



Rodney Powell

By email:

Your Ref: RNP/ABW/H1419075
Our Ref: qA1316455 / R0026
Date: 11 February 2019

Dear Mr Powell

**A40 LLANDDEWI VELFREY TO PENBLEWIN IMPROVEMENTS
MARGARET RHIAN THOMAS,**

I refer to your correspondence dated 18 September 2019 in relation to the draft Statutory Orders associated with the Welsh Government's proposals for the A40 Llanddewi Velfrey to Penblewin ("the Scheme").

All correspondence is classified as either an objection or a statement of support. Due to the contents of your correspondence, it has been classified as an objection to the draft Statutory Orders. I understand your objection to be based on the following:

1. Concerns regarding lack of direct access onto the A40, with access being diverted along Trefangor Lane (labelled as 1/A and 1/B on the Side Roads Order)
2. Concerns regarding passing provision along Trefangor Lane due to the anticipated high volumes of farm traffic
3. Concerns regarding the design of the proposed access road at the western end, particularly the turning radius alongside the A478, to the immediate north of Penblewin roundabout
4. The A478 should have a central reservation area for vehicles turning from the A478 into the new Trefangor Lane
5. A Private Means of Access should be constructed between the lane leading up to Pencaerminau and the end of Ffynnon Lane.

6. You object to the position of the new bridleway shown as 2/C in the Side Roads Order.
7. Concerns over the impact to your clients' water mains, and that the costs of any works/diversions should be with the acquiring authority

Members of the project team met with you on 4 November 2019 to discuss your clients' objections, including those of Margaret Thomas, at which many of the points raised above were discussed. I enclose with this letter the minutes of that meeting for information (document numbered A40LVP-ARP-LSI-SWI-MI-C-0002_P01).

I shall address each of the above points below:

1. Concerns regarding lack of direct access onto the A40, with access being diverted along Trefangor Lane (labelled as 1/A and 1/B on the Side Roads Order)

- 1.1 One of the Scheme objectives is "To enhance network resilience and improve accessibility along the east-west transport corridor to key employment, community and tourism destinations". This objective is in relation to identified problems along the A40 concerning limited and inconsistent overtaking opportunities, and issues with platooning (where convoys form due to slow moving agricultural vehicles and heavy goods vehicles from the ports.)
- 1.2 A Wide Single 2+1 carriageway, providing safe overtaking lengths, is proposed for the Scheme to meet this objective. The provision of this carriageway cross-section means that direct accesses onto a 2+1 carriageway are prohibited by design standards.
- 1.3 Direct access onto an overtaking section of a 2+1 carriageway cross-section, as would be the case at the point of your clients' existing entrance, would create safety issues. Overtaking vehicles on the Trunk Road may not be able to see vehicles pulling out of any proposed accesses.

2. Concerns regarding passing provision along Trefangor Lane due to the anticipated high volumes of farm traffic

- 2.1 Trefangor Lane has been developed as a collector road to provide access to Pencaerminau, Brominau, Trefangor Burial Ground, and farm accesses. Trefangor Lane is depicted on the Side Roads Order by the lengths of new highway labelled 1/A and 2/A.
- 2.2 Please find enclosed drawing A40LVP-ARP-HSR-SR01-SK-D-0001_P02, titled "Trefangor Side Road Proposals". The cross-section displayed on this plan shows that Trefangor Lane is proposed as a single lane width (3.5 metres wide). As displayed on drawing A40LVP-ARP-HSR-SR01-SK-D-0001_P01, a draft version of which was tabled at the meeting on 04 November 2019, several passing places have been provided along Trefangor Lane. These have been provided at regular spacings, allowing large agricultural vehicles to pass should there be a conflict along the side road. The provision of passing places along this lane has been agreed with Pembrokeshire County Council.

3. Concerns regarding the design of the proposed access road at the western end, particularly the turning radius alongside the A478, to the immediate north of Penblewin roundabout

