

Adran Seilwaith yr Economi
Department for Economic Infrastructure



Llywodraeth Cymru
Welsh Government

**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-**

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

PROOF OF EVIDENCE – ERRATA

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DOCUMENT REFERENCE: WG Ref. 1.5.4

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1. Introduction

- 1.1 This document provides corrections to the information presented in my Proof of Evidence (WG 1.5.2), and the Appendices to my Proof of Evidence (WG1.5.3).
- 1.2 The contents of this evidence update are as follows:
 1. Introduction
 2. Errata

2. Errata

- 2.1 Paragraph 13.1 of my Proof of Evidence (WG 1.5.2) states that the minutes of a meeting held on 21 November 2019 with Natural Resources Wales (NRW) can be found in Appendix A of my evidence. This is incorrect. The minutes of the meeting are included in Appendix C of my evidence.
- 2.2 Paragraph 13.2 of my Proof of Evidence (WG 1.5.2) states that the additional flight lines references as A1 and C1 can be found in Figure 1 in Appendix B of my evidence. This is incorrect. Flight lines A1 and C1 can be found in Figure 1 in Appendix A of my proof of evidence.
- 2.3 For clarity, paragraph 14.2 in my Proof of Evidence (WG 1.5.2) should be replaced in its entirety by the following text and table:

The Scheme design has been revised such that all but one of the proposed culverts are of suitable size for 'woodland bat species' in line with the recommendations of Berthinussen and Altringham (2015) (Doc. 4.06.17) as referenced in the concerns of NRW (paragraph 11.1, bullet i. of this proof of evidence). The exception is the culvert at bat crossing point A1 which is limited to approximately 1.8m in height. All the culverts have a cross-sectional area in excess of 5.35m², a size which was found to greatly increase the uptake of culverts by greater horseshoe bats on the nearby A40 Robeston Wathen Improvements Scheme (Davies,

2019) (Doc. 4.06.23). The proposed culverts do not meet the requirements of Berthinussen and Altringham (2015) (Doc. 4.06.17) in relation to ‘edge-adapted bat species’. Berthinussen and Altringham do not specify which bat species are considered woodland adapted species and edge adapted species, however it is assumed that the species are as shown in the table below.

Woodland-adapted Species	Edge-adapted Species	Open Habitat-adapted species	Water-adapted species
<i>Lesser horseshoe</i>	<i>Common pipistrelle</i>	<i>Noctule</i>	<i>Daubenton’s bat</i>
<i>Greater horseshoe</i>	<i>Soprano pipistrelle</i>	<i>Leisler’s bat</i>	
<i>Long-eared species</i>	<i>Nathusius’ pipistrelle</i>	<i>Serotine</i>	
<i>Bechstein’s bat</i>	<i>Whiskered bat</i>		
<i>Natterer’s bat</i>	<i>Brandt’s bat</i>		
	<i>Barbastelle</i>		