriate adaptation measures within the Scheme. The project also contributes to the protection and enhancement of salt marsh habitat at Greenfield Marsh Refer to ES Chapter 8 Terrestrial Biodiversity and 16 Marine Environment
ENV_02	Marine Protected Areas	Proposals should demonstrate how they: avoid adverse impacts on individual Marine Protected Areas (MPAs) and the coherence of the network as a whole; have regard to the measures to manage MPAs; and avoid adverse impacts on designated sites that are not part of the MPA network.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 02 Marine Protected Areas. The proposals fall within the River Dee and Bala Lake SAC and upstream of other SAC designations. Therefore, a Statement to Inform Appropriate Assessment (SIAA) has been prepared and has found that there would be no adverse effect on the integrity of designated sites or their features of interest as a result of the Scheme.	The project complies with Policy ENV 02 because the EIA has considered the impacts on the MPA (River Dee and Bala Lake SAC) and found that there would be no adverse effect on the integrity of designated sites or their features of interest as a result of the Scheme. In addition, mitigation measures during the construction period to restrict in River works to daylight hours only, have been incorporated into the Scheme. Refer to ES Chapter 16 Marine Environment and Statement to Inform Appropriate Assessment (SIAA)
ENV_03	Invasive non-native species	Proposals should demonstrate how they avoid or minimise the risk of introducing and spreading invasive non-native species. Where appropriate, proposals should include biosecurity measures to reduce the risk of introducing and spreading of invasive non-native species.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 03 Invasive non-native species (INNS). However, this would be limited to the construction phase of the project and mitigation measures would be incorporated into the Scheme to reduce the risk of introducing and spreading INNS.	The project complies with Policy ENV 03 in that the EIA has considered the potential impacts of INNS and stipulating in the Environmental Statement Chapter 18 Environmental Management the requirements for the preparation of an Outline Construction Environmental Management Plan (CEMP) prior to the commencement of the Scheme. The Outline CEMP (ES Appendix 18.A) includes requirements for an Invasive Species Management Plan and Biosecurity Risk Assessment to be undertaken by the appointed Contractor and will be a legally binding requirement. A Record of Environmental Actions and Commitments (REAC) will also be incorporated into the Works Information for the Scheme.
ENV_04	Marine litter	Proposals should demonstrate how they: avoid the deliberate introduction of litter into the marine plan area; and minimise the risk of accidental release of litter.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 04 Marine Litter. However, the deliberate introduction of litter is not considered to be a significant risk to the marine environment as a result of the Scheme. There is limited public access or direct contact to the watercourse of the River Dee and therefore the risk of accidental release of litter to the coastal and marine environment is considered to be low.	The project complies with Policy ENV 04 in that the Scheme does not introduce opportunities for the deliberate or accidental release of litter to the coastal or marine environment.

