

**THE WELSH MINISTERS (THE LONDON TO FISHGUARD TRUNK ROAD (A40)  
(LLANDDEWI VELFREY TO PENBLEWIN IMPROVEMENT)) COMPULSORY  
PURCHASE ORDER 201-**

**STATEMENT OF REASONS**

**1. INTRODUCTION**

- 1.1. The Welsh Ministers, as the relevant Highway Authority, are responsible for all the trunk roads in Wales. The A40 is an important part of the Welsh Government (WG) strategic road network as it is the primary link to south-west Wales, linking the ports of Milford Haven and Fishguard to the rest of the strategic road network. It forms part of the Trans-European Transport Network, as it is part of a strategic route between Ireland, South Wales, south of England, and further to continental Europe. On a local level, the A40 forms an important link between the settlements of Carmarthen, St Clears, Whitland, Haverfordwest and Fishguard. It facilitates local movement of agricultural traffic, and during the summer months disseminates tourism traffic throughout Pembrokeshire.
- 1.2. The published proposals for the A40 Llanddewi Velfrey to Penblewin Improvements (hereafter referred to as “the Scheme”) comprise:
- The draft Line and De-Trunking Order, already published, to provide for the construction of a new length of Trunk Road and the de-trunking of existing lengths of Trunk Road.
  - The draft Side Roads Order, already published, to stop up lengths of superseded trunk road and to stop up, improve, create or alter other roads, footpaths, cycle routes, bridleways and private accesses.
  - The draft Compulsory Purchase Order, now published, to provide for the acquisition of land and rights required for the construction and maintenance of the Scheme.
- 1.3. An Environmental Statement (ES) has been prepared in association with the above draft Orders and is available for inspection at the locations outlined in section 10 of this Statement of Reasons. This project is subject to an Environmental Impact Assessment (EIA) in accordance with Section 105A of the Highways Act 1980, Directive 2014/52/EU of 2014 (which amended the 2011 Directive) and the Environmental Impact Assessment (Miscellaneous Amendments relating to Harbours, Highways and Transport) Regulations 2017.
- 1.4. In accordance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, a Statement to Inform an Appropriate Assessment (SIAA) has been prepared on the possible impacts associated with the Scheme on the following European Sites of Conservation:
- Cleddau Rivers Special Area of Conservation (SAC),
  - Pembrokeshire Bat Sites and Bosherton Lakes SAC,
  - Carmarthen Bays and Estuaries SAC,
  - Limestone Coast of Wales SAC,

- North Pembrokeshire Woodlands SAC
- 1.5. The ES describes the proposals, identifies the main environmental effects on both the man-made and natural environment and describes the proposed measures to avoid, remedy or reduce impacts and provide environmental enhancement where relevant.
  - 1.6. The ES is reported in four parts:
    - The Non-Technical Summary
    - Volume 1 – Technical Assessment Report
    - Volume 2 – Figures
    - Volume 3 – Technical Appendices
  - 1.7. The Non-Technical Summary (NTS) summarises the ES in non-technical language. Volume 1 is the main text, which details the methodology and results of the EIA. It sets out ways in which identified impacts can be effectively mitigated. Volume 2 is a set of supporting figures which should be read alongside Volume 1. Volume 3 is a set of technical appendices which should also be read alongside Volume 1.

