
STATUTORY INSTRUMENTS

1993 No. 2400

HIGHWAYS, ENGLAND AND WALES

The County Council of Clwyd (River Dee Estuary Bridge) Scheme 1992 Confirmation Instrument 1993

Made - - - - 28th September 1993

The Secretary of State for Wales makes this Instrument in exercise of powers conferred by section 106(3) of the Highways Act 1980(1) and of all other enabling powers.

1. The County Council of Clwyd (River Dee Estuary Bridge) Scheme 1992 is hereby confirmed without modification.

2. The said Scheme as confirmed (hereinafter referred to as “the Scheme”) is set out in the Schedule hereto and copies of the Scheme with its accompanying plans are deposited at the Welsh Office Repository, Curran Embankment, Cardiff and at the offices of Clwyd County Council, Shire Hall, Mold, Clwyd.

3. The Scheme will become operative on the date on which notice that it has been confirmed is first published in accordance with paragraph 1 of Schedule 2 to the Highways Act 1980.

4. This Instrument may be cited as the County Council of Clwyd (River Dee Estuary Bridge) Scheme 1992 Confirmation Instrument 1993.

Signed by authority of the Secretary of State

28th September 1993

K. J. Thomas
Director of Highways Welsh Office

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THE SCHEDULE TO
THE INSTRUMENT

THE COUNTY COUNCIL OF CLWYD (RIVER DEE ESTUARY BRIDGE) SCHEME 1992

The County Council of Clwyd (hereinafter referred to as “the Council”) makes this Scheme in exercise of its powers under section 106(3) and section 108(4) of the Highways Act 1980 and of all other enabling powers:—

1. The Council is authorised to construct over the navigable waters of the River Dee the bridge specified in the Schedule to this Scheme as part of the highway which it is proposing to construct from the existing terminal roundabout of the Stage 1 — Rail Crossing (Stage 1 of the Shotton — Connah’s Quay By-Pass) in the Deeside Industrial Park, in a westerly direction to a new grade-separated junction on the A548 at Oakenholt, west of Connah’s Quay, Clwyd.
2. The Council is also authorised in connection with the construction of the said bridge to divert the part of the navigable watercourse specified in the said Schedule in the manner shown in that Schedule.
3. This Scheme may be cited as the County Council of Clwyd (River Dee Estuary Bridge) Scheme 1992.

THE SCHEDULE
TO THE SCHEME

PLANS AND SPECIFICATIONS OF THE RIVER DEE ESTUARY BRIDGE

The following documents are attached:—

1. Location Plan

1. Location Plan	
2. Drawing No. PL/3852/C/15/1	River Dee Estuary Bridge and Navigable Waterway

DESCRIPTION OF THE BRIDGE SCHEME

Location

The River Dee Estuary Bridge is a new crossing of the River Dee linking the A548 at Kelsterton with the Deeside Industrial Park. Overall, the bridge is approximately 950 metres long with the approach viaducts having spans of 40 metres.

Construction

The main structure over the river is an asymmetric cable-stayed bridge with a main span of 194 metres and an anchor span of 100 metres (which has been sub-divided into two unequal spans of 40 metres and 60 metres). The line of the new crossing is skewed to the river at an angle of approximately 40 degrees and crosses immediately downstream of British Steel plc’s jetty. During construction (estimated as being 30 months), there will be a requirement for access to the tower and anchor piers and for a platform on which to support temporarily the anchor span. Construction of the main span over the main navigation channel will be by cantilevering from the tower. This overcomes the need for supports from below the deck within the river and leaves the navigation channel uninterrupted for its full width.

River

At the bridge, the river is approximately 190 metres wide between the banks with a flood plain between the west bank and the National Grid Company property fence line. The River at this point is trained to provide a main navigation channel approximately 100 metres wide. This is used regularly by ships serving British Steel. Behind the training breakwater there are sand banks which are covered on each high tide. (N.B. the river is tidal upstream to the weir in Chester and the direction of flow reverses on the flood and ebb tides.)

