

Welsh Government

**A40 Llanddewi Velfrey to Penblewin
Improvements**

Environmental Statement Chapter 11:

Community and Private Assets

A40LVP-RML-EGN-SWI-RP-LE-0003

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Figures (provided in Volume 2 unless otherwise stated)

Figure 1.1 Scheme Location

11 Community and Private Assets

11.1 Chapter Introduction

11.1.1 This chapter of the Environmental Statement (ES) describes the assessment of effects on community and private assets resulting from the Scheme to improve the A40 between Llanddewi Velfrey and Penblewin Roundabout. This includes an assessment of effects on community facilities, including:

- a) Doctor surgeries
- b) Hospitals
- c) Aged people homes
- d) Schools
- e) Shops
- f) Post offices
- g) Places of worship
- h) Parks, play areas and other public open space
- i) sports centres

11.1.2 This chapter also reports on the assessment of effects on some private assets, including the following:

- a) Private property and associated land take
- b) Land used by the community, including common land, village greens, garden allotments, war memorials and public open space
- c) Development land.

Agricultural land and farm businesses

11.1.3 Because of the number of farm businesses and the predominance of agricultural land use, these private assets are assessed separately in Chapter 12 Community and Private Assets: Agriculture.

11.2 Legislation and Policy

Legislation

11.2.1 Chapter 5 Legislation and Policy Context of this ES provides an overarching and strategic legislative and policy context for the Scheme

from an environmental perspective. In addition, the following legislation is relevant to the community and private assets assessment:

- a) The Highways Act 1980 in relation to compulsory purchase powers for the acquisition of land for highway schemes.
- b) The Acquisition of Land Act 1981 in relation to the compulsory purchase of any land forming part of a common, open space or fuel or field garden allotment under Section 19 of the Act
- c) The Countryside and Rights of Way Act 2000 in relation to the public right of access to countryside under Part 1 of the Act.

Planning Policy Context

National Policy

11.2.2 National policy is also relevant to the community and private assets assessment. The relevant policy documents include:

- a) Planning Policy Wales (Edition 8) (Welsh Government, 2016). Planning Policy Wales sets out the objectives for Community and Private Assets in Chapters 4, 5 and 11.
- b) Technical Advice Note (TAN) 6: Planning for Sustainable Rural Communities (Welsh Assembly Government, 2010a).
- c) Technical Advice Note (TAN) 16: Sport, Recreation and Open Space (Welsh Assembly Government, 2009).

Local Policy

11.2.3 The assessment has had regard to the Pembrokeshire County Council Local Development Plan.

11.3 Assessment Methodology

Scope of the Assessment

11.3.1 The community and private assets topic include an assessment of the effects on the community facilities listed in this chapter, and on the potential changes in journey length and travel patterns to these facilities. Changes to journeys by car, public transport and by non-motorised means are covered in Chapter 15 All Travellers. The assessment also addresses the impact on private assets of the kind listed in Section 11.1.2. Farm business and agricultural land is covered in Chapter 12 Community and Private Assets: Agriculture.

- 11.3.2 In relation to community facilities, the assessment has focussed on the loss of facilities and the potential changes in the duration and distance of journeys made by local people to access community facilities.
- 11.3.3 In relation to private assets, the assessment has focussed on:
- a) Demolition of private property and associated land take. This includes the demolition of residential properties and effects on business, commercial properties.
 - b) Loss of land used by the community, which is defined by the Design Manual for Roads and Bridges (DMRB) for England and Wales as common land, town and village greens, fuel and field garden allotments and public open space (Highways Agency et al., 2001).
 - c) Loss of, or effects on development land, which is defined by the DMRB as land of any sites covered by local planning authorities' land use planning designations and identified within the relevant local planning documents e.g. the local plan or local development framework; and effects on land within the planning process (Highways Agency et al., 2001).
 - d) Loss of, or effects on, any areas of agricultural land and the effect of this on land holdings.
- 11.3.4 A commentary on changes in the amenity of community and private assets is assessed in Chapters 9 Landscape and Visual Effects, Chapter 14 Noise and Vibration and Chapters 19, 20 and 21 Cumulative Effects. Journeys by car, public transport and by non-motorised means are covered in Chapter 15 All Travellers.
- 11.3.5 The assessment of effects on community and private assets considers:
- a) Permanent land take required for the Scheme.
 - b) Construction of the new section of road, including temporary land take areas e.g. construction compounds, soil storage areas.
 - c) Operation of the new section of road
 - d) Any measures taken to mitigate effects during construction and operation.

Relevant Guidance

- 11.3.6 Guidance documents are relevant to this assessment include:
- a) Design Manual for Roads and Bridges (DMRB) Volume 11, Section 2, Part 5, HA 205,08 (Highways Agency et al., 2008) with respect to overarching assessment principles.

- b) DMRB Section 11.3.6 ‘Land Use’ (Highways Agency et al., 2001) for the assessment of effects on Community and Private Assets.
- c) DMRB Section 11.3.8 ‘Pedestrians, Cyclists, Equestrians and Community Effects’ (Highways Agency, 1993) for the assessment of effects on the Community.
- d) DMRB Interim Advice Note IAN 125/09(W) Supplementary guidance for users of DMRB Volume 11 ‘Environmental Assessment’ (Wales Only) (Welsh Assembly Government, 2010).

Study Area

Community Assets

- 11.3.7 DMRB Volume 11, Section 3, Part 8 does not specify a study area for the assessment of effects on communities and community resources but references the need to establish local travel patterns and the identification of key community facilities and their catchment areas (Highways Agency, 1993). The study area for the Scheme must, therefore, take account of the manner in which community facilities are provided in a rural setting. For these reasons, the study area includes the settlement of Llanddewi Velfrey and its hinterland, as well as the adjacent settlements of Narberth, Llanfallteg, Whitland and Clynderwen (as highlighted in the shaded areas in Volume 2 Figures 11.1 and 11.2). The wider study area has account taken of the nearest available community facility where these are not available within these settlements (identified in Volume 2 Figure 11.1). The community facilities within or directly adjacent to the settlements of Llanddewi Velfrey, Narberth, Llanfallteg, Whitland and Clynderwen are detailed more closely in Volume 2 Figure 11.2.

Private Assets

- 11.3.8 DMRB Volume 11, Section 3, Part 6 does not specify a study area for the assessment of effects on private assets but references the need to establish the numbers of properties that would need to be demolished or from which land would be taken, including residential, commercial, industrial and other properties (Highways Agency et al., 2001). In relation to land used by the community, the DMRB states that the location, status and importance of such land that may be lost should be identified.
- 11.3.9 The private assets study area for the Scheme therefore includes all properties and land (non-agricultural), which have the potential to be

affected by demolition of property or loss of land or to experience changes to the amenity of properties or land as a result of the Scheme.

Approach to Identification of Baseline Conditions

11.3.10 A desk-based study has been undertaken to establish the existing provision of community resources, the existing land use pattern and existing private assets within the study area. This has utilised the following data sources.