## **2. EXISTING CONDITIONS**

- 2.1. The A40 between St Clears and Haverfordwest is generally a single carriageway of 7.3m width. There are six sections that give dedicated overtaking opportunities, two eastbound and four westbound. This amounts to some 13% of the total 32.5km length, which is well below the 30% ratio advised for this type of route. Where dedicated overtaking opportunities do exist, they are currently not spread along the length of the A40. As such, there are long lengths in each direction with no safe overtaking opportunities.
- 2.2. There are various types of junctions along its length including at-grade roundabouts, staggered crossroads, simple T-junctions (with and without ghost islands) and approximately 200 direct accesses to properties, farms and fields (excluding those in Llanddewi Velfrey). These contribute to operational issues along the route.
- 2.3. Following the completion of the Penblewin – Slebech Park scheme in spring 2011, Llanddewi Velfrey is now the only settlement located directly on the A40. Several properties front the trunk road and have direct access onto it. Forward visibility on the road is poor, below desirable minimum in places, meaning there is an increased risk of collisions with vehicles at the direct accesses.
- 2.4. The existing section of the A40 through Llanddewi Velfrey is subject to a 40mph speed limit and some sections do not meet current design standards. The horizontal alignment is generally poor, and the road narrows to 6.5m in places. No hard strips exist and footways are narrow, thus creating difficulties for pedestrians.
- 2.5. Limited overtaking opportunities lead to poor journey time reliability and driver frustration. This can result in risky overtaking manoeuvres and increased risk of collision incidents. Regular heavy goods vehicle convoys from the ferry

ports and slow moving agricultural vehicles contribute to periods of platooning and journey time unreliability.

- 2.6. Seasonal spikes in traffic volumes along the A40 (particularly during the summer months) lead to slow moving traffic causing journey time unreliability, which is exacerbated by limited overtaking opportunities.
- 2.7. The community of Llanddewi Velfrey is severed by the A40, which reduces accessibility, increases risks of walking, cycling and horse riding accidents and results in noise and air pollution.
- 2.8. The mix of traffic types which use the road contribute to journey time unreliability, driver frustration, risky manoeuvres and collision incidents.
- 2.9. A lack of strategic public transport connectivity in Pembrokeshire, generally means there is a dependence on the private car for inter-urban connections.

### **3. NEED FOR THE SCHEME**

- 3.1. The A40 is a route of strategic importance at national, regional and local level, as well as internationally, forming part of the Trans-European Transport Network. It serves the county town of Haverfordwest, the tourist economy in south-west Wales, the ports and employment areas of Milford Haven and Fishguard.
- 3.2. Due to its local and national importance, an area surrounding Milford Haven and Pembroke in the south of the county has been designated as the Haven Waterways Enterprise Zone, forming part of the Swansea Bay City Region. Haven Waterways provides around 20% of the UK's energy and consists of the Pembroke Refinery, a Petroleum storage and distribution terminal, Liquefied Natural Gas (LNG) storage and regasification tanks, oil storage depots, and leading renewable energy manufacturers.
- 3.3. The Pembrokeshire Coast National Park, with its high quality coastal scenery and prominent attractions like St Davids, draw a significant number of annual visitors to the county. The tourist industry is very seasonal, with the summer months drawing high volumes of tourists every year.
- 3.4. Whilst providing a strategic link to Fishguard, Milford Haven, and the wider Pembrokeshire Coastline, the section of the A40 between St Clears and Haverfordwest is a relatively poor quality route. It has been described in Welsh Government's Trunk Road Forward Programme (TRFP) 2002 as *"the lowest standard section of the Trans-European Road Network in the United Kingdom"*.
- 3.5. In 2004, WG commissioned the A40 West of St Clears Study in response to the Welsh Government's TRFP 2002. Following the conclusion of this study, the Minister announced the publication of his Addendum to the 2002 TRFP which included two major single carriageway improvement schemes for the A40 west of St Clears. The improvements would use the 2+1 configuration allowing overtaking on the two-lane direction, with overtaking prohibited in the one lane direction. The projects were announced as:

