THE WELSH MINISTERS

The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) Supplementary (No. 2) Scheme 201-

EXPLANATORY STATEMENT

1 INTRODUCTION

1.1 The Welsh Ministers are responsible for special roads (including motorways) and trunk roads in Wales. In addition to serving local communities, the M4 around Newport is a route of strategic importance at regional, national and international levels, linking south and west Wales to the south west of England and forms part of strategic routes to Ireland, the Midlands, the south east of England and further to continental Europe (Trans-Europe Transport Network).

1.2 The Welsh Ministers published draft proposals on 10th March 2016 for a new section of motorway to the south of Newport, alongside complementary measures.

1.3 The published proposals for the M4 Corridor around Newport project (referred to as 'the Scheme') comprise:

a) A draft Scheme Order to provide a new length of dual 3-lane motorway between Magor and Castleton to the south of Newport, its new slip roads and connecting roads. It also provides for bridges passing over navigable waterways;

b) A draft Scheme Variation Order to remove the special road classification from various lengths of the existing M4 motorway between Magor and Castleton and the A48(M) motorway between Castleton and St. Mellons. Although these lengths would cease to be motorways they would continue to be trunk roads;

c) A draft Line Order to provide for new lengths of trunk road required for the Scheme;

d) A draft Side Roads Order to stop up, improve or alter some lengths of existing roads, footpaths, cycle routes, byways, bridleways and private accesses, to construct new highways and provide new private means of access;

e) A draft Compulsory Purchase Order (draft CPO), which provides for the acquisition of all the land and rights required for the construction, operation and maintenance of the new motorway and new trunk road and their associated side road proposals; and

f) Draft Section 19 Certificates, which provide for replacement Common Land and allotments and extinguish existing rights.

1.4 An Environmental Statement and a Statement to Inform an Appropriate Assessment of the potential likely effects of the Scheme was prepared in association with the above draft Orders and was published on 10th March 2016.

1.5 Following further Scheme development, the Welsh Government published draft Supplementary proposals on 5th September 2016 which comprised:

a) A draft Supplementary Scheme to enable the temporary closure of the navigable waters of River Ebbw and the River Usk during the construction of the new structures to carry the proposed motorway.

b) A draft Supplementary CPO which provides for the acquisition of all the land and rights required for the construction, operation and maintenance of the revised proposals at Bencroft Lane near Rogiet, and a revised layout of the outfall to Water Treatment Areas 12b.

1.6 An Environmental Statement Supplement of the potential likely effects of the draft Supplementary Scheme and CPO was prepared in association with the above draft Supplementary Orders and was published on the 5th September 2016.

1.7 Following further scheme development, the Welsh Government published a draft Amendment Scheme (Order) to address the following:

a) the Welsh Ministers proposals to raise the height of the River Usk Crossing.

1.8 Following further Scheme development a draft Supplementary (No. 2) Scheme Order is needed to address the following:

a) A draft Supplementary (No. 2) Scheme to enable the temporary closure of the Junction Cut, which connects the North and South Dock within the Port of Newport, during the construction of the new structures to carry the proposed motorway.

b) A draft Supplementary (No. 2) Scheme to enable the construction of a new eastbound off-slip at Magor.

c) A draft Supplementary CPO which provides for the acquisition of all the land and rights required for the construction, operation and maintenance of the new eastbound off-slip at Magor, and acquisition of all the land and rights required to construct a new quayside extension at the Port of Newport for the construction of Bridge Impact Mitigation works. An Environmental Statement Supplement (March 2017) has been prepared and is available for inspection along with the draft Supplementary (No. 2) Scheme, as set out further below.

1.9 The purpose of this statement is to:

a) Describe the specific elements of the proposed Scheme that are the subject of the draft Supplementary (No. 2) Scheme;

b) To explain the reasons for producing the draft Supplementary (No. 2) Scheme; and

c) To explain the statutory procedures that have to be completed before construction can start.

2 BACKGROUND AND NEED FOR THE SCHEME

2.1 The Background and need for the Scheme is given in the Explanatory Statement as published in draft on the 10th March 2016.

3 POLICY CONTEXT

3.1 The Policy Context is given in the Explanatory Statement as published in draft on the 10th March 2016.

4 EXISTING CONDITIONS

4.1 A description of the existing conditions is given in the Explanatory Statement as published in draft on the 10th March 2016.