- a) Walking, Cycling, Horse Riding Assessment Report (extract provided at Volume 3 Appendix 15.1).
- b) Ordnance Survey (OS) mapping.
- c) OS MasterMap Address Layer data.
- d) OS Points of Interest data.
- e) Land ownership information available from the Land Registry.
- f) Registers of Common Land, Town and Village Greens.
- g) Soil Survey of England and Wales 'Soils of Wales' (1:250,000) (Sheet 2).
- h) British Geological Survey Sheet Information 1:50,000.
- i) Meteorological Data for Agricultural Land Classification (1989)
- j) Pembrokeshire County Council at www.pembrokeshire.gov.uk
- k) Wales NHS at www.wales.nhs.uk.
- l) Care and Social Services Inspectorate of Wales.
- m) Community data available from local authority and web resources.
- n) Site surveys.

11.3.11 Site visits and surveys have confirmed the details from Ordnance Survey (OS) address layer (points of interest) data, identifying commercial and residential properties from OS MasterMap and features mapped from other desk top sources.

Consultation

11.3.12 Consultation was held through two Public Information Exhibitions and individual meetings with owners or those responsible for community facilities and private assets potentially affected by the proposed Scheme (either directly or indirectly), in order to achieve a design that contributed to both the business and design objectives of the proposed Scheme.

- 11.3.13 Exhibitions were held in April 2017 and October 2017 in the Llanddewi Velfrey Village Hall. At the April 2017 exhibition, the initial Scheme design was presented, with areas highlighted for consideration and comment. At the October 2017 exhibition, updated designs were presented which incorporated improvements and amendments identified in the first consultation.

Assessment Criteria and Assignment of Significance

- 11.3.14 A qualitative assessment of impacts on community and private assets based on professional judgement was undertaken to indicate the significance of effects on identified receptors, based on the value or sensitivity of the receptor and the magnitude of the predicted impact.
- 11.3.15 The significance of an effect on community and private assets is a function of the value or sensitivity of the resource or receptor and the magnitude of the impact (taking into account the timescale involved - permanent or temporary). The criteria for assessing the significance of environmental effects on community and private assets take account of the guidance that is provided on this topic in the DMRB Volume 11, Section 2, Part 5 (HA 205/08) (Highways Agency et al., 2008), as set out in ES Chapter 4 Environmental Impact Assessment Methodology.
- 11.3.16 The assessment has placed emphasis on facilities which would be subject to direct land take or where impacts to access during construction and / or operation are likely.

Receptor Sensitivity

- 11.3.17 The receptors relevant to the community and private assets assessment comprise the community facilities, private property and land, land used by the community and development land which may be affected by the Scheme.
- 11.3.18 The value or sensitivity of these receptors relates to the importance of the resource or facility or receptor together with its sensitivity to change. The community and private assets assessment use the categories of sensitivity, value (i.e. very high, high, medium, low or negligible) described in Table 4.3 in Chapter 4 Environmental Impact Assessment Methodology.

Magnitude of Impact

- 11.3.19 The magnitude (or scale) of change (adverse or beneficial) on community and private assets resources or receptors has been described using the levels of impact set out in Tables 4.4 in Chapter 4 Environmental Impact Assessment Methodology. The impact on facilities has taken into account the availability of alternative facilities nearby.

Significance of Effect

- 11.3.20 The sensitivity of the receptor and the magnitude of impact were identified separately and contribute to the evaluation of the likely significance of the effect. This is set out in the significance matrix in Table 4.5 in Chapter 4 Environmental Impact Assessment Methodology.
- 11.3.21 The evaluation of significance is based on community and private assets objectives for the Scheme, outcomes of consultation to date with relevant stakeholders and professional judgement and has been assessed in accordance with the approach recommended by the DMRB Volume 11, Section 2, Part 5 (HA205/08) (Highways Agency et al., 2008) and supplementary advice in Interim Advice Note 125/09(W) (Welsh Assembly Government, 2010).
- 11.3.22 These levels of significance apply to both adverse and beneficial effects during the construction period and arising from the operation of the Scheme. For the community and private assets topic, these take account of the guidance set out in Table 2.3 of HA205/08 (Highways Agency et al., 2008) and Table 4.6 in Chapter 4 Environmental Impact Assessment Methodology.
- 11.3.23 For the purposes of this assessment those effects identified as being of ‘Moderate’ significance or greater were regarded as being significant in EIA terms. Effects of ‘Slight’ or lesser significance were identified but were not considered significant in EIA terms.

Limitations of the Assessment

- 11.3.24 There were no known limitations that would affect the robustness of the assessment for EIA purposes.

11.4 Baseline Environment

11.4.1 The Scheme is located within the eastern portion of the administrative area of Pembrokeshire County Council. This area of the county is sparsely populated with small village centres scattered across the rural landscape. Outside the urban and village centres, settlement is dispersed in the form of farms and isolated rural properties. The main commercial and retail centre, and the county town is Haverfordwest, which lies nearly 20km to the west. The towns and villages within the study area are detailed below.

Communities within the Study Area

Llanddewi Velfrey

11.4.2 Located approximately 3km north-east of Narberth, Llanddewi Velfrey is a historic village (pre-Norman in origin) in Lampeter Vale, Pembrokeshire. It is bisected by the A40 trunk road, with half of the village on each side of the road. The population is around 400. It consists of mainly private dwellings, a few small business premises and a number of farms. The closest schools are located in Narberth and Whitland.

11.4.3 Key features within the village include:

- a) A War Memorial which was unveiled in the 1920s, located in the centre of the village.
- b) St David's church, a 12th Century Grade II listed parish church, which is now rather remote from the village itself.
- c) Bethel Chapel - erected in 1824, rebuilt in 1849 located to the east of the village centre.
- d) Ffynnon Chapel - erected before 1800, rebuilt near the old site in 1850, located to the west of the village in Ffynnon Wood.
- e) Fuel Station, Post Office and convenience store located on the A40 serving the local community and holiday commuter traffic travelling to and from West Wales.

Narberth

11.4.4 Narberth is a small town in Pembrokeshire with a population of around 2000 people of which a third are Welsh speaking. It is located approximately 5km west of Llanddewi Velfrey, approximately 2km south of the A40 trunk road (on the A478). Narberth's railway station

located to the east of the town is on the main line between Swansea and Pembroke.

11.4.5 The town is popular with tourists visiting Pembrokeshire, home to the Narberth Museum, Narberth Castle and a range of independent shops, art galleries, boutiques, gift and antiques shops. It is only approximately 6km from the popular tourist destinations of Bluestone Resort and Oakwood Theme Park.

11.4.6 The town is home to Castle Private School and two state primary schools.

Whitland

11.4.7 Whitland is a small town in Carmarthenshire with a population of around 1800 people. It is located on the River Taf, approximately 5km east of Llanddewi Velfrey to the south of the A40 trunk road.

