

**WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2025-26  
APPLICATION FORM**

**LOCAL TRANSPORT FUND AND RESILIENT ROADS FUND**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Pembrokeshire County Council
<b>Scheme Name</b>	Newgale Coastal Adaptation & A487 Diversion Scheme
<b>Scheme Priority Rank Number</b>	1
<b>Grant</b> <i>(please select one)</i>	Resilient Roads Fund
<b>Funding required for 2025-26</b>	£1,100,000
<b>Project Manager Contact Name</b>	
<b>Contact Telephone</b>	01437 776143
<b>Contact email</b>	
<b>Authorised by (eg. Head of Finance or Transport Services)</b>	Name: Job Title: Head of Infrastructure & Environment Signature:

**WELTAG CHECKLIST**

**YOU MUST SUBMIT YOUR COMPLETED WELTAG REPORTS TO SUPPORT YOUR APPLICATION FOR FUNDING. WE REQUIRE STAGE 0 TO BE COMPLETED AND SUBMITTED AS A MINIMUM.**

**STAGE 0 REPORT MUST INCLUDE AN ENGAGEMENT PLAN  
STAGES 1-3 REPORTS MUST INCLUDE AN INTEGRATED WELL-BEING APPRAISAL**

Which WelTAG Stages have you completed? Please tick all that apply.

Stage 0 ☒ Stage 1 ☒ Stage 2 ☒ Stage 3 ☐ Stage 4 ☐

For packages, please list each project below and state the WelTAG Stages completed for each project:

Newgale Coastal Adaptation – WelTAG Stage 1, 2 and 3 (in progress, with completion programme for March '25).

## **Newgale Coastal Adaptation**

Strategic Outline Case/Outline Business  
Case  
Pembrokeshire County Council

July 2018



Planning Stage Study  
WELTAG.pdf



WelTAG Stage 1  
Report Jan 2017.pdf

What level of **WeITAG** is your scheme? Please tick one (See WeITAG section 6 for definitions).

WeITAG Lite ☐      WeITAG Standard ☒      WeITAG Plus ☐

For packages, please list each project below and state the level of WeITAG for each project:

WeITAG standard, Stage 3 being delivered following agreement with TfW. (In progress, with completion programme for March '25).

Who is or will be on your **Review Group**? Please give job title and department/ organisation representing.

Economic	Head of Regeneration for PCC
Social	Consultant
Cultural	Head of Cultural, Leisure and Registration Services for PCC
Environmental	Coastal, Rivers and Drainage Manager (PCC); Ecology and Planning Officers (PCC)
Active Travel Expert	Active Travel Regional Network Development Manager (TfW)
Others (please specify)	Group Engineer (PCC); Senior Engineer (PCC), Transport Manager (PCC), Finance Officer (PCC)

For packages, where there are different Review Groups, please list the projects below and provide information on who is or will be on the review group for each project:

What WelTAG Stages do you plan to have completed by the end of 2025-26? Please tick all that apply

Stage 1 ☐      Stage 2 ☐      Stage 3 ☒      Stage 4 ☐

For packages, please list the projects below and state the WelTAG Stages completed for each project:

Current Phase: It is expected that by the end of the 24-25FY, the scheme will be ready for submission for draft planning through to a Statutory Pre-Application Consultation (sPAC) which includes detailed assessment of the preferred option, including an EIA.

Proposed Phase (25-26FY): It is expected that the 25-26FY will consist of the final planning submission of the preferred option, including DAS (Design and Access Statement), IWBA, final EIA/Environmental Statement and PAC collated information. Combined planning and CPO (Compulsory Purchase Order) Inquiry likely to follow in late 2025/early 2026 with a construction tender and procurement exercise completing at the start the following FY26-27. The preliminary cost estimate for the construction element of the scheme is to be baselined once planning permission has been granted. The timings will be dependent on the planning/CPO inquiry process and / or any received public petitions which is outside of the control of PCC.

## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

OS GB grid reference: SM 84812 22143

Newgale is on the A487 between Haverfordwest and St David's where the road crosses the valley of the Brandy Brook. It is defended from the sea by a shingle bank formed as a storm beach and which is considered to be a relict feature of sea level rise following the end of the last ice age. A report into the stability of the shingle bank at Newgale following the December 2013/January 2014 storms indicated that the long-term stability of the shingle bank was not assured and that it was likely to become unsustainable over a period of 10-20 years, due to unacceptably high risk of failure, the high cost of more frequent closures and maintenance that arise culminating in the loss of the A487 at Newgale. This would have severe economic, social and physical impacts on the community of Newgale and the wider region of the St. David's peninsular.

It is proposed to construct a new road with active travel links, preferably before the current route is lost, such that it is secure from future impacts of climate change whilst respecting its location within the Pembrokeshire Coast National Park. Previous phases of the scheme have prepared an Outline Business Case (WelTAG Stage 2) to Welsh Government WelTAG guidance. This identified a preferred route which was approved by Pembrokeshire County Council in November 2018. Please see the preferred route option in the attached documents, and replacement road. The preferred route option has been further developed which is shown in the attached document. Further design iterations are being carried out to include an active travel route alongside the replacement road.

LTF funding was obtained in financial year 2019-20 to undertake Phase 1 of initial design works, and surveys of the preferred route. It consisted of requisite ecological surveys, bats, badgers and other protected species, plant & animal; topographic survey of the preferred route, additional site investigations with trial pits, boreholes and geophysical methods, to precede the detailed design for an eventual submission to the Planning Authority.

### 2020-21

Further design development was undertaken to develop the highway design of the preferred option taking account of the initial geotechnical and survey data. Particular consideration was taken to design the highway in the rural context to fit with landform. Further geotechnical investigations were scoped suitable to provide information for the detailed design of the highway and these investigations subsequently completed.

Work on the Active Travel Study was initiated.

The Coastal Adaptation Strategy was further developed along with initiation of the Coastal Adaptation Advisory Group (CAGG). A Planning and Engagement Strategy together with a Stakeholder Development Plan was developed.

Baseline assessments were initiated for Heritage, Landscape, Land & Agricultural issues and Environmental Screening/Scoping commenced. A Landowner survey was completed.

### **Impact of new legislation and policy**

Noting new policy and legislation, the Project drivers and scope have fundamentally shifted to:

1. Practically apply to scheme development the tools that have been published by the Future Generations Commissioner (FGC) in relation to the legislative requirements of the Well Being of Future Generations (Wales) Act 2015 (WFGA);
2. To recognise the changing emphases and priorities in national planning and transport planning policy (i.e. Llwybr Newydd: New Wales Transport Strategy 2021); as well as
3. The need for coastal adaptation in line with the Shoreline Management Plan policies.

**The Project Progression Plan** developed in January 2021 reviewed the past work undertaken and re-evaluated what is required in respect of planning and consultation elements of the Project. From this, a snapshot review of the Project as of Summer 2020 was undertaken using a blended approach that combined the **FGC FutureGenerations Framework for Projects (FGFP) tool** with techniques used in Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA).

The plan also considered the anticipated need of the New Wales Transport Strategy which focusses on reducing the need to travel rather than increasing capacity and then prioritising walking and cycling, before exploring public transport enhancement, then ultra-low emissions vehicles, with other private motor vehicles being of least importance as a scheme driver. The plan sets out for how the scheme must evidence how they will achieve benefits equally against the whole of the WFGA, both in terms of

the goals and ways of working. For this Project, that is rooted in focusing on the adaptation of the community as a whole to the effects of climate change, taking a realistic view on the challenges and trends over the short, medium and long term.

The report tested the Project Objectives and elements as described at that time and identified a number of recommendations to improve the alignment of the Project to WFGA. It sets out a plan to achieve this alignment, taking account of sustainable development principles and well-being within the outcomes sought and pro-actively implements the new ways of working as stated in the WFGA. The report highlighted the emerging issues and actions which will underpin future work.