Span and Tower

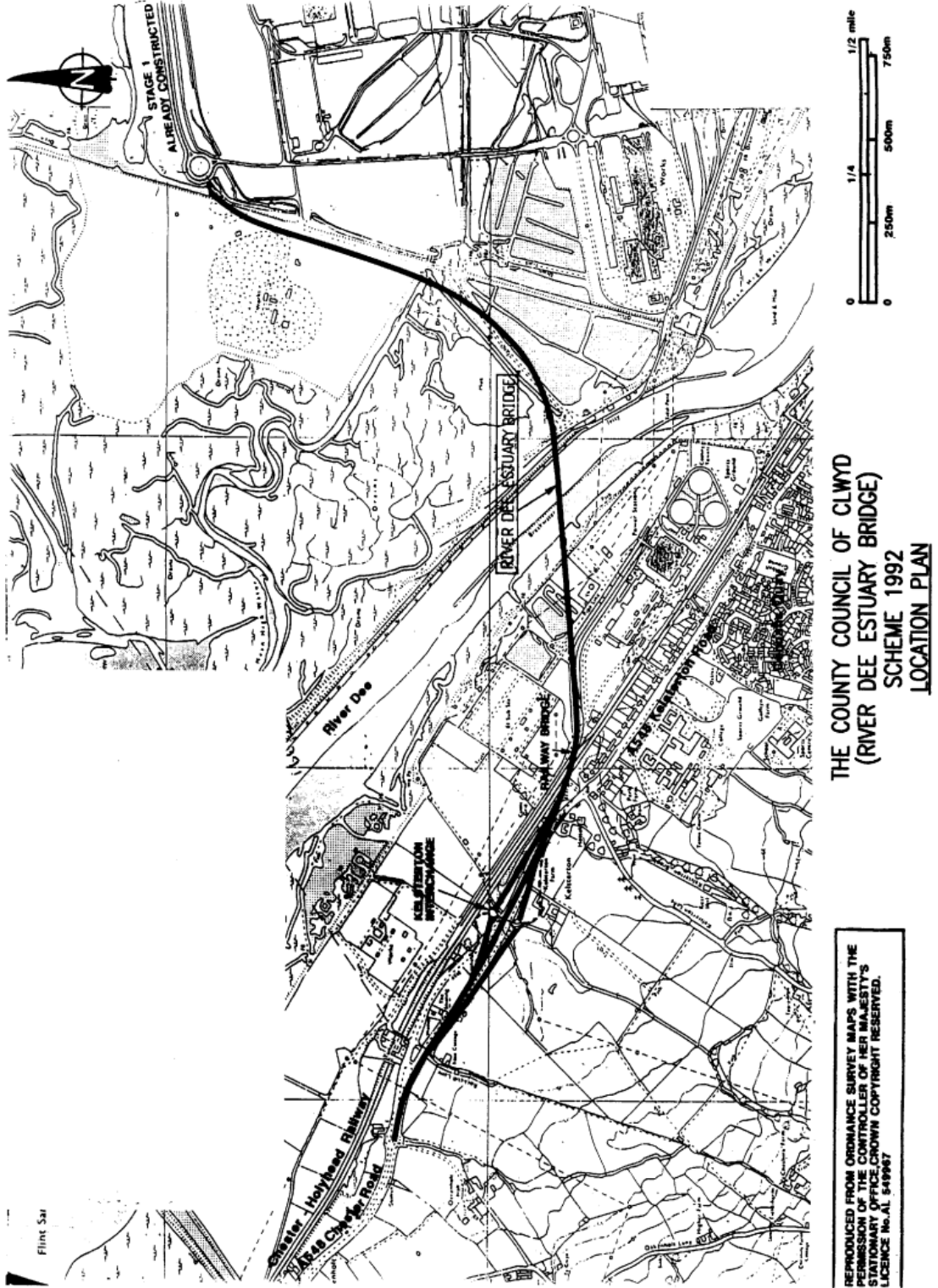
The bridge will provide a clear span over the main navigation channel with a minimum air-space at design flood-level (036.0 metres O.D.) of 18.0 metres. During construction, this will be reduced to 16.0 metres to permit use of travelling falsework etc. It should be noted that normal high water levels on the spring tides are approximately 036.5 metres O.D. The tower to the bridge will be an inverted Y structure approximately 115 metres high and 50 metres wide at the base. This will be located behind the training breakwater, on the sand bank. Heavy foundations will be required to support the tower, but these will be below the general level of the sand bank and will not effect normal flows within the river.

River Diversion

The normal navigable waterway will require diverting around the legs of the tower (which are approximately 5.0 metres square and are angled to the normal flow direction within the river), and where the west bank of the river requires realigning around the intermediate anchor pier. The bridge's anchor piers are located in the flood bank of the river. Again, foundations will be below the existing ground level.

During the construction (referred to above), it is envisaged that a temporary causeway will be required over the flood and sand banks for the platform which is to be provided to support temporarily the anchor span. This will reduce, temporarily, the width of the navigable waterway.

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Given under the Common Seal of the Council the 17th day of March 1992. THE COMMON SEAL of THE COUNTY COUNCIL OF CLWYD was hereunto affixed in the presence of:—

R. W. Squire
Chairman of the Council

B. O. Lawrence
Deputy County Secretary