11.4.8 Whitland was an important railway centre, being on the junction to four branch lines - to Pembroke Dock, Fishguard, Fishguard via Puncteston and Cardigan. Its main industry was a dairy, but it was closed in 1994.

11.4.9 The town is home to Ysgol Dyffryn Taf Secondary School and Ysgol Llys Hywel Primary School.

11.4.10 Whitland is home to a number of residential and holiday static caravan parks that provide housing to mature residents. There is also a camping site that is open all year round.

Llanfallteg

11.4.11 Llanfallteg is a parish within the Community of Henllanfallteg approximately 3km north of Llanddewi Velfrey on the River Taf. The ancient parish of Llanfallteg in Carmarthenshire was at one stage divided between Pembrokeshire and Carmarthenshire.

11.4.12 The parish consists of mainly residential properties and has a Community Hall (Millennium Hall) and Inn. The road linking Llanfallteg with the A40 passes through Llanddewi Velfrey.

Clynderwen

- 11.4.13 Clynderwen is a rural linear village and 'Community' in Pembrokeshire with a population of around 950 people. It lies on the A478 Tenby to Cardigan road, north of the town of Narberth.
- 11.4.14 The village is known as a camping destination with a Touring Park situated in the northern part of the village. There is a Post Office, and Hotel.
- 11.4.15 The West Wales railway line to London from the ports of Milford Haven and Fishguard passes through the village at Clynderwen railway station.

Community Facilities

- 11.4.16 The majority of community facilities with the potential to be affected by the Scheme are located within the settlements of Llanddewi Velfrey. These in addition to facilities within the wider study area are described below and shown on Volume 2 Figure 11.2. Each asset is identified with a unique reference.

Doctor Surgeries

- 11.4.17 No doctor surgeries would be directly affected by the Scheme. There are a number of surgeries in the study area including the following:

Table 11.1 Doctor surgeries within the study area that would not be impacted by the Scheme

Ref	Facility
DS1	Narberth Health Centre Surgery, Northfield Road, Narberth, Pembrokeshire SA67 7AA
DS2	Meddygfa Taf North Rd, Whitland SA34 0AU
DS3	Kilgetty Branch Surgery Carmarthen Rd, Kilgetty SA68 0YA
DS4	Kilgetty Medical Practice, Carmarthen Rd, Kilgetty SA68 0YA

- 11.4.18 Access to these services during construction and operation will be via the existing road network.

Hospitals

11.4.19 No hospitals would be directly affected by the Scheme. The nearest hospitals locations are listed below in Table 11.2.

Table 11.2 Hospitals within the study area that would not be impacted by the Scheme

Ref	Facility
H1	South Pembrokeshire Community Hospital, Fort Rd, Pembroke Dock SA72 6SY
H2	Withybush General Hospital Fishguard Rd, Haverfordwest SA61 2PZ
H3	Cardigan and District Hospital, Dolgwili Rd, Carmarthen SA31 2AF
H4	Pembrokeshire and Derwen NHS Trust, Yorke Street, Milford Haven SA73 2L
H5	Glangwili General Hospital Glangwili Carmarthen SA31 2AF

Access to these services during construction and operation will be via the existing road network.

Aged People Homes

11.4.20 No aged people or care homes would be directly affected by the Scheme but the facilities listed below in Table 11.3 are located within the main settlements around the study area:

Table 11.3 Aged people homes within the study area that would not be impacted by the Scheme

Ref	Facility
APH1	Castle View, Llawhaden, Narberth SA67 8HL
APH2	Woodfield Nursing Home, Coxhill, Narberth SA69 8EH
APH3	Ridgeway House, Llawhaden, Narberth SA67 8DG
APH4	Blaenmarlais, Redstone Road, Narberth SA67 7ES
APH5	Waungron Mansion Residential Care Home, Velfrey Road, Whitland, SA34 0QX
APH6	Dolyfelin Residential Care Home, Pentre Road, St Clears, SA33 4LR
APH7	Y Garreg Lwyd Residential Care Home, Salem Road, St Clears, SA33 4DH
APH8	Fronhaul Residential Care Home, Station Road, St Clears, SA33 4BQ

Schools

11.4.21 No schools would be directly affected by the Scheme but the facilities listed below in Table 11.4 and Table 11.5 are located in the main settlements within the study area.

Primary Schools

Table 11.4 Primary schools within the study area that would not be impacted by the Scheme

Ref	Facility
PS1	Narberth Community Primary School, Jesse Road Narberth, Narberth, SA67 7FE
PS2	Saundersfoot Community Primary School, Francis Lane, Saundersfoot, SA69 9HB
PS3	Tavernspite Community Primary School Tavernspite Pembrokeshire, Sir Penfro, SA34 0NL
PS4	Templeton Community Primary School, Templeton, Tredeml Narberth, Narberth SA67 8RS
PS5	Ysgol Llys Hywel Community Primary School, Stryd y Farchnad, Whitland, SA34 0QB
PS6	Ysgol Brynconin Community Primary School, Llandysilio, Clynderwen, SA66 7TF

Secondary Schools

Table 11.5 Secondary schools within the study area that would not be impacted by the Scheme

Ref	Facility
SS1	Castle Secondary School, Narberth, SA67 8HB
SS2	Dyffryn Taf Secondary School, North Road, Whitland, SA34 0BD

Shops

11.4.22 The shop facilities listed below in Table 11.6 would potentially be impacted by the Scheme.

Table 11.6 Shops within the study area that would potentially be impacted by the Scheme

Ref	Facility
SH1	Preseli Services Londis convenience store forms part of Preseli Services on the south side of the A40 close to the centre of Llanddewi Velfrey. The convenience store is used by local residents, businesses and passing commuters and tourists.

11.4.23 Other shopping facilities located in the main settlements within the study area are detailed in Table 11.7 below but would not be impacted by the Scheme.

Table 11.7 Shops within the study area that would not be impacted by the Scheme

Ref	Facility
SH2	Clynderwen Village Store, Clynderwen, SA66
SH3	There is a small shopping centre in Whitland and in St Clears.
SH4	Narberth is the largest of the local centres with a selection of shops as detailed in 11.4.5.
SH5	Saundersfoot is a small seaside town providing further shops.

Post Offices

11.4.24 The Post Office facilities listed in Table 11.8 below would potentially be impacted by the Scheme.

Table 11.8 Post Offices within the study area that would potentially be impacted by the Scheme

Ref	Facility
PO1	Limited Post-office services are provided from the Preseli Services fuel station on the A40 in Llanddewi Velfrey, SA67 7PG. The service station is located directly adjacent to the south of the existing A40 close to the centre of Llanddewi Velfrey.

11.4.25 Other Post Office facilities located in the main settlements within the study area are detailed in Table 11.9 below but would not be impacted by the Scheme.

Table 11.9 Shops within the study area that would not be impacted by the Scheme

Ref	Facility
PO2	Main Post Office at 9 High St, Narberth, SA67 7AR
PO3	Main Post Office at St John Street, Whitland, SA34

Places of Worship

11.4.26 There are two places of worship within the immediate vicinity of the Scheme, that would be potentially impacted by the Scheme, these are shown in Table 11.10 below.