5 CONSULTATIONS

5.1 A summary of consultations leading up to the publication of the draft Orders was outlined in the Explanatory Statement as published on the 10th March 2016. Since the publication of the draft Orders there has been further engagement with stakeholders and interested parties.

5.2 The public have been engaged with the proposals during a series of Statutory Orders Exhibitions during March 2016, supported by media including newsletters, radio advertising and the Scheme website.

5.3 Relevant stakeholders have been consulted with since the publication of the draft Orders in March 2016 through meetings and correspondence.

5.4 There will be a Public Local Inquiry into the proposed Scheme, which will start on 28th February 2017. The draft Supplementary Scheme will be presented to the Inspector and considered as part of that Inquiry.

6 AIMS AND OBJECTIVES

6.1 The Aims and objectives are described in the Explanatory Statement as published in draft on the 10th March 2016.

7 THE PROPOSED SCHEME

7.1 A description of the proposed Scheme was outlined in the Explanatory Statement as published on the 10th March 2016.

8 DESCRIPTION OF PROPOSALS CONTAINED IN THE DRAFT SUPPLEMENTARY SCHEME

8.1 Following the publication of the draft Orders in March 2016, accessibility to Magor Services and Junction 23A of the current M4 Motorway has been further assessed.

8.2 The design now envisaged will include a new eastbound off-slip from the proposed M4 Motorway to be located to the west of Magor. This will improve accessibility to Magor Services and J23A.

8.3 As part of the proposals, an alternative arrangement to Newport Road roundabout is proposed, with the A4810 Queensway roundabout re-aligned to meet that roundabout. A modification to the draft Side Road Order would provide the required rights for the Side Road Order.

9 POWERS TO CONSTRUCT THE SCHEME

9.1 The proposed Scheme, Supplementary Scheme, and Supplementary (No. 2) Scheme, is being promoted and would be constructed using the powers of the Welsh Ministers as Highway Authority in accordance with the Highways Act 1980, which have been transferred to them by virtue of the National Assembly for Wales (Transfer of Functions) Order 1999 and the Government of Wales Act 2006 and delegated to the relevant Assembly Minister.

9.2 The powers to construct the proposed new section of motorway, sections of trunk road and to reclassify parts of the existing M4 and A48(M) would be obtained through the statutory Orders, listed below, which were published in draft on 10th March 2016:

a) The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) Scheme 201-

b) The London to Fishguard Trunk Road (East of Magor to Castleton) Order 201-

c) The M4 Motorway (West of Magor to East of Castleton) and the A48(M) Motorway (West of Castleton to St Mellons) (Variation of Various Schemes) Scheme 201-

9.3 The power to stop up, alter and improve highways, restricted by-ways, bridleways, footpaths and private means of access would be obtained through the Side Roads Order, which was published in draft on 10th March 2016.

a) The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) and The London To Fishguard Trunk Road (East of Magor to Castleton) (Side Roads) Order 201-

9.4 A draft CPO was published on 24th March 2016 and a draft supplementary CPO was published on 5th September 2016. A draft Supplementary (No.2) CPO will be published on 21st March 2017. If made, they would enable the Welsh Ministers to acquire all the land and rights over the land necessary for the construction and maintenance of the proposals.

9.5 In drawing up the proposals, regard has been given to the interference with the rights of all those with interests in the Order lands and who would otherwise be affected by the Scheme.

10 DEPOSIT POINTS

10.1 Copies of the draft Supplementary Scheme along with the draft Supplementary CPO, the Environmental Statement Supplement, the published draft Schemes, Orders, the Environmental Statement, and other supporting information, may be inspected free of charge during normal working hours at any of the following deposit points:

Orders Branch, Transport,
Department for Economy and Infrastructure
Welsh Government,
Cathays Park,
Cardiff,
CF10 3NQ.

Newport City Council,
Civic Centre,
Godfrey Road,
Newport,
NP20 4UR.

Monmouthshire County Council,
County Hall,
Rhadyr,
Usk,
NP15 1GA.

Monmouthshire County Council,
Innovation House,
Wales 1 Business Park,
Magor,
Monmouthshire,
NP26 3DG.