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ENV_05	Underwater noise	Proposals should demonstrate that they have considered man-made noise impacts on the marine environment and, in order of preference: a) avoid adverse impacts; and/or b) minimise impacts where they cannot be avoided; and/or c) mitigate impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 05 Underwater Noise. The EIA has considered the impact of noise on above ground receptors (ES Chapter 12 Noise and Vibration) and on the marine environment (ES Appendix 16C – Underwater Noise Assessment). However, this would be limited to noise generated by piling works within the River channel in order to construct the river pier foundations. Piling and demolition works of the existing eastbound bridge would not be undertaken at night. It is anticipated that the in-River piling work could take up to 12 months depending on the Contractors detailed construction methodology, sequencing and programme.	The project complies with Policy ENV 05 in that there is no alternative for the Scheme to proceed without piling (and demolition) operations in the River Dee.
ENV_06	Air and water quality	Proposals should demonstrate that they have considered their potential air and water quality impacts and should, in order of preference: a) avoid adverse impacts; and/or b) minimise adverse impacts where they cannot be avoided; and/or c) mitigate adverse impacts where they cannot be minimised. If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 06 Air and water quality. The Policy recognises that 'adverse impacts on air or water quality can have knock on impacts on health and well-being and other interests such as tourism and recreation'. However, the effects are not considered to be significant and would be limited to the construction period.	The project complies with Policy ENV 06 in that there is no alternative for the Scheme to proceed without some adverse effects on local air and water quality during the construction period. It is considered that there could be some adverse effects on tourism and recreation during the construction period, but these would not be significant. Refer to ES Chapter 11 Air Quality
ENV_07	Fish species and habitats	Proposals potentially affecting important feeding, breeding (including spawning & nursery) and migration areas or habitats for key fish and shellfish species of commercial or ecological importance should demonstrate how they, in order of preference: a) avoid adverse impacts on those areas; and/or b) minimise adverse impacts where they cannot be avoided; and/or c) mitigate adverse impacts where they cannot be minimised; If significant adverse impacts cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy ENV 07 Fish Species and Habitats. However, suitable mitigation measures have been identified in order to reduce the risk of disturbance to migrating fish, a qualifying feature of the River Dee and Bala SAC within which the Dee Bridge is located. These are set out in ES Chapter 16 Marine Environment and Appendix 18.A Outline CEMP.	The project complies with Policy ENV 07 as mitigation measures have been identified in order to reduce the risk of disturbance to migrating fish. It has been agreed with NRW that any in River operations requiring a jack up barge or pontoons can be undertaken at any time of year subject to construction work being restricted to daylight hours (8am-5pm) and will avoid the 3 hours before high tide at Chester Weir. This will help to reduce the risk of disturbance to migrating fish to an acceptable level.

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GOV_01	Cumulative effects	Proposals should demonstrate that they have assessed potential cumulative effects and should, in order of preference: a) avoid adverse effects; and/or b) minimise effects where they cannot be avoided; and/or c) mitigate effects where they cannot be minimised. If significant adverse effects cannot be avoided, minimised or mitigated, proposals must present a clear and convincing case for proceeding. Proposals that contribute to positive cumulative effects are encouraged.	Yes - The A494 River Dee Bridge Replacement Scheme does have the potential to affect WNMP Policy GOV 01 Cumulative Effects. The potential for cumulative effects on the marine environment and particularly on MPA's and sites and species designated under the Habitats Regulations has been undertaken and is reported in the Statement to Inform Appropriate Assessment (SIAA). The SIAA concludes that there would be no adverse effects on the integrity of the designated sites or their features of interest as a result of the Scheme either alone or in combination with other plans or projects.	The project complies with WNMP Policy GOV 01 in that it provides mitigation measures to reduce the potential impact of the project on areas of saltmarsh and to ensure that areas of saltmarsh habitat at Greenfield Marsh are enhanced. Refer to ES Chapter 16 Marine Environment and Statement to Inform Appropriate Assessment (SIAA)
GOV_02	Cross-border and plan compatibility	Relevant public authorities, in making their decisions, should have regard to: any applicable policy in a relevant marine plan; any applicable policy in relevant terrestrial development plans or related documents; the Natural Resources Policy; any relevant local well-being plan(s) (including the local well-being assessment); and evidence in any relevant Area Statement(s) produced by Natural Resources Wales (NRW).	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to affect WNMP Policy GOV 02 Cross-border and plan compatibility.	Not applicable - The proposal does not affect the Policy GOV 02
SCI_01	Using sound science responsibly	Relevant public authorities should make decisions using sound evidence and a risk-based, proportionate approach. Where appropriate they should apply the precautionary principle and consider opportunities to apply adaptive management.	No - A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy SCI 01.	Not applicable - The proposal does not affect the Policy SCI 01
AGG_01a	Aggregates (supporting)	Proposals for new aggregate extraction will be supported, within any tonnage limits, where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy AQU 01a.	Not applicable - The proposal does not affect the Policy AGG 01a
AGG_01b	Aggregates (supporting)	Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities: for the sustainable use of wider marine aggregate natural resources; to define and, once in place, further develop and refine Strategic Resource Areas for aggregates in order to support the sustainable development of the aggregate sector through marine planning.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy AGG 01b.	Not applicable - The proposal does not affect the Policy AGG 01b