Table 11.10 Places of worship within the study area that would potentially be impacted by the Scheme

Ref	Facility
PW1	Bethel Welsh Independent Chapel to the east of Llanddewi Velfrey (situated at the east end tie-in of the Scheme with the existing A40 – Ch. 4,000). Bethel Chapel holds church services at 2pm every Sunday, including joint services held with Tabernacle Whitland and Trinity Llanboidy. The Chapel is used for weddings and funerals with burials taking place in the cemetery to the east of the Chapel. An area of land (approximately 1050 square meters in area) to the south-west of the Chapel and north of the existing A40 is used for parking by the congregation. Vehicle currently access to the carpark directly from the A40. Pedestrian access from the village is currently along a narrow footpath to the south of the existing A40, which requires pedestrians to cross over two lanes of the A40 to access the Chapel to the north.
PW2	Ffynnon Baptists Church, Llanddewi Velfrey (a Grade II Listed Chapel) situated within Ffynnon Woods close to the middle of the proposed Scheme - (Ch. 1,620). There is a burial ground associated with the Chapel that is accessed from the A40 via a vehicle access track at Ch. 1,220. Church services take place every first and third Sunday of each month. The lane and turning area on the north of the A40 leading up to the Chapel (between Ch. 1,600 and Ch. 1,700) is used informally for congregation parking. This lane is accessed directly off the A40 at Ch. 1,830. Pedestrian access to the Chapel from the village is restricted, requiring pedestrians to walk through farm fields and tracks (utilising footpaths SP19/38/1, SP19/37/2 and SP19/37/1).

11.4.27 In addition, there are a number of nearby places of worship located within the study area that would not be impacted by the Scheme, these are listed in Table 11.11 below.

Table 11.11 Places of worship within the study area that would not be impacted by the Scheme

Ref	Facility
PW3	St David's Church, Llanddewi Velfrey
PW4	St Tysilio's Church, A478, Clynderwen, SA66 7TP
PW5	Whitland Congregation Church, West Street, Whitland, SA34 0AE
PW6	Bethesda Baptist Church, High St Narberth, SA67 7AS
PW7	Grace Church, Grace Court House, Market Square, Narberth, SA67 7AU
PW8	Nazareth Chapel, Market Street, Whitland SA34
PW9	St Marys Church, Station Road, Whitland, SA34
PW10	Tabernacle, Spring Gardens, Whitland, SA34

Parks, Play Areas, Sports Centres

11.4.28 There are a number of play areas, parks and sports centres within the study area. Table 11.12 below lists play areas and parks that would potentially be impacted by the Scheme.

Table 11.12 Parks and play areas within the study area that would potentially be impacted by the Scheme

Ref	Facility
P1	Children's play area facility is located at the rear of Llanddewi Velfrey Village Hall, SA67 7PA. The play area consists of playground facilities including swings, slides and climbing frames and is predominantly used by young children under the supervision of adults.
P2	Llanddewi Velfrey cricket pitch and pavilion, Llanddewi Velfrey located between the Village Hall and A40 (north side) is used as a community facility for village events, including the Summer Fete.

11.4.29 Table 11.13 below lists play areas, parks, libraries and sports facilities located within the study area or wider region would not be impacted by the Scheme.

Table 11.13 Play areas, parks, libraries and sports facilities within the study area that would not be impacted by the Scheme

Ref	Facility
P3	Haverfordwest Leisure Centre, St Thomas Green, Haverfordwest, SA61 1QX
P4	St Clears Leisure Centre, Station Road, St Clears, Carmarthen, SA33 4BT
P5	Narberth Swimming Pool, The Old School, Station Rd, Narberth, SA67 7DU
P6	Narberth Library, Kirkland Arms, 34 St James St, Narberth, SA67 7BU
P7	Haverfordwest Library, 13 Dew St, Haverfordwest, SA61 1ST
P8	Bloomfield Community Centre, Redstone Road, Narberth, SA67 7ES
P9	Parc Dr Owen, Market Street, Whitland SA34
P10	Narberth Cricket Club, The Hawthorns, Coxhill, Narberth, SA677UP
P11	Narberth Rugby Club, Spring Gardens, Narberth SA67 7BT
P12	Whitland Rugby Club, Whitland, SA34 0AW
P13	Whitland Cricket Club, Spring Hill, Spring Gardens, SA34 0HR
P14	Whitland Bowls Club, Market St, Whitland SA34 0QB
P15	Whitland Library, King Edward Street, Whitland, SA34

Tourist, Visitor Attractions

11.4.30 There are tourist and visitor attractions, with the potential to be impacted by the new Scheme located within the study area, these are listed in Table 11.14 below.

Table 11.14 Tourist and visitor attractions within the study area that would potentially be impacted by the Scheme

Ref	Facility
TA1	<p>Oakwood Theme Park, Canaston Bridge, Narberth, SA67 8DE. Oakwood is Wales' biggest family adventure venue, with 35 attractions including a number of roller coasters and rides.</p> <p>It can attract over 400,000 visitors annually and located adjacent to Bluestone Resort. The most direct route for visitors travelling from the east of the Wales and the UK would be the A40 through Llanddewi Velfrey. Visitor numbers increase during school holidays and public Bank Holidays, particularly during the summer months.</p>
TA2	<p>Bluestone National Park Resort, Canaston Bridge, Narberth, SA67 8DE. Bluestone is a 500-acre woodland resort set in the Pembrokeshire National Park, with 280 lodges, cottages and apartments, a water park, indoor activity centre and Spa. It offers a range of indoor and outdoor family activities. The resort attracts approximately 150,000 guests each year. The most direct route for visitors travelling from the east of the Wales and the UK would be the A40 through Llanddewi Velfrey. Visitor numbers increase during school holidays and public Bank Holidays, particularly during the summer months.</p>

- 11.4.31 The other significant tourist attraction in the region, Folly Farm located just to the south of the Study Area would not be affected by the Scheme.

Table 11.15 Tourist and visitor attractions within the study area that would potentially be impacted by the Scheme

Ref	Facility
TA3	Folly Farm Adventure Park and Zoo, Begelly, Kilgetty SA68 0XA. Folly Farm is one of Wales' leading visitor attractions, Folly Farm Adventure Park and Zoo, attracting more than 500,000 visitors a year. Located approximately 7km south of Narberth, the most direct route for visitors travelling from the east of the Wales and the UK would be along the A477 to Kilgetty before travelling north on the A478, rather than along the A40. Visitor numbers increase during school holidays and public Bank Holidays, particularly during the summer months.

Community and village halls

- 11.4.32 The village hall, located within Llanddewi Velfrey, would potentially be impacted by the Scheme.