- Penblewin – Slebech Park
  - Llanddewi Velfrey – Penblewin
- 3.6. The first of these projects, Penblewin - Slebech Park, was completed in March 2011.
- 3.7. A review of the A40 West of St Clears Study was undertaken in 2008, the result of which was the announcement of a Preferred Route, and WG served a statutory TR111 notice to Pembrokeshire County Council (PCC). The aim of the TR111 notice is to protect the route for planning purposes, with a duty placed on PCC to refer any planning application affecting land within 67m of the route to WG for review. The protected route would also show up as part of the local authority search procedure.
- 3.8. In July 2013, Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport, published a written statement outlining her priorities for Transport. The statement included the following:
- “Improving the A40 has been identified as a priority by the Haven Waterway Enterprise Zone Board and I intend to undertake further development of previously proposed improvements.”*
- 3.9. On 12 November 2014, in providing an update on the closure of the Murco Refinery in Milford Haven, the Minister made the following oral Statement in Plenary:
- “In terms of transport links, I have instructed my officials to accelerate to the fullest extent possible the programme for delivering improvements at Llanddewi Velfrey.”*
- 3.10. In 2014, WG commissioned an update to the work completed in 2004 (and reviewed in 2008) to evaluate whether changes to conditions in the region warranted additional transport interventions along the A40. In June 2015, in a written statement on the A40 Improvement Study the Minister noted:
- “It is my intention to progress delivery of the A40 Llanddewi Velfrey to Penblewin scheme as soon as possible...”*
- 3.11. A further 2017 WeITAG study reviewed the issues along the A40 Llanddewi Velfrey again, taking into account the latest available information and data. The study identified problems to be addressed on the A40 Llanddewi Velfrey to Penblewin which comprised a range of actual and perceived problems. These included both transport and wider economic issues as follows:

#### Transport problems

- Limited and inconsistent overtaking opportunities, which leads to journey time unreliability, driver frustration and associated risky manoeuvres with severe collision incidents;
- Platooning (when there are convoys of heavy goods vehicles (HGVs) from the ferry ports and agricultural vehicles accessing the many side roads and farm accesses along the A40) contributes to journey time unreliability when combined with the limited overtaking opportunities and mix of local and HGV traffic;

- The route of the A40 passes through the populated area, creating severance and air and noise pollution problems within the local community at Llanddewi Velfrey; and
- Slow moving traffic during the summer months exacerbates the problems with tourists causing a significant increase in traffic and slow-moving vehicles including caravans.

#### Economic problems

- The region has lower than national average productivity levels and was disproportionately impacted by the recession in light of its reliance (compared to the national averages) on tourism, public administration, wholesale and retail (including agriculture), manufacturing and construction industries;
- Unemployment in the region is highest in the main industrial areas of Milford Haven and Pembroke Dock, which have the lowest levels of attainment reflecting the wider socio-economic profiles of these areas;
- The absence of higher education establishments in Pembrokeshire means that prospective students have to leave the County to study; and
- Pembrokeshire is perceived to be remote and that this is deterring inward investment, tourism and the development of the travel-to-work market within the Swansea Bay City Region.

## **4. POLICY CONTEXT**

- 4.1. A review of the legislative and policy context from an environmental perspective and for the Scheme is reported in Chapter 5 of the ES. Assessment topic specific policies are further set out and taken into account in the ES assessment topic chapters (Volume 1, Chapters 7 to 16).
- 4.2. In summary, whilst a wide range of legislation and policy documents have been taken into account as part of Scheme development work, the main legislation and policy documents taken into account in the ES include:
- 1) Well-being and Future Generations Act (Wales) 2015;
  - 2) Taking Wales Forward 2016-2021;
  - 3) Prosperity for all – the national strategy 2017
  - 4) Active Travel (Wales) Act 2013;
  - 5) Wildlife and Countryside Act 1981 (as amended);
  - 6) Natural Environment and Rural Communities Act 2006;
  - 7) Conservation of Habitats and Species Regulations 2017;
  - 8) Human Rights Act 1998
  - 9) Climate Change Act 2008
  - 10) Environment (Wales) Act 2016;
  - 11) Historic Environment (Wales) Act 2016;
  - 12) The Wales Spatial Plan (Update 2008);
  - 13) Planning Policy Wales (Edition 9, November 2016)
  - 14) Technical Advice Note 15: Development and Flood Risk (July 2004);
  - 15) Technical Advice Note 18: Transport (March 2007);
  - 16) One Wales: One Planet. (May 2009);