Newport Central Library,
John Frost Square,
Newport,
NP20 1PA.

10.2 Additional copies of the published information may be obtained from the Welsh Government.

11 LODGING OBJECTIONS TO THE DRAFT SUPPLEMENTARY (No.2) SCHEME

11.1 The Supplementary (No. 2) Scheme is published in draft and provides the opportunity for any person or organisation to object or support.

11.2 Any person wishing to support or object may do so by writing to:

Orders Branch, Transport,
Department for Economy and Infrastructure
Welsh Government,
Cathays Park,
Cardiff, CF10 3NQ.

11.3 Should you wish to object or support, your correspondence will be considered by the Project Team and we may need to consult with people and organisations outside the Welsh Government. As part of the process of consulting with the others we may pass information to them, including information you have given to us and your personal data. We will however, only disclose your personal details where it is necessary to do so to enable us to deal with issues you brought to our attention.

11.4 The proposed Scheme will be the subject of a Public Local Inquiry (PLI) and all correspondence will be copied to the Inspector of the PLI and kept in the PLI Library and become publicly available.

11.5 Any objections or supports should be despatched to arrive no later than the 10th May 2017.

12 DECISION PROCESS

12.1 As part of the legal process, the Welsh Ministers would consider all of the responses to the draft Supplementary (No. 2) Scheme and would normally decide whether they should be considered by a Public Local Inquiry. As a Public Local Inquiry to consider all of the responses to the draft Schemes and Orders, which were published in March 2016, has already commenced they have decided that all of the responses to the draft Supplementary (No. 2) Scheme will also be considered at that Inquiry.

12.2 The decision as to whether or not to proceed to make the Schemes, Orders, associated CPO's, and the Supplementary Schemes would then

be taken by the Welsh Ministers after taking account the findings and recommendations of the independent Inspector.

12.3 Should the draft Schemes and Orders be made and the proposed Scheme proceed to construction, the Welsh Ministers would, through their valuation agent, enter into negotiation with all affected landowners regarding compensation for the land and rights needed and where appropriate the carrying out of accommodation works on their retained land to mitigate the effect of the Scheme.

GWEINIDOGION CYMRU

Cynllun Atodol (Rhif 2) Trafforddyr M4 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyffordd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thrafforddyr M48 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) Ffordd Gysylltu) 201-

DATGANIAD ESBONIADOL

1 CYFLWYNIAD

1.1 Mae Gweinidogion Cymru yn gyfrifol am ffyrdd arbennig (gan gynnwys traffyrdd) a chefnffyrdd yng Nghymru. Yn ogystal â gwasanaethu cymunedau lleol, mae'r M4 o amgylch Casnewydd yn strategol bwysig ar lefel ranbarthol, genedlaethol a rhyngwladol, gan gysylltu de a gorllewin Cymru i dde-orllewin Lloegr, ac mae'n ffurfio rhan o lwybrau strategol i lwerddon, Canolbarth Lloegr, de-ddwyrain Lloegr ac ymhellach i gyfandir Ewrop (y Rhwydwaith Trafnidiaeth Traws-Ewropeaidd).

1.2 Cyhoeddodd Gweinidogion Cymru gynigion drafft ar 10 Mawrth 2016 ar gyfer rhan newydd o draffordd i'r de o Gasnewydd, ochr yn ochr â mesurau ategol.

1.3 Mae'r cynigion a gyhoeddwyd ar gyfer prosiect Coridor yr M4 o amgylch Casnewydd (y cyfeirir ato fel 'y Cynllun') fel a ganlyn:

a) Gorchymyn Cynllun drafft i ddarparu hyd newydd o draffordd ddeuol 3 lôn rhwng Magwyr a Chas-bach i'r de o Gasnewydd, ei ffyrdd ymuno/ymadael newydd a ffyrdd cysylltu. Mae hefyd yn darparu ar gyfer pontydd sy'n mynd dros ddyfrffyrdd mordwyadwy;

b) Gorchymyn Amrywio Cynllun drafft i ddileu'r dosbarthiad ffordd arbennig o hydoedd amrywiol o draffordd yr M4 rhwng Magwyr a Chas-bach a thraffordd yr A48(M) rhwng Cas-bach a Llaneirwg. Er na fyddai'r ffyrdd hyn yn draffyrdd mwyach, byddent yn parhau i fod yn gefnffyrdd;