Table 11.16 Community and village halls within the study area that would potentially be impacted by the Scheme

Ref	Facility
VH1	Llanddewi Velfrey Village Hall, SA67 7PA. Located approximately 150m to the north of the existing A40 on the eastern side of the Llanfallteg Road. The Village Hall is widely used by the community for social gatherings, dance classes, fund raising nights and community meetings. It also has a meeting room on the first floor which is used for Community Council meetings.

- 11.4.33 The village or community halls listed in Table 11.17 below, are located within the study area, but would not be impacted by the Scheme.

Table 11.17 Community and village halls within the study area that would not be impacted by the Scheme

Ref	Facility
VH2	Llanfallteg Community Hall (Millennium Hall) is located approximately 3km north of Llanddewi Velfrey and serves the communities of Henllanfallteg.

Private Assets - Settlements and Residential Property

- 11.4.34 Llanddewi Velfrey village consists of approximately 150 homes with a mix of agricultural holdings with a population of approximately 400 people. Any impacts on residential agricultural holdings are detailed in Chapter 12 Community and Private Assets: Agriculture.

- 11.4.35 The Scheme is predominantly located further away from residential property than the existing A40, however the private residential properties that would potentially be affected by the new Scheme are listed in table 11.18 below

Table 11.18 Settlements and residential property within the study area that would potentially be impacted by the Scheme

Ref	Facility
RP1	Trefangor Cottage located directly to the north of the existing A40 at Ch. 1,080, is located under the carriageway footprint of the proposed new Scheme.
RP2	Penrhiw Cottage located at Ch. 1,600 directly to the north of the existing A40 will be directly adjacent to the new access road which would link properties to the north of the new Scheme with the new A40 carriageway. Access into the driveway is currently directly off the A40 carriageway.

Commercial Property

- 11.4.36 There are a small number of commercial properties located within the Study Area. Businesses with the potential to be affected by the proposed Scheme are listed in Table 11.19 below:

Table 11.19 Commercial property within the study area that would potentially be impacted by the Scheme

Ref	Facility
CP1	Preseli Fuel Station, A40, Llanddewi Velfrey. Located adjacent to the southern side of the existing A40 to the east of Llanddewi Velfrey Village.
CP2	Preseli Car Sales, A40, Llanddewi Velfrey. Located within the forecourt of the Preseli Fuel Station.
CP3	Hank Marvin Fish and Chip take away and restaurant. Opened in 2018 and located adjacent to the north side of the existing A40 to the west of Llanddewi Velfrey village.

Development land: Pembrokeshire Local Development Plan

- 11.4.37 The area of development land detailed in Table 11.20 below is located within the Study Area and would potentially be affected by the Scheme.

Table 11.20 Development land within the study area that would potentially be impacted by the Scheme

Ref	Facility
DL1	An area of land in Llanddewi Velfrey is allocated for housing in the Local Development Plan. The plot (Reference HSG, 057, LDP, 01) is located at the north end of the village of Llanddewi Velfrey and to the east of the Llanfallteg Road.

- 11.4.38 An assessment of proposed commercial, housing and other development identified through consultation with Pembrokeshire and Carmarthenshire Planning departments is detailed in Chapter 21.

11.5 Mitigation measures forming part of the Scheme design

- 11.5.1 As set out in Chapter 2 The Project and Chapter 3 Alternatives Considered of this ES, a key aim of the Scheme has been to design a route for the new road that takes into account the locations of existing communities and reduces adverse effects of the A40 on them.
- 11.5.2 An iterative design and assessment process for the Scheme has been carried out to mitigate the visual, amenity and landscape impacts (e.g. woodland planting and other vegetation, boundary treatment). In addition, the design of the new section of road would include the provision of a thin road surface system, which is relatively low noise.
- 11.5.3 Additional mitigation measures that have been developed throughout the EIA process are detailed in Table 11.21 and 11.22. Details of measures to reduce effects on agricultural farm holdings are provided in Chapter 12 Community and Private Assets: Agriculture.

Table 11.21 Consultation Responses and Scheme mitigation (April 2017 Responses to the 2017 draft plans)

Consultee and issue raised	How and where addressed
Concerns over loss of parking to Bethel Chapel	Roundabout has been moved further west to reduce land take to the south of Bethel Chapel.
Concerns about impact on Bethel Chapel	
Concerns over access from Bethel Roundabout to property	The access has been relocated to the rear of Bethel Chapel.
Concerns over Ffynnon Chapel Parking	Relocation of roundabout has allowed more space to the south and west of the chapel.
Concern equestrian underpass is a waste of money	The horse underpass has been retained to maintain bridleway access under the new road. To maximise its value and use, the underpass has been relocated to Ffynnon Wood.
Concern that the loop road around Henllan Lodge would put it into an island	The main carriageway has been realigned to allow the side road to stay on its current alignment
Concerns about vehicle and safe pedestrian, cycling access to Ffynnon	The relocated equestrian underpass allows pedestrian and cycle crossing under the A40 at Ffynnon.
Preseli Fuel Station - Concern about impact on car sales and forecourt	A40 signing strategy includes for provision of 'local services'
Concern over destruction of land drains	Refer to Chapter 12 Community and Private Assets: Agriculture
Concern over impacts on habitats and species	Refer to Chapter 8 Ecology and Conservation
Concern over increased access track length to farm and fields	Refer to Chapter 12 Community and Private Assets: Agriculture
Local Resident - Concern over increased noise pollution	Refer to Chapter 14 Noise and Vibration
Pentroydin-fawr and Pentroydin-fach Farm owners - Concern over land severance	Refer to Chapter 12 Community and Private Assets: Agriculture
Pentroydin-fawr - Concern over loss of water supply to farm (Pentroydin-fawr)	Refer to Chapter 12 Community and Private Assets: Agriculture
Concern whether traffic flows will be maintained during construction	Refer to Chapter 2 The Project
Concerns over access track widths not being adequate for farming	Refer to Chapter 12 Community and Private Assets: Agriculture

Table 11.22 Consultation Responses and Scheme mitigation (October 2017 Responses to the 2017 updated plans)

