

Welsh Government

A40 Llanddewi Velfrey to Penblewin Improvements
Proof of Evidence Erratum – Planning and
Sustainable Development

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 – AMENDMENT

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DOCUMENT REFERENCE: WG 1.7.4

1. Introduction

- 1.1 The traffic noise assessment in the Environmental Statement (ES) (Doc 3.01.01) has been revised to reflect information that has subsequently come to light during the inquiry. The results of the revised traffic noise assessment are set out in the revised proof of evidence of David Hiller (WG 1.6.4). This document provides consequential corrections to the information presented in my Proof of Evidence (WG 1.7.2).
- 1.2 The contents of this evidence update are as follows:
 1. Introduction
 2. Proof Amendments

2. Proof Amendments

- 2.1 In section 4.51 of my Proof of Evidence (WG 1.7.2), I set out extracts from the traffic noise assessment in the ES. Paragraph 4.51 should be deleted from my Proof in its entirety and replaced with the following paragraph.

“Turning to noise, the traffic noise assessment in the ES has been revised to reflect information that has subsequently come to light during the inquiry. The results of the revised traffic noise assessment are set out in the revised proof of evidence of David Hiller (WG 1.6.4).

Llanddewi Velfrey is in a Noise Action Plan Priority Area. The noise levels are predicted to fall at most dwellings in the short and long term, with 43 experiencing major reductions in the opening year, including several currently experiencing very high noise levels; 14 would have major reductions in the design year. In the opening year 88 properties would have a minor to major noise level decrease and 49 in the design year. Conversely, 3 isolated residential properties and one sensitive receptor would experience a major noise increase in the opening year, with one major impact remaining in the design year. However, 2 of these would still experience relatively low absolute noise levels, below World Health Organisation thresholds even with windows open. An

increase would be experienced at 15 residential properties ranging from minor to major in the opening year and 8 in the design year. One other non-residential sensitive receptor would experience a major adverse noise impact in the opening year and a moderate increase in the design year. These impacts were assessed as not causing a significant effect when considering the other factors set out in paragraph 14.3.78 of the ES. Dr Hiller confirms in his revised proof of evidence that the revised traffic noise calculations do not alter the original ES assessment.”

- 2.2 I can confirm that the results of the revised traffic noise assessment do not alter the conclusions in my original proof of evidence, that the Scheme would have significant permanent direct benefits from reduced noise levels for the community of Llanddewi Velfrey, and that as a consequence it is entirely in line with PPW10 objectives and would contribute to the national well-being goals.