- 17) One Wales: Connecting the Nation – The Wales Transport Strategy (April 2008);
  - 18) Trunk Road Forward Programme (November 2009);
  - 19) National Transport Plan for Wales (March 2010) and its Finance Plan (2015);
  - 20) Wales Infrastructure Investment Plan 2012
  - 21) Trunk Road Estate Biodiversity Action Plan (2004-2014);
  - 22) Wales – A Vibrant Economy (November 2005);
  - 23) Environment Strategy for Wales (2006);
  - 24) Joint South West Wales Local Transport Plan 2015;
  - 25) South West Wales Tourism Strategy 2004-2008;
  - 26) Pembrokeshire County Council Local Development Plan;
  - 27) Pembrokeshire Coast National Park Authority Local Development Plan 2010;
  - 28) Pembrokeshire Destination Management Plan 2013-2018
- 4.3. Below is a description of the main policies from a transport perspective, relevant to the Scheme, at both UK and Welsh levels.

Well-being of Future Generation (Wales) Act, 2015

- 4.4. This 2015 Act is about improving the social, economic, environmental and cultural well-being of Wales with an overarching aim of creating a Wales we all want to live in, now and in the future. The Act puts in place seven well-being goals and places a duty on public bodies in Wales and those listed in the Act to work to improve the economic, social, environmental and cultural well-being of Wales. To help do this they must set and publish well-being objectives and think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach.
- 4.5. The WelTAG 2017 reports consider how improvements to the A40 would contribute towards the wellbeing goals and ways of working.

Wales Transport Strategy, 2008

- 4.6. Published in 2008, by the then Welsh Assembly Government, the overarching aim of the Wales Transport Strategy is to promote sustainable transport networks that safeguard the environment while strengthening the country's economic and social performance. The strategy has been prepared in the context of the One Wales programme, a progressive agenda for Wales. The strategy sets out a number of policy outcomes, delivered through strategic priorities. These include;
- Reducing environment impacts from transport;
  - Integrating local transport;
  - Improving access between key settlements and sites;
  - Enhancing international connectivity; and
  - Increasing safety and security.

#### National Transport Plan 2010 and Finance Plan 2015

- 4.7. Published in 2015 by the Welsh Government, the National Transport Finance Plan followed the National Transport Plan 2010 to list the schemes the Welsh Government will deliver across the different areas of transport policy for which it is responsible. The 2015 Plan is not a policy document in itself but provides a framework of schemes pursuant to policy aims set out in the Wales Transport Strategy 2008.
- 4.8. A scheme to improve the A40 between Llanddewi Velfrey and Penblewin is detailed in the plan under reference R15.

#### Trunk Road Forward Programme, 2002, 2004 and 2008

- 4.9. The aim of the Welsh Government's 2002 Trunk Road Forward Programme was to improve the economic and social conditions in Wales, through increasing efficiency and accessibility in all areas. The A40 St Clears to Haverfordwest was identified in the Forward Programme within the 'East – West (south) strategic corridor'. Since the 2008 reprioritisation, the Llanddewi Velfrey to Penblewin Improvements has received continued ministerial support.

#### Active Travel Act, 2013

- 4.10. Enacted in 2013 by the National Assembly for Wales, the Active Travel (Wales) Act 2013 requires legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport so that local communities rely less on cars when making short journeys.
- 4.11. In the context of road schemes, there is significant opportunity to reconfigure existing infrastructure so that it better meets the needs of existing and new settlements and facilitates active travel. For example, bypass road schemes can address settlement severance and in doing so provide opportunities for active travel because pedestrians and cyclists would no longer need to compete with significant volumes of vehicular traffic for short journeys in the locality.

#### Joint Transport Plan for South West Wales Local, 2015-2020

- 4.12. Published in 2015, the Joint Transport Plan for South West Wales is the culmination of collaborative working between Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council and the City and County of Swansea. This collaborative working is closely linked with wider initiatives under the Swansea Bay City Region concept. The plan will provide the framework for improving connectivity to, from and within the region for the period 2015 – 2020.