Consultee and issue raised	How and where addressed
Concern over need for horse underpass as no usage of existing bridle path and no local horse clubs	The horse underpass has been relocated to Ffynnon Wood to maximise its use by pedestrians
A British Horse Society Representative visited the PIE. The feedback was that the proposed Equestrian Underpass provides an important link for the bridleways in the area.	Bridleway links to the relocated underpass (as described above) are provided so that the same level of provision to horse riders is provided.
Concerns that rest area will become a problem as lorries will go straight on leaving area open for use by itinerants.	Signs will be provided at the Penblewin Roundabout informing drivers of the rest area.
Concerned that access has been lost to another 25 acres of farmland	Refer to Chapter 12 Community and Private Assets: Agriculture
Concern that the Scheme is not really necessary as traffic flows smoothly along the current road and delays are short	The Scheme provides benefits of improve journey time reliability, reduced community severance, improve safety and improved network resilience and accessibility along the east west corridor to key employment, community and tourist destinations.
Concern that the cost benefit of the Scheme is disproportionate and could have been better spent on other EU supported projects	<p>The Scheme would add resilience to the trunk and local road networks, reducing severance caused by the trunk road through Llanddewi Velfrey and provide reliable access to employment and services for local communities and for tourists.</p> <p>The improvements would reduce the current actual and perceived barriers to investment in the region. It would provide an improved connection to key employment areas and communities in South-West Wales, forming part of the wider A40 enhancements, which is of strategic importance to the Welsh Government.</p>
Concern about the ability of school children getting off the bus opposite Parc-y-Delyn (on westbound carriageway) to cross the road over to Ffynnon.	The horse underpass has been relocated to Ffynnon Wood to maximise its use by pedestrians
Concerned about the weak mitigation for the protection of Barn Owls - like to see more being done or at least tried.	Refer to Chapter 8 Ecology and Nature Conservation
Concern as to whether there is enough tree screening	Refer to Chapter 9 Landscape and Visual Effects
Concern that it will be a long drive to Penblewin Roundabout from Penca'rmaenau Farm	Direct access via a proposed new side road, to the north of the proposed A40 carriageway will be for local access.

- 11.5.4 A number of new public rights of way have been introduced to improve east to west pedestrian access in addition to a new underpass at Ch. 1,680 to provide safe crossing of the new carriageway at Ffynnon Woods. Further detail is provided in Chapter 15 All Travellers.

11.6 Assessment of potential land take effects

- 11.6.1 There are two community assets that will be affected by land take. An assessment of impact on these community assets is detailed below.

Places of worship

- 11.6.2 Bethel Chapel would lose approximately 675m² of the 1,050m² parking area (described in 11.4.15 above) that it currently uses for congregation parking. This will reduce the parking capacity and therefore require the congregation to find alternative parking or travel to and from the Chapel using alternative means.

Private Assets - Residential Property

- 11.6.3 Trefangor Cottage located at Ch. 1,080 would require demolition as the property and adjoining garden are entirely within the footprint of the carriageway of the new Scheme.

11.7 Assessment of potential construction effects

- 11.7.1 The potential effects for the construction phase would be temporary. Access to community and private assets would be via the existing road network, which would largely be kept open during the construction phase, with traffic management along some roads as required. Traffic management would be phased to reduce impact on road users. No doctor surgeries, hospitals, aged people homes, primary schools, secondary schools, shops, parks or play areas would be directly affected by construction.

- 11.7.2 There would be potential impacts on places of worship, tourist and visitor attractions and private residential property.

Places of worship

- 11.7.3 Bethel Chapel and Ffynnon Baptist Chapel are located directly adjacent to the proposed Scheme. Access to both places of worship would potentially be affected during construction during realignment of their

access roads, in addition to potential impacts from noise, dust and vibration. Disruption to normal Sunday services will be limited construction works is less likely to be carried out on these days.

Tourist and visitor attractions

- 11.7.4 Temporary traffic management on the A40 would potentially delay journeys to visitors travelling from east Wales and England to both the Bluestone Resort and Oakwood Theme Park. Further commentary is provided in Chapter 15 All Travellers.

Private Assets - Residential Property

- 11.7.5 During the construction phase, essential access would be maintained, or new access would be provided to private residences. Residential residences located adjacent to the proposed Scheme would potentially be impacted during construction through noise dust and vibration. The significance of this impact would depend on the proximity to construction activity and is detailed further under the ‘Assessment of Environmental Effects’ within Chapter 17 Population and Human Health

11.8 Assessment of potential operational effects

- 11.8.1 No doctor surgeries, hospitals, aged people homes, primary schools, secondary schools would be directly affected during operation of the new Scheme. There would be potential indirect impacts on shops, Post Offices, play areas, tourist attractions, village halls, and commercial properties. There would be potential direct impacts on private assets and places of worship.

Shops and Post Offices

- 11.8.2 The existing A40 Trunk Road currently restricts pedestrian access between the residential properties to the north of the A40 and the Londis Convenience Store and Post Office located adjacent to the south of the A40 at Preseli Service Station. The existing A40 would be detrunked resulting in a reduction in traffic flows of greater than 95% on the existing A40 through the village. This would improve accessibility between the residential properties and the Londis Convenience store and Post Office particularly for pedestrians and cyclists. There would potentially be a negative impact on the store due to a reduction in direct access for passing trade currently using the existing A40.

Places of worship

- 11.8.3 Bethel Chapel located to the east of the Scheme would lose some of the existing parking area used by the congregation as detailed in 11.6.2. which would have a negative impact on large services particularly weddings and funerals. Vehicle access to the Chapel would be relocated to the rear of Bethel Cottage, directly off a junction from the new A40 eastern roundabout. The new access will improve safety of vehicles leaving the Chapel to travel west as it would avoid the need to cross eastbound traffic flows.
- 11.8.4 Pedestrian access to Bethel Chapel from the village would be improved with dedicated footway access provided along the existing A40 south of the carriageway before crossing at the eastern side of the new A40 roundabout at Chainage (Ch.). 3,800. Details of the proposed detrunking of the existing A40 and resulting improvement in accessibility for pedestrians and cyclists are provided in Chapter 15 All Travellers.
- 11.8.5 Ffynnon Baptist Chapel would be affected by a change of route for funeral vehicles travelling from the Chapel to the Trefangor burial ground located to the west. Currently vehicles can travel east from the Chapel at Ch. 1,620, turn right onto the A40 at Ch. 1,830 and then turn right onto the access road to the burial ground directly off the existing A40 trunk road at Ch. 1,220. The proposed new road would not permit this. The route would require funeral vehicles to travel east from the Chapel before turning right onto the A40 at a new junction at Ch. 1,930. Vehicles would then travel westbound to the Penblewin roundabout at Ch. 0,000 and turn right to head north on the A478 Clynderwen Road. After approximately 100m they would turn right onto the new field access road which heads south and then east along the north of the A40 carriageway back towards the burial ground access road at Ch. 1220.
- 11.8.6 Pedestrian access to Ffynnon Baptist Chapel from Llanddewi Velfrey Village would be significantly improved as a result of the new public footpath to the south of the detrunked A40 and the new A40 before crossing through an underpass to the north adjacent to Ffynnon Chapel at Ch. 1,680. Details of the proposed detrunking of the existing A40 and resulting improvement in accessibility for pedestrians and cyclists are provided in Chapter 15 All Travellers.

Play areas

- 11.8.7 The existing A40 Trunk Road currently restricts pedestrian access between the residential properties to the south of the A40 and the play area and cricket pitch located to the rear of the Llanddewi Velfrey Village Hall. The existing A40 would be detrunked, resulting in the reduction of traffic flows previously detailed would improve accessibility between the residential properties to the south of the road and these play areas for walkers and cyclists.

Tourist attractions

- 11.8.8 During operation, there would be a beneficial effect on road users visiting Oakwood and Bluestone travelling from east Wales and England (as detailed further in Chapter 15 All Travellers).