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AQU_01a	Aquaculture (supporting)	Proposals for new aquaculture developments will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy AQU 01a.	Not applicable - The proposal does not affect the Policy AQU 01a
AQU_01b	Aquaculture (supporting)	Proposals for new aquaculture developments will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy AQU 01a.	Not applicable - The proposal does not affect the Policy AQU 01a
D&D_01	Dredging and disposal (supporting)	Proposals that maintain navigable channels and long-term access to open at-sea disposal sites for appropriate material will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	Possibly - The A494 River Dee Bridge Replacement Scheme may have the potential to impact the Policy D&D 01a. There are currently no proposals to undertake dredging of the River Dee as part of the A494 River Dee Bridge Improvement Scheme, but some silt removal will be required as part of the piling works. This would be subject to a detailed construction methodology being prepared by an appointed Contractor should the Scheme be approved and consented	The proposal may have the potential to affect the Policy D&D 01 but is subject to a detailed construction methodology being prepared by an appointed Contractor should the Scheme be approved and consented. ES Chapter 2 The Project contains a description of the anticipated construction methodology as follows: (paras 2.8.8-2.8.9RPW Stage 3 – Rotary Boring and reinforcement) A piling rig positioned on the jack-up barge would deploy a rotary bore within the steel tubes to remove riverbed silt and underlying glacial till deposits to full pile depth required. Arisings from the auger rotary bore would be captured and removed to land, minimising any loss of material into the river.
ELC_01a	Low carbon energy (supporting) wind	Proposals for offshore wind energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations. Proposals for wind >350MW will be considered by UK Government in accordance with relevant national policy. In determining an NSIP for a wind proposal, the decision maker will have regard to this plan. Any determination in relation to energy developments of any scale will be taken in accordance with this plan alongside any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 01a.	Not applicable - The proposal does not affect the Policy ELC 01a

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ELC_01b	Low carbon energy (supporting) wind	In order to understand future opportunities for offshore wind development, including floating technologies, this plan supports strategic planning for the sector. Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of wind energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for offshore wind energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 01b.	Not applicable - The proposal does not affect the Policy ELC 01b.
ELC_02a	Low carbon energy (supporting) wave	Proposals for wave energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 02a.	Not applicable - The proposal does not affect the Policy ELC 02a
ELC_02b	Low carbon energy (supporting) wave	In order to understand future opportunities for wave energy development, relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of wave energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for wave energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 02b.	Not applicable - The proposal does not affect the Policy ELC 02b

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ELC_03a	Low carbon energy (supporting) tidal stream	Proposals for tidal stream energy generation will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 03a.	Not applicable - The proposal does not affect the Policy ELC 03a
ELC_03b	Low carbon energy (supporting) tidal stream	In order to understand future opportunities for tidal stream energy development, relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for the sustainable use of tidal stream energy resources including identification of: • natural resources that provide potential opportunity for future use; • evidence to de-risk consenting for the sector; and • opportunities to define and, once in place, further develop and refine Strategic Resource Areas for tidal stream energy resource safeguarding; in order to support the sustainable development of the sector through marine planning. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 03b.	Not applicable - The proposal does not affect the Policy ELC 03b
ELC_04	Low carbon energy (supporting) tidal range	In order to understand future opportunities for tidal range development, strategic planning for the sector is encouraged. Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to: • collect evidence to support understanding of environmental constraints and opportunities for the sustainable use of the tidal range resource; • support understanding of the optimal siting of tidal lagoon developments across Wales as part of a wider, UK perspective; and • identify opportunities to define and, once in place, further develop and refine Strategic Resource Areas for tidal lagoon safeguarding purposes. Relevant public authorities should make appropriate evidence available to support planning and decision making in order to support the sustainable development of the sector through marine planning, where it is appropriate to do so.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy ELC 04.	Not applicable - The proposal does not affect the Policy ELC 04.