c) Gorchymyn Llinell drafft i ddarparu ar gyfer yr hydoedd newydd o gefnffyrdd sy'n ofynnol ar gyfer y Cynllun;

ch) Gorchymyn Ffyrdd Ochr drafft i gau, gwella neu newid rhai hydoedd o ffyrdd, llwybrau troed, llwybrau beicio, cilffyrdd, llwybrau ceffylau a ffyrdd mynediad preifat presennol, er mwyn adeiladu priffyrdd newydd a darparu ffyrdd mynediad preifat newydd;

d) Gorchymyn Prynu Gorfodol drafft (CPO drafft), sy'n darparu ar gyfer caffael yr holl dir a hawliau sy'n angenrheidiol ar gyfer adeiladu, gweithredu a chynnal a chadw'r draffordd newydd a'r gefnffordd newydd a'u cynigion ffyrdd ochr cysylltiedig; a

dd) Tystysgrifau adran 19 drafft, sy'n darparu ar gyfer disodli Tir Comin a rhandiroedd a dileu hawliau presennol.

1.4 Paratowyd Datganiad Amgylcheddol a Datganiad i Lywio Asesiad Priodol o effeithiau tebygol posibl y Cynllun mewn cysylltiad â'r Gorchmynion drafft uchod ar 10 Mawrth 2016.

1.5 Yn dilyn datblygu'r Cynllun ymhellach, cyhoeddodd Llywodraeth Cymru gynigion Atodol drafft ar 5 Medi 2016 a oedd yn cynnwys:

a) Cynllun Atodol drafft i alluogi cau dyfroedd mordwyadwy Afon Ebwy ac Afon Wysg wrth i'r adeileddau newydd ar gyfer cludo'r draffordd arfaethedig gael eu hadeiladu.

b) CPO Atodol drafft sy'n darparu ar gyfer caffael yr holl dir a hawliau sy'n ofynnol ar gyfer adeiladu, gweithredu a chynnal a chadw'r cynigion diwygiedig yn Lôn Bencroft ger Rogiet, a gosodiad diwygiedig yr ollyngfa i Ardaloedd Trin Dŵr 12b.

1.6 Paratowyd Datganiad Amgylcheddol Atodol ynglŷn ag effeithiau tebygol posibl y Cynllun Atodol drafft a'r CPO mewn cysylltiad â'r Gorchmynion Atodol drafft uchod ac fe'i cyhoeddwyd ar 5 Medi 2016.

1.7 Yn dilyn datblygu'r Cynllun ymhellach, cyhoeddodd Llywodraeth Cymru Gynllun Diwygio (Gorchymyn) drafft i fynd i'r afael â'r canlynol:

a) cynnig Gweinidogion Cymru i godi uchder Croesfan Afon Wysg.

1.8 Yn dilyn datblygu'r Cynllun ymhellach, mae angen Gorchymyn Cynllun Atodol drafft (Rhif 2) i fynd i'r afael â'r canlynol:

a) Cynllun Atodol drafft (Rhif 2) i alluogi cau Junction Cut dros dro, sy'n cysylltu Doc y Gogledd a Doc y De ym Mhorthladd Casnewydd, wrth i'r adeileddau newydd ar gyfer cludo'r draffordd arfaethedig gael eu hadeiladu.

b) Cynllun Atodol drafft (Rhif 2) i alluogi adeiladu ffordd ymadael newydd tua'r dwyrain ym Magwyr.

c) CPO Atodol drafft sy'n darparu ar gyfer caffael yr holl dir a hawliau sy'n angenrheidiol i adeiladu, gweithredu a chynnal a chadw'r ffordd ymadael newydd tua'r dwyrain ym Magwyr, a chaffael yr holl dir a hawliau sy'n angenrheidiol i adeiladu estyniad newydd i'r cei ym Mhorthladd Casnewydd ar gyfer adeiladu Mesurau Lliniaru'r Effaith ar Bont. Mae Datganiad Amgylcheddol Atodol (Mawrth 2017) wedi cael ei baratoi ac mae ar gael i'w archwilio ynghyd â Chynllun Atodol drafft (Rhif 2), fel yr amlinellir ymhellach isod.