Village Halls

- 11.8.9 The existing A40 Trunk Road currently restricts pedestrian access between the residential properties to the south of the A40 and the Llanddewi Velfrey Village Hall located adjacent to the north of the A40. During operation, the new road would reduce traffic using the existing A40 which would improve accessibility between these residential properties and the Village Hall. Consultation with Llanddewi Velfrey residents has identified this as being a positive benefit of the proposed Scheme.

Private Assets

- 11.8.10 Trefangor Cottage would be demolished and therefore not exist once the Scheme is in operation
- 11.8.11 Penrhiw Cottage would be located to north of the access road running to the north of the new A40 rather than being located directly adjacent to the A40 carriageway. Vehicle access to the property would be gained via the new junction at Ch. 1,940. Pedestrian access would also be available to the Llanddewi Velfrey Village via the new underpass at Ch. 1,680 and new public footpath running to the south of the new road.

Commercial property

- 11.8.12 The Preseli Fuel Station would potentially be impacted negatively due to the reduction in passing vehicles once the existing A40 is detrunked and through traffic will be using the new A40. Use by the local

community would not be impacted as access from both the east and west off the new A40 will be maintained, in addition to direct access from Llanddewi Velfrey Village along the detrunked A40. It is possible that a “quieter” service area may in fact be more attractive to some local users however the overall impact on the facility would not be significant.

11.8.13 The Preseli Car Sales would potentially be impacted in a similar way to Preseli Fuel station, however to a lesser extent as it is expected to be less reliant on passing holiday trade as potential customers.

11.8.14 The Hank Marvin Fish and not be significant restaurant would be potentially affected in a similar manner to the fuel station, due to a reduction in customers from travelling along the A40, however with local custom being maintained.

Complementary Measures

11.8.15 Detrunking of the existing A40 Trunk Road on completion of the Scheme would further improve non-motorised user access and connectivity between the north and south of Llanddewi Velfrey. Refer to the Community Severance Assessment in Chapter 15 All Travellers.

11.9 Additional mitigation

11.9.1 There would be no direct effects on community facilities as a result of land take, construction works or the operation of the Scheme and therefore no mitigation measures are required.

11.9.2 The owners and occupiers of residential properties that would be demolished within the permanent land take for the Scheme would be financially compensated for their loss.

11.9.3 Throughout construction of the proposed Scheme, nuisance from noise, dust and vibration would be mitigated as best as possible through considerate construction management, including phasing of works, use of screening, appropriate routing of construction haul routes and use of low-noise equipment. In addition, temporary traffic management would be used wherever necessary to maintain access to communities.

11.10 Assessment of cumulative effects

11.10.1 Cumulative effects on potentially impacted community assets have been assessed using the criteria set out in Tables 4.3, 4.4, 4.5 and 4.6 in Chapter 4 Environmental Impact Assessment Methodology, based on the impacts identified through land take, construction and operation. These effects are described below and are summarised in Table 11.23.

Shops

11.10.2 The impacts on the Londis Convenience Store within the Preseli Service Station would be most significant during operation of the new Scheme. Although access would be improved for villagers from the north of the A40, there would potentially a more significant reduction in passing trade. The sensitivity of this resource which serves the surrounding local communities and travelling public, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on the convenience store during operation is assessed to be negligible beneficial with regard improved access for villagers however the potential reduction in passing trade would be minor adverse. Taking these factors into account, the potential operational effects are assessed to be slight significance.

Post Offices

11.10.3 The impact on the Post Office within the Preseli Services would be most significant during operation of the new Scheme. Access would be improved for villagers from the north of the A40, and the potential reduction in passing trade is unlikely to have an effect on the use of the Post Office facilities. The sensitivity of this resources which predominantly serves the surrounding local communities, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact is assessed to be negligible beneficial with regard improved access for villagers. Taking these factors into account, the potential operational effects are assessed to be of neutral or slight beneficial significance.

Places of worship

Bethel Chapel

- 11.10.4 Bethel Chapel will be impacted by land take, during construction and when the Scheme is in operation. The sensitivity of Bethel Chapel which serves the surrounding local communities, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on the Chapel from loss of parking facility during operation is assessed to be moderate negative i.e. some loss of resource, but adversely affecting the integrity. The magnitude of impact during construction is assessed to be minor adverse. Taking these factors into account, the potential operational effects are assessed to be moderate.

Ffynnon Baptist Chapel

- 11.10.5 The sensitivity of Ffynnon Chapel which serves the surrounding local communities, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on this resource during operation is assessed to be minor negative i.e. some measurable change in attributes. Taking these factors into account, the potential operational effects are assessed to be of slight adverse significance.

Play areas

- 11.10.6 The play area and cricket pitch located at the rear of the Village Hall are important facilities for the community. The sensitivity of this resources which serves the surrounding local communities, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on these play areas is assessed to be negligible beneficial i.e. some beneficial impact on attribute. Taking these factors into account, the potential cumulative effects are assessed to be slight significance.

Tourist attractions

- 11.10.7 Bluestone and Oakwood are considered nationally significant and are popular with visitors from Wales and the rest of the UK. The sensitivity of these resources is assessed to be high, i.e. of high importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on these play areas is assessed to be negligible beneficial i.e. some beneficial impact on attribute. Taking these factors

into account, the potential cumulative effects are assessed to be of slight beneficial significance.

Village Halls

- 11.10.8 The Llanddewi Velfrey Village Hall is seen as an important meeting point for the community and improving access to people living to the south of the existing A40 would be beneficial. The sensitivity of this resource which serves the surrounding local communities, is assessed to be medium, i.e. of high or medium importance and rarity, at a regional scale with limited potential for substitution. The magnitude of the impact on the Village Hall is assessed to be minor beneficial i.e. some beneficial impact on attribute. Taking these factors into account, the potential cumulative effects are assessed to be of slight beneficial significance.

Private Assets

- 11.10.9 Trefangor Cottage would be demolished to make way for the Scheme. The sensitivity of this resource is assessed to be low, i.e. of low rarity and local scale. The magnitude of the impact is assessed to be major adverse as it would require demolition. Taking these factors into account, the potential cumulative effects are assessed to be of slight or moderate adverse significance.
- 11.10.10 Penrhiw Cottage would be impacted negatively during construction due to its close proximity to the Scheme and potential for some temporary land loss. There would be benefits during operation in the long term due to the realignment of the new A40 away from the property, introduction of the new access track and improve pedestrian accessibility into Llanddewi Velfrey. The sensitivity of this resources is assessed to be low, i.e. of low rarity and local scale. The magnitude of the impact is assessed to be minor beneficial. Taking these factors into account, the potential cumulative effects are assessed to be of neutral or slight beneficial significance.

Commercial Property

- 11.10.11 The potential loss of passing trade from commuters and tourists that would use the new A40 once the Scheme is in operation, would negatively impact the Preseli Fuel Station. The sensitivity of the Fuel Station is assessed to be medium due to local rarity and limited potential for substitution. The magnitude of the impact is assessed to be

moderately adverse. Taking these factors into account, the potential cumulative effects are assessed to be of moderate adverse significance.