WNMP Policy No.	WNMP Policy	WNMP Policy Brief Description (by NRW)	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
O&G_01a	Oil and gas (supporting)	Proposals that maximise the economic recovery of oil and gas sustainably will be supported where they comply with the objectives of this plan, and fully meet the environmental safeguards contained within the statutory processes of awarding production licences and subsequent activity-specific approvals. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy O&G 01a.	Not applicable - The proposal does not affect the Policy O&G 01a.
O&G_01b	Oil and gas (supporting)	Welsh Government policy is to avoid the continued extraction of fossil fuels in intertidal areas and estuaries and coastal inlet waters that fall within the Welsh onshore licence area. Applications for new petroleum licenses in these areas should not be supported, unless required for mine safety or scientific purposes. Proposals for the development and extraction of oil and gas in these areas with land-based elements must provide robust and credible evidence to demonstrate how they conform to the Planning Policy Wales Energy Hierarchy for Planning, including how they make a necessary contribution towards decarbonising the energy system.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy O&G 01b.	Not applicable - The proposal does not affect the Policy O&G 01b.
O&G_02	Oil and gas (supporting)	Proposals that support the long-term development of carbon capture and storage technology will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy O&G 02.	Not applicable - The proposal does not affect the Policy O&G 02.
FIS_01a	Fisheries (supporting)	Proposals that support and enhance sustainable fishing activities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy FIS 01a. There are no commercial fishing activities, and the river is not classed as a commercial fishery.	Not applicable - The proposal does not affect the Policy FIS 01a.
FIS_01b	Fisheries (supporting)	Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities to develop a strategic evidence base to improve understanding of opportunities for the sustainable development of fisheries in order to support the sustainable development of the fisheries sector through marine planning.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy FIS 01b.	Not applicable - The proposal does not affect the Policy FIS 01b.

WNMP Policy No.	WNMP Policy	WNMP Policy Brief Description (by NRW)	Does the project have the potential to impact the Policy?	How Does the Proposed Project Comply with the Policy?
P&S_01a	Ports and shipping (supporting)	Proposals for ports, harbours and shipping activities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy P&S 01 Ports and Shipping. The River Dee is a navigable stretch of water up to the weir at Chester and is used primarily for recreational marine traffic. The proposal does not affect the navigability of the river although there may be some disruption to marine traffic during the construction phase of the project. The River Dee does not support shipping activities associated with operational ports for shipping activities.	Not applicable - The proposal does not affect the Policy P&S 01a.
P&S_01b	Ports and shipping (supporting)	Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities to support the sustainable development of the ports and shipping sector through marine planning.	No - The A494 River Dee Bridge Replacement Scheme does not have the potential to impact the Policy P&S 01 Ports and Shipping	Not applicable - The proposal does not affect the Policy P&S 01b.
P&S_02	Ports and shipping (supporting)	Proposals that provide for the maintenance, repair, development and diversification of port and harbour facilities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not affect any port or harbour facilities.	Not Applicable - The proposal does not affect the Policy P&S 02
CAB_01	Subsea cabling (supporting)	Proposals that facilitate the growth of digital communications networks and/or the optimal distribution of electricity will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	No - The A494 River Dee Bridge Replacement Scheme does not affect any sub-sea cabling or under sea digital communication networks.	Not Applicable - The proposal does not affect the Policy CAB 01.
T&R_01a	Tourism and recreation (supporting)	Proposals that demonstrate a positive contribution to tourism and recreation opportunities and policy objectives (for the sector) around the Welsh coast will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.	Yes - The A494 River Dee Bridge Replacement Scheme incorporates measures for Active Travel to support recreational routes through provision of improved shared footpaths and cycleways that connect with the wider network and existing National Cycle Routes (NCR's) and Public Rights of Way (Prow).	The proposal complies with WNMP Policy T&R01a as it provides the A494 with a strategic bridging point and tourist route for recreational activities over the River Dee connecting Wales to the North-West of England. It also sustains the well-being of coastal communities by providing a secure and safe crossing point of the River Dee that is currently at risk if the existing bridge is not replaced in the future. Refer to ES Chapter 14 Population and Human Health