1.9 Diben y datganiad hwn yw:

a) Disgrifio elfennau penodol y Cynllun arfaethedig sy'n ddarostyngedig i Gynllun Atodol drafft (Rhif 2);

b) Esbonio'r rhesymau dros gynhyrchu Cynllun Atodol drafft (Rhif 2); ac

c) Esbonio'r gweithdrefnau statudol y mae'n rhaid eu cwblhau cyn y gall y gwaith adeiladu ddechrau.

2 CEFNDIR Y CYNLLUN A'R ANGEN AMDANO

2.1 Rhoddir cefndir y Cynllun a'r angen amdano yn y Datganiad Esboniadol fel y'i cyhoeddwyd yn y drafft ar 10 Mawrth 2016.

3 CYD-DESTUN POLISI

3.1 Rhoddir y Cyd-destun Polisi yn y Datganiad Esboniadol fel y'i cyhoeddwyd yn y drafft ar 10 Mawrth 2016.

4 AMODAU PRESENNOL

4.1 Rhoddir disgrifiad o'r amodau presennol yn y Datganiad Esboniadol fel y'i cyhoeddwyd yn y drafft ar 10 Mawrth 2016.

5 YMGYNGHORIADAU

5.1 Amlinellwyd crynodeb o ymgynghoriadau a gynhaliwyd yn arwain at gyhoeddi'r Gorchmynion drafft yn y Datganiad Esboniadol fel y'i cyhoeddwyd ar 10 Mawrth 2016. Ymgysylltwyd ymhellach â rhanddeiliaid a phartïon â buddiant ers cyhoeddi'r Gorchmynion drafft.

5.2 Ymgynghorwyd â'r cyhoedd ynglŷn â'r cynigion yn ystod cyfres o Arddangosfeydd Gorchmynion Statudol yn ystod mis Mawrth 2016, a ategwyd gan gyfryngau gan gynnwys cylchlythyrau, hysbysebu ar y radio a gwefan y Cynllun.

5.3 Ymgynghorwyd â rhanddeiliaid perthnasol ers cyhoeddi'r Gorchmynion drafft ym mis Mawrth 2016 trwy gyfarfodydd a gohebiaeth.

5.4 Cynhelir Ymchwiliad Lleol Cyhoeddus ynglŷn â'r Cynllun arfaethedig, a fydd yn dechrau ar 28 Chwefror 2017. Bydd y Cynllun Atodol drafft yn cael ei gyflwyno i'r Arolygydd a'i ystyried yn rhan o'r Ymchwiliad hwnnw.

6 NODAU AC AMCANION

6.1 Disgrifir y Nodau a'r Amcanion yn y Datganiad Esboniadol fel y'i cyhoeddwyd yn y drafft ar 10 Mawrth 2016.

7 Y CYNLLUN ARFAETHEDIG

7.1 Amlinellwyd disgrifiad o'r Cynllun arfaethedig yn y Datganiad Esboniadol fel y'i cyhoeddwyd ar 10 Mawrth 2016.

8 DISGRIFIAD O'R CYNIGION A GYNHWYSIR YN Y CYNLLUN ATODOL DRAFFT

8.1 Yn dilyn cyhoeddi'r Gorchmynion drafft ym mis Mawrth 2016, aseswyd hygyrchedd i Wasanaethau Magwyr a Chyffordd 23A Traffordd bresennol yr M4 ymhellach.

8.2 Bydd y dyluniad a ragwelir yn awr yn cynnwys ffordd ymadael newydd tua'r dwyrain o Draffordd arfaethedig yr M4 i'w lleoli i'r gorllewin o Fagwyr. Bydd hyn yn gwella hygyrchedd i Wasanaethau Magwyr a Chyffordd 23A.

8.3 Yn rhan o'r cynigion, cynigir trefniant amgen i gylchfan Heol Casnewydd, gyda chylchfan yr A4810 Ffordd y Frenhines yn cael ei hailalinio i gyfarfod â'r gylchfan honno. Byddai addasiad i'r Gorchymyn Ffyrdd Ochr drafft yn darparu'r hawliau sy'n angenrheidiol ar gyfer y Gorchymyn Ffyrdd Ochr.