- 4.13. The plan acknowledges the strategic road network, including the Trans European Network which links Europe to the Republic of Ireland, as vital gateways to the region for freight and passenger movements and as the most commonly used entry/exit routes to South West Wales. This is an important driver for the regional economy and supports growth at Haven Waterway Enterprise Zone in Pembrokeshire and other strategic growth zones such as that of Cross Hands in Carmarthenshire.

#### South West Wales Tourism Strategy 2004-2008

- 4.14. Published in 2004 by the South West Wales Tourism Partnership, the South West Wales Tourism Strategy presents a plan to provide an inclusive and common focus along with a set of shared objectives which can help guide the future development and promotion of tourism throughout the region. The overarching requirement of the Strategic Plan is the ongoing need to become 'less competitive internally and more competitive externally'. A key component of this is connectivity.

#### Pembrokeshire County Council Local Development Plan, 2013

- 4.15. The Llanddewi Velfrey to Penblewin Improvements is identified under Policy GN.39 'Transport Routes and Improvements'. The proposals map has identified sufficient land in order to safeguard a possible route for the Scheme to avoid potential land use conflicts over the plan period. Pembrokeshire County Council has identified a need for significant investment in transport infrastructure, for example dualling the A40 and improving the A477.
- 4.16. In terms of future growth, within Llanddewi Velfrey, the plan identifies a housing allocation to the north of the village hall for a minimum of 12 units and an area of open space which is afforded protection through the plan. The plan identifies a number of housing and employment allocations within and around Narberth, Clarbston Road and Haverfordwest. The main strategic areas for growth are located within the settlements of Haverfordwest, Milford Haven, Pembroke and Fishguard. When these sites come forward and development is realised they will contribute to flows along the A40 corridor.

#### Pembrokeshire Coast National Park Local Development Plan, 2010

- 4.17. The Plan is supportive of wider growth outside of the National Park and in turn recognises the importance of the A40 as a key east-west link.

#### Human Rights Act 1998

- 4.18. Relevant to the draft CPO is the need to also be in accordance with the Human Rights Act 1998 and take into consideration The National Assembly for Wales Revised Circular on Compulsory Purchase Orders (NAFWC 14/2004). It is acknowledged that a CPO should only be made where there is a compelling case in the public interest. An acquiring authority, including Welsh Ministers, should be sure that the purposes for which it is making a



CPO sufficiently justify interfering with the human rights of those with an interest in the land affected, having regard in particular to the provisions of Article 1 of The First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention.

- 4.19. In summary, the Scheme supports the objectives of the Welsh Government and relevant local planning authorities as set out in the relevant policy documents.

## **5. CONSULTATIONS**

- 5.1. A consultation was undertaken between 6 September and 31 October 2006 regarding the route options (Red, Blue, Purple and Orange) developed during the preliminary assessment stage of the Scheme. 213 people attended an exhibition and preview evening, 118 completed questionnaires were returned, and 21 letters were received from individuals, interested groups, community councils and local authorities. Feedback from this consultation was taken into account before publishing the Preferred Route in 2008.
- 5.2. Since the publication of the Preferred Route (TR111), the wider public have been informed about the Scheme by two Public Information Exhibitions held in April and October 2017. Issues raised during these consultations were considered as the draft Orders were developed.
- 5.3. The Public Information Exhibitions were both held over a two-day period at Llanddewi Velfrey Village Hall on 25 and 27 April 2017, and 3 and 5 October 2017. A total of 174 people attended the exhibitions in April, and 148 people attended the exhibitions in October.
- 5.4. An Environmental Liaison Group (ELG) was set-up during the evolution of the Scheme's design to discuss key issues with Environmental Bodies and other key stakeholders.
- 5.5. The ELG brings together representatives from Welsh Government, South Wales Trunk Road Agent (SWTRA), Pembrokeshire County Council, Natural Resources Wales (NRW), and CADW. It is intended that the ELG would continue to meet regularly throughout the pre-construction and construction period.
- 5.6. Scheme details were presented to the Design Commission for Wales, Pembrokeshire County Council, and Llanddewi Velfrey Community Council. Their comments were considered in the development of the Scheme.
- 5.7. Statutory Undertakers were consulted regarding diversions and protection of infrastructure. Landowners and people - whose properties or private means of accesses would be directly affected by the Scheme - were contacted and informed about the details of the proposed Scheme.