**The Community and Stakeholder Engagement Plan (SEP)** provided the proposed approach to consultation and engagement for the Project. The focus given to stakeholder mapping and the identification of consultation and engagement mechanisms recognises the fundamental importance of these processes in building consensus, influencing decisions and, ultimately, securing the requisite planning and environmental consents (including through the anticipated compulsory purchase order (CPO) and Planning Inquiry process).

The SEP proposes a number of different consultation and engagement arrangements, aligned to levels of interest and influence of the varied stakeholders. This includes recommendations for the formation of the Coastal Adaptation Guidance Group (CAGG) and proposals for establishing Task and Finish Groups (TFGs) to provide targeted discussion and influence groups focusing on particular components of the Project, with a view to shaping Scheme Elements across a range of Project phases.

## **2021-22**

The establishment of the CAGG has emerged from an original recommendation for a technical stakeholder group to support decision making, made in the Newgale Adaptation Plan in 2017 and reiterated in the July 2020 report. This concept was supported through the Project Progression Plan, with the role and remit clarified in the SEP. The CAGG was formed in August 2021, comprising representation from PCC, PCNPA and NRW and has met regularly. Attendees have worked collaboratively to share their perspectives on the emerging Project and discuss issues; agree more detailed parameters for other engagement mechanisms set out in the SEP; and input to the refreshed Project Vision and Objectives, which have been published on the Newgale website ([newgalecoastaladaptation.co.uk](http://newgalecoastaladaptation.co.uk)) and used in community engagement. The CAGG is a long-term group that will continue to provide support to the development of the Project in an advisory capacity, focusing on what is feasible (technically and in terms of deliverability), desirable in the context of coastal adaptation policy and legislation, and supportive of the long-term vision of Newgale to adapt to the challenges of coastal change.



The Newgale Coastal Adaptation Project website was live in Autumn 2021 [www.newgalecoastaladaptation.co.uk](http://www.newgalecoastaladaptation.co.uk). This is the main consultation tool, which follows the recommendations in the SEP. Of note are the visualisations provided on the website, which bring to life the work undertaken in the Coastal Change report. These bring sharp focus to the assertion that doing nothing to adapt to coastal change is not an option, since the road is lost to coastal erosion in the short term and the properties and access to the beach start to be directly affected without intervention in the short to medium term.

The next stages undertaken in the Project were about raising awareness of what the implications of coastal change at Newgale could be and working with the community and stakeholders to explore the options for adaptation. It is acknowledged that the replacement A487 will form an important Scheme Element. It is essential for maintaining community connectivity and access to the St Davids peninsula, but the driver is the coastal change – the new connection needs to be in place in order to deliver resilience in advance of the current coastal section becoming unusable and needing to be removed. At the same time the Project provides opportunity to improve sustainable transport and active travel connectivity and ensure that services are retained in communities to further reduce the need for travel.

The Project also incorporates other Scheme Elements aligned to the Vision and Objectives, for example, to ensure coherence of the Wales coastal path, secure the safety of beach users, to deliver business and infrastructure resilience, to benefit the natural environment and support community function and well-being. Using the WFGA, the Project was reshaped to link together the aspirations of different stakeholders and promote long-term solutions that are intended to provide an exemplar for other communities facing comparable coastal change issues across Wales, such as Llangrannog and Fairbourne.

A key element of decision-making process was rooted in the iterative review of emerging Project proposals against the blended FGFP and SA approach that has been developed for the Project. This has used thematic analysis and baseline characterisation to establish a bespoke sustainability ambition for the Project, rooted in a clear understanding of what is appropriate and can reasonably be influenced by a coastal adaptation project of this type and scale. The opportunities are organised into the structure of the FGFP, looking first at the five ways of working and then the seven well-being goals of the WFGA.

Following the FGFP review recommendations, the Vision and Objectives for the Project have been subject to critical analysis. This has considered both the WFGA well-being goals and ways of working, as well as alignment with the relevant Well-Being Plan and Area Statements. The draft Vision and Objectives were developed and agreed with the CAGG through a workshop forum – they are currently available on the Project website ([www.newgalecoastaladaptation.co.uk](http://www.newgalecoastaladaptation.co.uk)).