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T&R_01b	Tourism and recreation (supporting)	Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities for sustainable tourism and recreation around the Welsh coast, including: a) developing a strategic evidence base to improve understanding of current and potential tourism and recreation activities, including eco-tourism and other low impact activities; and b) opportunities to define areas of future opportunity for tourism and recreation; in order to support the sustainable development of the tourism and recreation sector through marine planning.	Yes - The A494 River Dee Bridge Replacement Scheme incorporates measures for Active Travel to support recreational routes through provision of improved shared footpaths and cycleways that connect with the wider network and existing National Cycle Routes (NCR's) and Public Rights of Way (ProW).	The proposal complies with WNMP Policy T&R01b as it provides shared use routes and promotes recreational activities by connecting to the wider recreational routes either side of the River Dee.
SAF_01	Safeguarding existing activity	a: Proposals likely to have significant adverse impacts upon an established activity covered by a formal application or authorisation must demonstrate how they will address compatibility issues with that activity. Proposals unable to demonstrate adequate compatibility must present a clear and convincing case for the proposal to progress under exceptional circumstances. b: Proposals likely to have significant adverse impacts upon an established activity not subject to a formal authorisation must demonstrate how they will address compatibility issues with that activity. Proposals unable to demonstrate adequate compatibility must present a clear and convincing case for proceeding. Under SAF 01 a and b, compatibility should be demonstrated through, in order of preference: a. Avoiding significant adverse impacts on those activities, and/or b. Minimising significant adverse impacts where these cannot be avoided; and/or c. Mitigating significant adverse impacts where they cannot be minimised.	No - The A494 River Dee Bridge Replacement Scheme does not affect any existing or established tourism and recreation activities covered by a formal application or authorisation. There would be some disruption during the construction period of the project when some public footpaths/cyclepaths would be diverted but these are not considered to support the marine tourist or recreational activity sectors.	The River Dee is a navigable stretch of water that extends upstream to Chester Weir. The navigable route is being maintained and improved with slightly improved headroom clearance beneath the bridge. Therefore, the proposal does not adversely affect the Policy SAF 01.

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SAF_02	Safeguarding strategic resources	Proposals which may have significant adverse impacts upon the prospects of any sector covered by this plan to engage in sustainable future strategic resource use (of resources identified by an SRA) must demonstrate how they will address compatibility issues with that potential resource use. Proposals unable to demonstrate adequate compatibility must present a clear and convincing case for proceeding. Compatibility should be demonstrated through, in order of preference: a. Avoiding significant adverse impacts on this potential strategic resource use, and/or b. Minimising significant adverse impacts where these cannot be avoided; and/or c. Mitigating significant adverse impacts where they cannot be minimised.	No - The A494 River Dee Bridge Replacement Scheme does not affect WNMP Policy SAF 02 Safeguarding strategic resources.	Not Applicable - The proposal does not affect the Policy SAF 02
DEF_01	Defence (safeguarding)	Proposals that: • potentially affect Ministry of Defence (MOD) Danger Areas, Exercise Areas or strategic defence interests; and/or • potentially interfere with communication, surveillance and navigation facilities necessary for defence and national security; should only be authorised with the agreement of MOD.	No - The A494 River Dee Bridge Replacement Scheme does not affect WNMP Policy DEF 01 or any MOD areas or facilities, defence interests, communication, or military navigation facilities.	Not Applicable - The proposal does not affect the Policy DEF 01