9 PWERAU I ADEILADU'R CYNLLUN

9.1 Mae'r Cynllun arfaethedig, y Cynllun Atodol, a Chynllun Atodol (Rhif 2), yn cael eu hyrwyddo a byddent yn cael eu hadeiladu gan ddefnyddio pwerau Gweinidogion Cymru fel yr Awdurdod Priffyrdd yn unol â Deddf Priffyrdd 1980, a drosglwyddwyd iddynt trwy gyfrwng Gorchymyn (Trosglwyddo Swyddogaethau) Cynlluniad Cenedlaethol Cymru 1999 a Deddf Llywodraeth Cymru 2006 ac a ddirprwywyd i'r Gweinidog perthnasol yn y Cynulliad.

9.2 Byddai'r pwerau i adeiladu'r rhan newydd arfaethedig o draffordd, rhannau o gefnffordd ac ailddosbarthu rhannau o'r M4 a'r A48(M) bresennol yn cael eu sicrhau trwy'r Gorchmynion statudol, a restrir isod, a gyhoeddwyd ar ffurf ddrafft ar 10 Mawrth 2016:

a) Cynllun Traffordd yr M4 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyffordd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thraffordd yr M48 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) Ffordd Gysylltu) 201-

b) Gorchymyn Cefnffordd Llundain i Abergwaun (Man i'r Dwyrain o Fagwyr i Gas-bach) 201-

c) Cynllun (Amrywio Cynlluniau Amrywiol) Traffordd yr M4 (Man i'r Gorllewin o Fagwyr i Fan i'r Dwyrain o Gas-bach) a Thraffordd yr A48(M) (Man i'r Gorllewin o Gas-bach i Laneirwg) 201-

9.3 Byddai'r pŵer i gau, newid a gwella priffyrdd, cilffyrdd cyfyngedig, llwybrau ceffylau, llwybrau troed a ffyrdd mynediad preifat yn cael ei sicrhau trwy'r Gorchymyn Ffyrdd Ochr, a gyhoeddwyd hefyd ar ffurf ddrafft ar 10 Mawrth 2016.

a) Gorchymyn (Ffyrdd Ochr) Trafforddd yr M4 (Cyfforddd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyfforddd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thrafforddd yr M48 (Cyfforddd 23 (Man i'r Dwyrain o Fagwyr) Fforddd Gysylltu) a Chefnfforddd Llundain i Abergwaun (Man i'r Dwyrain o Fagwyr i Gas-bach) 201-

9.4 Cyhoeddwyd CPO drafft ar 24 Mawrth 2016 a chyhoeddwyd CPO Atodol drafft ar 5 Medi 2016. Bydd CPO Atodol drafft (Rhif 2) yn cael ei gyhoeddi ar 21 Mawrth 2017. Os cânt eu gweithredu, byddent yn galluogi Gweinidogion Cymru i gaffael yr holl dir a hawliau dros y tir sy'n angenrheidiol i adeiladu a chynnal a chadw'r cynigion.

9.5 Wrth lunio'r cynigion, rhoddwyd ystyriaeth i amharu ar hawliau'r holl rai hynny sydd â buddiant yn nhiroedd y Gorchymyn ac y byddai'r Cynllun yn effeithio arnynt fel arall.

10 MANNAU ADNEUO

10.1 Gellir gweld copïau o'r Cynllun Atodol drafft ynghyd â'r CPO Atodol drafft, y Datganiad Amgylcheddol Atodol, y Cynlluniau a'r Gorchmynion drafft cyhoeddedig, y Datganiad Amgylcheddol, a gwybodaeth ategol arall, yn rhad ac am ddim yn ystod oriau gwaith arferol yn unrhyw un o'r mannau adneuo canlynol:

Y Gangen Orchmynion, Trafnidiaeth,
Adran yr Economi a'r Seilwaith,
Llywodraeth Cymru,
Parc Cathays,
Caerdydd,
CF10 3NQ.

Cyngor Dinas Casnewydd,
Y Ganolfan Ddinesig,
Heol Godfrey,
Casnewydd,
NP20 4UR.

Cyngor Sir Fynwy,
Neuadd y Sir,
Rhadyr,
Brynbuga,
NP15 1GA.