The main project tasks completed to date are listed below.

**1. Engagement through Coastal Adaptation Guidance Group (CAGG)/Task and Finish Groups (TFGs) and Stakeholders.**

The establishment of the CAGG as detailed above.

Task and Finish Groups (TFGs) were set up as an opportunity for people to be actively involved in the ideas and discussions about particular issues. Six TFGs were set up for; Active Travel and Coast Path, Infrastructure, Business Resilience, Beach Safety and User Access, Natural Environment and Replacement Road.

The principal tasks involved with this were:

- Identify the invitees to CAGG and TFGs and assist PCC in forming these groups.
- Prepare briefing information for all of the meetings, setting the agenda and discussion points.
- Prepare briefing information for TFGs, based on the scope and remit agreed by CAGG.
- Coordinate the 'Interface' of CAGG and TFGs including using the Newgale website and other communication.
- Evidence the level of support to undertake adaptation or enhancements through collating the output of the TFGs.

The outcomes from this process were:

- Better coordination of the needs of a wider range of stakeholders.
- Engagement with stakeholders on aspects of the design.
- Coordination with landowners will fit into the TFG process.
- Definition of 'The project' – Phase 1 of the scheme to be defined including a red line boundary for planning and EIA work.
- Assessed level of support to undertake adaptation or enhancements.
- Acceptance of the adaptation plan by the key statutory stakeholders.

**2. Public engagement events, website and exhibition**

The development of a digital engagement and file share platform provided the functionality for the various consultation and engagement stages, through to consenting. The tasks completed were:

- Agreed overall objectives, vision and audiences, to evaluate how to best engage with the public.

- Provided an illustrative look and feel to communicate the future vision for the Newgale area, communicating that the scheme is more than just a road i.e. communicate the impact if we do nothing in Newgale and produce a set of visualisations to illustrate to the public the difference the impacts of climate change between now, 2030, 2060 and 2120.
- Developed an information hub and content management system to allow easy updating through the consultation and design process.
- Preparation of digital tools for statutory Pre-application Consultation, so members of the public can access the pre-application consultation information.

### **3. EIA/Ecology Survey work**

Consultant Atkins completed a review of ecological surveys and assessments undertaken by PCC's sub-contractor TACP in a previous phase of work. This review led to the further development by Atkins of further surveys and assessment required to support an eventual EIA which was commenced this year. The scope of surveys took into account a larger scheme boundary which encompasses coastal adaptation and potential scheme enhancement requirements.

From the analysis of ecology surveys required for the EIA, the following list of surveys were completed and some were completed in 2024/24 (see below) due to the seasonal surveying requirements of the emerging species:

- a. Extended Phase 1 Habitat Survey
- b. Preliminary Bat Roost Assessment
- c. Barn Owl
- d. Badger
- e. Otter
- f. Wintering birds
- g. Bat Surveys
- j. Dormouse survey
- k. Breeding Birds
- l. Terrestrial invertebrates (scoping surveys)
- m. White Clawed Crayfish
- n. Aquatic species –brook lamprey
- o. Aquatics survey (MoRPH river habitat, Macrophytes)
- p. PSYM (pond) surveys

### **4. Environmental Impact Assessment – production of the Environmental Scoping Report**

Atkins completed undertaking tasks for the setting up of Task and Finish Groups (TFG) and the Coastal Adaptation Guidance Group (CAGG) to gain agreement through consultation with stakeholders as to what is required on the core physical scope of the Project (Phase 1 project), to allow an indicative red line boundary to be produced for the EIA assessment work. Alongside this, baseline data gathering for all areas within the boundary has been taking place in terms of ecology, landscape and heritage. The feedback from the TFG consultation was used to define the scope of the project and complete the Environmental Scoping Report.