- 3.1 At the meeting of 04 November 2019 you raised concerns about the layout of Trefangor Lane at its western end (where it adjoins the A478) and at its eastern end as it rounds the property of Brominau to lead north to Trefangor burial ground. At the western end, you raised concerns about the “S-bend” in the road and how vehicles would negotiate this bend. You also raised concerns over whether there would be sufficient space for agricultural vehicles entering and leaving the junction of Trefangor Lane with the A478 without conflict at the junction.
- 3.2 The alignment of Trefangor Lane, as shown in the draft Statutory Orders, has been developed to an appropriate standard to allow for the required passage along the lane by agricultural vehicles. It has also been developed to reduce the amount of land take required by the Scheme as far as reasonably practical.
- 3.3 At the meeting on 04 November 2019, it was explained that any modifications to the alignment of the side road would need the approval of the landowner, as additional land outside of that outlined on the draft CPO would be required. I can confirm that the Welsh Government are in discussions with the landowner regarding the proposed re-alignment of the side road.
- 3.4 The project team have developed an alternative alignment, as shown on the drawing A40LVP-ARP-HSR-SR01-SK-D-0001_P02 enclosed to this letter. This alternative alignment removes the S-bend and results in a straighter alignment leading south from the junction with the A478. A passing place can be provided closer to the junction to avoid conflicts on the northern end of the Trefangor Lane.
- 3.5 Should agreement not be reached with the landowner for the additional land required for the alternative proposal, then the alignment of Trefangor Lane would revert to the proposal currently included within the draft Statutory Orders.

4. The A478 should have a central reservation area for vehicles turning from the A478 into the new Trefangor Lane

- 4.1 There is no proposal to provide a turning area for vehicles turning right from the A478 into Trefangor Lane. The predicted vehicle movements in and out of Trefangor Lane do not justify a turning area (known as a ghost island) to be provided on the A478.
- 4.2 There is a separation of approximately 100m between the middle of the proposed junction and Penblewin roundabout. As such, there is adequate distance available that traffic would not stack up to the roundabout in the event of a vehicle turning into Trefangor being delayed due to traffic.

5. A Private Means of Access should be constructed between the lane leading up to Pencaerminau and the end of Ffynnon Lane.

- 5.1 No Private Means of Access has been developed in the draft Orders to provide eastbound access from the lane leading from Pencaerminau Farm to the proposed Ffynnon Lane.

- 5.2 To travel east from Pencaerminau Farm, your client would have to travel along Trefangor Lane in a generally westerly direction, turn in a generally southern direction along the A478 to Penblewin, and then travel in a generally easterly direction along the A40 Trunk Road. The total length of this diversion from the property of Brominau to the point where the existing Trefangor Burial Ground lane meets the existing A40 would be approximately 2.8km.
- 5.3 To travel west from Pencaerminau Farm (towards Haverfordwest), there would be minimal difference between the length currently travelled and the length proposed to be travelled with the Scheme in place.
- 5.4 The removal of direct accesses from the trunk road is considered to contribute to improvements in safety along the trunk road. It would also allow for the provision of a 2+1 carriageway cross-section, allowing safe overtaking opportunities along the road. Both of these points contribute to the overall objectives for the Scheme.
- 5.5 The potential inclusion of an eastbound access from Pencaerminau Farm as a Private Means of Access (PMA) to join onto the end of Ffynnon Lane is currently being reviewed.

6. You object to the position of the new bridleway shown as 2/C in the Side Roads Order.

- 6.1 A new length of bridleway labelled 2/C on the Side Road Order plans is proposed to maintain connectivity between the existing bridleway running north-south between Trefangor Burial Ground (north of the existing A40) and the Henllan Estate (south of the existing A40).
- 6.2 This length of bridleway is required due to the need to maintain public right of way connections, which is in line with one of the Scheme Objective to 'promote active travel by cycling, horse-riding and walking to provide opportunities for healthy lifestyles'.
- 6.3 As depicted on the Compulsory Purchase Order (CPO) plans, plot 2/2e is required as Title Mitigation for the provision of woodland habitat for ecological purposes. The proposed bridleway labelled 2/C has purposefully been aligned along the fence line of plot 2/2e to avoid severance of the field.

7. Concerns over the impact to your clients' water mains, and that the costs of any works/diversions should be with the acquiring authority

- 7.1 We understand that your clients' water main is located in the southern verge of the existing A40, opposite Henllan Lodge. While we believe that the water main is outside of the Scheme works, the supply pipes could be impacted by the Scheme.
- 7.2 The Welsh Government would be obligated to cover the capital cost of the replacement water supply and to provide an uninterrupted supply during the construction of the Scheme.

Further information, including the Environmental Statement and other reporting, is available at <https://gov.wales/a40-llanddewi-velfrey-penblewin>.

In light of the above I would be grateful if you could confirm in writing if you are now content to withdraw your objection to the draft Statutory Orders.

Should you require clarification, or wish to discuss the above prior to responding, please do not hesitate to contact the project public liaison officer, Martin Gallimore, on A40enquiries@arup.com or

Yours sincerely



Mark Dixon
Project Director

Cc:
Margaret Rhian Thomas

Enclosures:

Document A40LVP-ARP-LSI-SWI-MI-C-0002_P01 – Minutes of Meeting held on 04/11/19
Drawing A40LVP-ARP-HSR-SR01-SK-D-0001_P02 – Trefangor Side Road Proposals