- 11.10.12 The impacts of reducing the potential passing trade would likely be less significant on the Preseli Car Sales than Preseli Fuel station. The sensitivity of the Car Sales business is assessed to be low due to its medium importance and rarity and local scale. The magnitude of the impact is assessed to be minor adverse. Taking these factors into account, the potential cumulative effects are assessed to be of neutral or slight adverse significance.
- 11.10.13 The Hank Marvin Fish and Chip restaurant would be potentially affected in a similar manner to the fuel station, due to a reduction in customers from travelling along the A40, however with local custom being maintained. The sensitivity of this restaurant and takeaway business is assessed to be low due to its medium importance and rarity and local scale. The magnitude of the impact is assessed to be moderate adverse. Taking these factors into account, the potential cumulative effects are assessed to be of slight adverse significance.

11.11 Monitoring of mitigation

- 11.11.1 There would be no direct effects on community facilities as a result of land take, construction works or the operation of the Scheme and therefore no mitigation measures are required.
- 11.11.2 Throughout construction of the proposed Scheme, nuisance from noise, dust and vibration, and impacts on public rights of way, private and public roads, equestrian routes would be mitigated as best as possible through considerate construction management, including phasing of works, use of screening, appropriate routing of construction haul routes and use of low-noise equipment. In addition, temporary traffic management would be used wherever necessary to maintain access to communities. The contractor will monitor the effectiveness of these measures and modify the approach as necessary to maximise effectiveness.

11.12 Summary of residual effects and conclusions

- 11.12.1 Community facilities would be affected in a variety of ways. There would be no impact on doctor surgeries, hospitals, aged people homes, primary or secondary schools.

Community Connectivity

- 11.12.2 In Llanddewi Velfrey, there would be improved access to local facilities as a result of: the relocation of the proposed A40 to the north of the village, and detrunking of the existing A40. This would be enhanced by the proposed new public rights of way along the Scheme, which would improve connectivity between the wider community and the centre of the village. The Scheme would reduce the severance currently experienced between the north and south of the village, providing benefits to the Village Hall, convenience store, Post Office and play areas in Llanddewi Velfrey.

Places of Worship

- 11.12.3 Bethel Chapel would be negatively impacted due to the reduction in parking area available on land used by the congregation, particularly during larger services for weddings and funerals.

Tourist Attractions

- 11.12.4 The Oakwood and Bluestone visitor attractions in the vicinity of the Scheme would benefit from the improved journey time reliability when the Scheme is in operation.

Private Assets

- 11.12.5 Trefangor Cottage would be the only private residence to be demolished as part of the Scheme. The majority of private residences would experience some adverse impacts during construction which would be mitigated through good construction practice, but on the whole, would benefit once the Scheme is in operation due to new road being relocated.

Shops and Commercial Property

- 11.12.6 Business premises including the Preseli Fuel Station, Londis Convenience Store, Preseli Car Sales and Hank Marvin Restaurant would potentially be impacted negatively due to passing trade being moved onto the new A40.

Table 11.23 Assessment of Effects on Community and Private Assets

Reference to Figure 11.2	Community Facility	Land Take	Direct or Indirect impact on use during construction	Direct or Indirect impact on use in operation	Value (Sensitivity)	Magnitude of Impact	Significance
Doctor Surgeries							
	No Doctor surgeries would be impacted by the Scheme						
Hospitals							
	No Hospitals would be impacted by the Scheme						
Aged people homes							
	No Aged people homes would be affected by the Scheme						
Primary Schools							
	No Primary Schools would be impacted by the Scheme						
Secondary Schools							
	No Secondary Schools would be impacted by the Scheme						
Shops							

Reference to Figure 11.2	Community Facility	Land Take	Direct or Indirect impact on use during construction	Direct or Indirect impact on use in operation	Value (Sensitivity)	Magnitude of Impact	Significance
SH1	Preseli Services convenience store on the A40 in Llanddewi Velfrey SA67 7PG	Nil	Nil	✓ Indirect	Medium	Minor negative	Slight adverse
Post Offices							
PO1	Limited range of Post-office services provided from the Preseli Services fuel station on the A40 in Llanddewi Velfrey.	Nil	Nil	✓ Indirect	Medium	Negligible positive	Neutral or Slight positive
Places of worship							
PW1	Bethel Welsh Independent Chapel to the east of Llanddewi Velfrey (at the east end of the Scheme).	Nil	✓ Indirect	✓ Indirect	Medium	Moderate adverse	Moderate adverse
PW2	Ffynnon Baptists Church, Llanddewi Velfrey (a Grade II Listed Chapel) (close to the middle of the proposed Scheme).	Nil	✓ Indirect	✓ Indirect	Medium	Minor adverse	Slight adverse
Parks, Play Areas, Sports Centres							
P1	Children's play area facility is located at the rear of Llanddewi Velfrey Village Hall / SA67 7PA.	Nil	Nil	✓ Indirect	Low	Minor beneficial	Slight beneficial

Reference to Figure 11.2	Community Facility	Land Take	Direct or Indirect impact on use during construction	Direct or Indirect impact on use in operation	Value (Sensitivity)	Magnitude of Impact	Significance
P2	Llanddewi Velfrey cricket pitch and pavilion / Llanddewi Velfrey is also used as a community facility for village events.	Nil	Nil	✓ Indirect	Low	Minor beneficial	Slight beneficial
Tourist/Visitor Attractions							
TA1	Oakwood Theme Park / Canaston Bridge / Narberth / SA67 8DE	Nil	Nil	✓ Indirect	High	Negligible beneficial	Neutral or Slight beneficial
TA2	Bluestone Resort / Canaston Bridge / Narberth / SA67 8DE	Nil	Nil	✓ Indirect	High	Negligible beneficial	Neutral or Slight beneficial
Village Halls							
VH1	Llanddewi Velfrey Village Hall, SA67 7PA	Nil	Nil	✓ Indirect	Medium	Minor beneficial	Slight beneficial
Private Assets							
RP1	Trefangor Cottage, Llanddewi Velfrey, SA67 7NY	Yes	Yes	Yes	Low	Major adverse	Slight or Moderate adverse
RP2	Penrhiw Cottage, Llanddewi Velfrey, SA67 7PA	Temporary	Yes	Yes	Low	Minor beneficial	Neutral or slight beneficial

Reference to Figure 11.2	Community Facility	Land Take	Direct or Indirect impact on use during construction	Direct or Indirect impact on use in operation	Value (Sensitivity)	Magnitude of Impact	Significance
Commercial Property							
CP1	Preseli Fuel Station	Nil	No	Yes	Medium	Moderate adverse	Moderate adverse
CP2	Preseli Car Sales	Nil	No	Yes	Low	Minor adverse	Neutral or Slight adverse
CP3	Hank Marvin Fish and Chip Shop	Nil	No	Yes	Low	Moderate adverse	Slight adverse