## **6. SCHEME OBJECTIVES**

- 6.1. Taking into account the need to address the problems and in accordance with national and local policy (for example the Well-being of Future Generations (Wales) Act's wellbeing goals), eight Scheme specific objectives were identified:
  1. To enhance network resilience and improve accessibility along the east-west transport corridor to key employment, community and tourism destinations.
  2. To improve prosperity and provide better access to the county town of Haverfordwest, the Haven Enterprise Zone and the West Wales ports at Fishguard, Milford Haven and Pembroke Dock.

3. To reduce community severance and provide health and amenity benefits.
4. To reduce the number and severity of collisions.
5. To promote active travel by cycling, horse riding and walking to provide opportunities for healthy lifestyles.
6. To deliver a Scheme that promotes social inclusion and integrates with the local transport network to better connect local communities to key transport hubs.
7. Deliver a project that is sustainable in a globally responsible Wales, taking steps to reduce or offset waste and carbon.
8. Give due consideration to the impact of transport on the environment and provide enhancement when practicable.

## **7. THE PROPOSED SCHEME**

- 7.1. The Scheme would be 4.3km in length and would comprise of a Wide Single 2+1 Road (WS2+1) cross-section. This would provide alternating sections of two-lanes in one direction and one lane in the opposite direction throughout the Scheme. The Scheme would provide a total of 2.08km of overtaking length in the eastbound direction and 1.05km of overtaking length in the westbound direction.
- 7.2. The Scheme would commence 278m east of Bethel Chapel, immediately west of Fron Hill Junction. From here, the Scheme would travel in a north-westerly direction, providing overtaking opportunity in the westbound direction. Bethel Chapel and its cemetery would be unaffected by the highway alignment. The road would meet the new Llanddewi Velfrey East roundabout east of Bethel Chapel. An attenuation pond (Pond 4) would be constructed to the south of the A40 between Bethel Chapel and the junction at Fron Hill, to attenuate and treat surface water runoff from the highway.
- 7.3. Llanddewi Velfrey East roundabout would be a new four-arm roundabout constructed west of Bethel Chapel. A northern arm would provide access to Bethel Chapel and associated buildings, as well as properties located north along the existing lane. This arm would replace the existing lane access between the chapel and vestry which would be stopped up. A new southern arm from the roundabout would provide access into the village of Llanddewi Velfrey, and would tie-in to the existing highway network immediately north-east of the property known as Glenfield. The roundabout and approach arms would primarily be in cutting at this location.
- 7.4. Travelling in a north-westerly direction, this section of the Scheme would provide a 2+1 overtaking opportunity in an easterly direction. The road would exit the cutting and travel along embankment, with an earthwork bund located on the northern side to provide noise and visual screening. The new road would sever three existing footpaths in this area, which would be replaced by a new pedestrian underpass.
- 7.5. Beyond the location of the underpass, the 2+1 overtaking provision would switch to provide a length of westbound overtaking. The Scheme would enter

a cutting on the approach to Llanfallteg Road. An attenuation pond (Pond 3), would be located north of the proposed A40.