Cyngor Sir Fynwy,
Tŷ Arloesedd,
Parc Busnes Cymru 1,
Magwyr,
Sir Fynwy,
NP26 3DG.

Llyfrgell Ganolog Casnewydd,

Sgwâr John Frost,
Casnewydd,
NP20 1PA.

10.2 Gellir cael copïau ychwanegol o'r wybodaeth gyhoeddedig gan Lywodraeth Cymru.

11 CYFLWYNO GWRTHWYNEBIADAU I GYNLLUN ATODOL DRAFFT (Rhif 2)

11.1 Cyhoeddir Cynllun Atodol (Rhif 2) ar ffurf ddrafft ac mae'n rhoi cyfle i unrhyw unigolyn neu sefydliad ei wrthwynebu neu ei gefnogi.

11.2 Caiff unrhyw un sy'n dymuno cefnogi neu wrthwynebu wneud hynny trwy ysgrifennu i'r cyfeiriad canlynol:

Y Gangen Orchmynion, Trafnidiaeth,
Adran yr Economi a'r Seilwaith
Llywodraeth Cymru,
Parc Cathays,
Caerdydd, CF10 3NQ.

11.3 Os hoffech wrthwynebu neu gefnogi, bydd eich gohebiaeth yn cael ei hystyried gan Dîm y Prosiect ac mae'n bosibl y bydd angen i ni ymgynghori â phobl a sefydliadau y tu allan i Lywodraeth Cymru. Yn rhan o'r broses o ymgynghori â'r bobl a'r sefydliadau eraill hyn, mae'n bosibl y byddwn yn trosglwyddo gwybodaeth iddynt, gan gynnwys gwybodaeth a roesoch i ni a'ch data personol. Fodd bynnag, byddwn yn datgelu eich manylion personol dim ond pan fydd hynny'n angenrheidiol er mwyn i ni allu ymdrin â'r materion a godwyd gennych.

11.4 Bydd y Cynllun arfaethedig yn destun Ymchwiliad Lleol Cyhoeddus. Bydd copi o'r holl ohebiaeth yn cael ei roi i Arolygydd yr Ymchwiliad, a bydd yn cael ei gadw yn Llyfrgell yr Ymchwiliad ac ar gael i'r cyhoedd.

11.5 Dylai unrhyw wrthwynebiadau neu gefnogaeth a gyflwynir gyrraedd erbyn 10 Mai 2017 fan bellaf.

12 Y BROSES BENDERFYNU

12.1 Yn rhan o'r broses gyfreithiol, byddai Gweinidogion Cymru yn ystyried yr holl ymatebion i Gynllun Atodol drafft (Rhif 2) ac fel arfer yn penderfynu p'un a ddylent gael eu hystyried gan Ymchwiliad Lleol Cyhoeddus. Gan fod Ymchwiliad Lleol Cyhoeddus i ystyried yr holl ymatebion i'r Cynlluniau a'r Gorchmynion drafft a gyhoeddwyd ym mis Mawrth 2016 eisoes wedi dechrau, maent wedi penderfynu y bydd yr holl ymatebion i Gynllun Atodol drafft (Rhif 2) yn cael eu hystyried yn yr Ymchwiliad hwnnw hefyd.

12.2 Yna, byddai Gweinidogion Cymru yn penderfynu p'un ai symud ymlaen i weithredu'r Cynlluniau, y Gorchmynion, y Gorchmynion Prynu Gorfodol cysylltiedig, a'r Cynlluniau Atodol ar ôl ystyried canfyddiadau ac argymhellion yr Arolygydd annibynnol.

12.3 Pe byddai'r Cynlluniau a'r Gorchmynion drafft yn cael eu gweithredu a'r Cynllun arfaethedig yn symud ymlaen i'r cam adeiladu, byddai Gweinidogion Cymru, trwy eu hasiant prisio, yn cychwyn trafodaethau â'r holl dirfeddianwyr yr effeithir arnynt ynglŷn ag iawndal ar gyfer y tir a'r hawliau sy'n angenrheidiol a, lle y bo'n briodol, cynnal gwaith hwylustod ar eu tir a gadwyd i liniaru effaith y Cynllun.