- 7.6. A new overbridge would be constructed for Llanfallteg Road, which would remain on its current alignment and level. A temporary highway would be constructed immediately to the west of Llanfallteg Road for use whilst the excavation and construction of the new overbridge takes place.
- 7.7. Beyond Llanfallteg Road overbridge, the alignment of the road changes direction to head south-west towards Ffynnon Chapel. The road would exit the cutting and travel on embankment. This embankment would also have a noise and visual screening bund on the northern side. A new underpass would be constructed beneath the embankment to provide farm access for land severed by the Scheme, the diversion of a public footpath, and continuation of a watercourse.
- 7.8. The highway would continue in a south-westerly direction between the properties known as Pen-troydin-fach and Maes-y-Ffynnon. The access track to Pen-troydin-fach would be stopped up and replaced by a new access leading off Llanddewi Velfrey West Junction. The existing public footpath located along this track would be diverted along the southern side of the new road, crossing under the road along the previously described farm underpass.
- 7.9. Llanddewi Velfrey West Junction would be a staggered T-junction, with a southern arm providing access to Llanddewi Velfrey, and a northern arm providing access to Ffynnon Chapel and numerous properties in the vicinity. Continuing west from the 2+1 overtaking section, the overtaking lane would end, transitioning into ghost islands for the junction. The ghost islands will allow right turning traffic to wait for a safe turning opportunity into the northern and southern arms of the junction, whilst also allowing free flowing movement of traffic on the mainline. Traffic entering the mainline from the southern arm would be prohibited from turning right to travel eastbound on the A40. Any vehicles wanting to travel eastbound would need to travel through the village to the roundabout at Llanddewi Velfrey East Junction.
- 7.10. Travelling beyond the proposed Llanddewi Velfrey West junction, the highway would be built on embankment and would be quasi-online with the existing road. A new combined cycleway / footpath will be constructed along the toe of embankment on the southern side of the road. A short way west of the proposed junction, the footpath / cycleway will cross beneath the road through an underpass. This link shall provide a safe means of access for NMUs between Llanddewi Velfrey village and Ffynnon Chapel (and surrounding properties). An attenuation pond (Pond 2) would be constructed to the south of the A40 immediately west of the southern arm of the new Llanddewi Velfrey West Junction.
- 7.11. Beyond the underpass, the highway would be a single carriageway section, widening into a 2+1 section providing eastbound overtaking opportunities. On either side of the highway, a new length of bridleway would connect the NMU underpass with the existing bridleways leading to Henllan (to the south of the existing A40) and leading to Trefangor Burial Ground (to the north of the A40). This would allow use of the underpass by equestrians and would avoid the need to cross the carriageway at grade.

- 7.12. Travelling west from Henllan, the new road would be located north of, and running parallel with, the existing A40. The existing road would be retained to allow access to properties located along the route. A new length of side road would be constructed to the south of the A40 at Henllan Lodge to link the existing A40 with the road leading south to Henllan. This would provide an alternative access into Llanddewi Velfrey, thereby enhancing network resilience.
- 7.13. The new A40 would continue until it meets an enlarged Penblewin roundabout. The existing arm of the A40 at the roundabout would be kept to maintain access to the Rest Area. This roundabout would be similar in size to the roundabout at St Clears where the A477 towards Pembroke Dock begins.
- 7.14. A new side road would be constructed along the northern edge of the highway linking the A478 with the highway leading to Trefangor. This road would provide field accesses that are stopped up along the northern edge of the existing A40, and would provide access to Trefangor Burial Ground. A new attenuation pond (Pond 1) would be provided north of this side road, in line with the entrance to the Rest Area.

## **8. THE CASE FOR COMPULSORY PURCHASE**

- 8.1. The draft Compulsory Purchase Order (CPO) is published under the Highways Act 1980 and the Acquisition of Land Act 1981. The draft CPO is published in association with the following draft Orders entitled:
  - The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin Improvement and De-Trunking) Order 201-
  - The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin Improvement) (Side Roads) Order 201-
- 8.2. For smaller schemes, the Welsh Government negotiates land acquisition by agreement often in parallel with compulsory purchase procedures, where it involves land/rights acquisition from normally no more than four interests, although consideration would be given to enter negotiations in excess of this should the situation warrant it. It uses compulsory purchase powers for all other schemes, and for those smaller schemes where it cannot reach agreement with all interests after a period of three months.
- 8.3. The CPO is required to ensure the timely acquisition of land and rights required for the Scheme and to enable the construction of appropriate environmental mitigation measures and alternative means of access to land affected by the proposed Scheme.
- 8.4. The CPO, if made, will alter the position of some access points. The Orders taken together would enable the construction of appropriate environmental mitigation measures and alternative means of access to land affected by the proposed Scheme.
- 8.5. The amount of land identified in the CPO for the Scheme is considered to be the minimum necessary to construct and subsequently operate and maintain the Scheme together with the provision and maintenance of the environmental

mitigation measures, which are necessary in order to avoid, reduce and remedy significant adverse effects.

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

## **9. POWERS TO CONSTRUCT THE SCHEME**

- 9.1. The Scheme would be consented and constructed using the powers of the Welsh Ministers as Highway Authority in accordance with the Highways Act 1980.
- 9.2. The powers to construct the new sections of trunk road and to de-trunk parts of the existing trunk road would be obtained through 'The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin Improvement and De-trunking) Order 201-', already published in draft.
- 9.3. The power to stop up; alter; improve highways, public rights of way, and private means of access; and construct new highways, public rights of way, and private means of access would be obtained through 'The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin Improvement) (Side Roads) Order 201-', already published in draft.
- 9.4. As the Highway Authority for trunk roads in Wales, the Welsh Ministers are empowered to undertake improvements to the existing trunk road (under section 62 of the Highways Act 1980).
- 9.5. This draft Compulsory Purchase Order, if made, will enable the Welsh Ministers to acquire all the land and rights over the land necessary for the proposed Scheme. In drawing up the proposed Scheme, regard has been given to the interference with the rights of all those with interests in the relevant lands and/or who would otherwise be affected by the Scheme.

## 10. DEPOSIT POINTS

- 10.1. Copies of the draft Orders, accompanying plans and map, the ES, the NTS, Determination Notice and the Stage 3 Scheme Assessment Report, may be inspected free of charge at any of the following deposit points:

Orders Branch, Transport,  
Department for Economic Infrastructure,  
Welsh Government  
Cathays Park,  
Cardiff,  
CF10 3NQ

Pembrokeshire County Council,  
County Hall,  
Haverfordwest,  
SA61 1TP

Preseli Services Petrol Station  
Llanddewi Velfrey  
SA67 7PD

Queen's Hall,  
44 High Street  
Narberth,  
SA67 7AS

Whitland Library  
Town Hall,  
King Edwards Street,  
Whitland,  
SA34 0AA

- 10.2. Please note: Whitland Library opening hours are Monday (15:30 – 18:30), Tuesday (10:00 – 12:00) and Friday (12:30 – 16:30). All other deposit point locations are open Monday to Friday (09:00 – 17:00).
- 10.3. Additional copies of the published information may be obtained from the Welsh Government.
- 10.4. All available documents and information can be viewed on the project website: <https://gov.wales/a40-llanddewi-velfrey-penblewin-overview>



## **11. LODGING OBJECTIONS TO THE DRAFT COMPULSORY PURCHASE ORDER**

- 11.1. Any person wishing to support or object may do so by writing to the following address, quoting reference number qA1316455 and stating the grounds of objection:

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

- 11.2. 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 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. If you do not wish for certain personal data to be forwarded to third parties, you should state why when submitting your correspondence and the Welsh Ministers will copy the representations to the appropriate third parties with the name and address removed. Should the Scheme become the subject of a Public Local Inquiry (PLI), the correspondence will be seen by the Inspector to the PLI who may give them less weight as a result. All correspondence will be kept in the PLI Library and become publicly available.
- 11.3. Any objections, supports or suggested alternatives should be despatched to arrive no later than 20 September 2019.

## **12. DECISION PROCESS**

- 12.1. As part of the legal process, the Welsh Ministers would consider all responses to the draft Orders and then decide whether to hold a Public Local Inquiry.
- 12.2. The decision as to whether or not to proceed to make the CPO and the associated Schemes and Orders would then be taken by the Welsh Ministers after taking account of the findings and recommendations of the independent Inspector, should a Public Local Inquiry be held.
- 12.3. Should the CPO be made and the 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.