#### **5. Planning application process preparatory work**

Atkins' has been building on the development of the planning and consultation strategy. The planning and consultation strategy identified that the EIA process would commence with a combined Screening and Scoping Request. This would then progress to the completion of EIA, to be written up in an Environmental Statement (ES) to accompany the planning application. It was established that the scale of the 'Phase 1' element places it in the category of major development in Wales, which also requires the completion of a Statutory Pre-Application Consultation (sPAC) process. This was considered relevant to the future submission of the planning application.

#### **2022-23**

No funding was made available for this financial year, during which time the project was subject to the Roads Review. However, PCC received the Scoping Response for the EIA in October 2022.

The Roads Review was then subsequently published on 14 February 2023. **The Coastal Adaptation at Newgale was one of the few projects to receive support from the outcome of the Roads Review.**

#### **2023-24**

Key tasks progressed were: completing the ecological survey work for inclusion within the EIA/ES, carrying out further iterations of highway design and continuing consultation activities, including following up consultation work carried out through the TFGs. Note that this work had been delayed as no funding was received in the 2022-23 financial year whilst awaiting announcement of the Roads Review outcome and as consequence of fundamental changes to the project due to policy and legislation changes detailed above.

Further fundamental change to the project was required post submission of the 23/24 grant application due to the recommendations within the Roads Review, particularly in respect of the requirement to remove the existing coastal stretch of road following completion of the new road route.

### **1. Environmental Impact Assessment**

The scope of the EIA was informed by the EIA Scoping response received (October 2022) from Pembrokeshire Coast National Park Authority (planning authority). Alongside this, baseline data gathering for all areas within the scheme boundary took place in terms of ecology, landscape and heritage.

A summary of the main tasks carried out are listed below:

### **2. Ecology Surveys**

Additional seasonal ecology surveys and an update of the EIA included:

- Arboriculture Surveys
- Fungi Surveys
- Bryophyte Surveys
- Mycology Surveys
- Invertebrate Surveys (detailed)
- Barn Owl surveys
- NVC (vegetation) surveys
- Bat Activity/Crossing Path surveys
- Bat roost –Ground Level Tree Assessments (GLTA/GLA)
- Bats – PRF aerial
- Hazel Dormouse surveys
- Reptile surveys including translocation planning

### **3. Highways Design**

A design iteration was carried out for the road alignment based on the received ground investigation data and also considering a reduction in design speed following Roads Review feedback and public stakeholder feedback from Task and Finish Groups

(TFGs) . The main aim is to confirm parameters for the earthworks design (embankment slopes) which will ultimately affect land take to ensure sympathetic design of landform to blend into the landscape.

- The design was developed taking into account feedback from TFGs on the detail of the design and their influence the design decisions.
- The design considered the findings of the ecological constraints assessment and developed the emerging environmental enhancement scheme.
- Reconsideration of the crossing of the Brandy Brook to create a potential larger span crossing to improve 'green corridors' for ecological connectivity in the valley.
- An updated review of Active Travel opportunities and a WCHAR study.
- Design and development of adaptation components developed by the TFGs.
- Carbon assessment to include within the WelTAG3 report.
- An updated preliminary cost estimate to include within the WelTAG3 report.

#### **4. Planning**

Planning tasks included the initial preparation of the statutory Pre-Application Consultation (sPAC) and pre-application liaison with the local planning authority (PCNPA) planning committee and resident and business stakeholder engagement to inform the planning strategy.

### **2024-25**

#### **1. *Environmental Impact Assessment – production of the Environmental Statement and HRA***

Atkins will complete the draft Environment Statement (ES) incorporating the findings of the final ecological baseline surveys to support the assessment of impacts for the development. Atkins are also undertaking the following tasks:

- Incorporating the consultation responses from the Scoping opinion response into the draft ES.
- Taking account of any design and/ or construction iterations to update assumptions, assessments and mitigation needs to incorporate into the ES and to demonstrate consideration of alternatives.

- Identifying the proposed ecological mitigation/ enhancement measures to incorporate into the scheme as suggested by TFGs. Taking account of these in the assessments that are to be carried out and presented in the draft ES.
- Incorporating the environmental enhancement strategy into the scheme. This may be informed by the requirements of the Environment Act (Wales) 2021 in respect of biodiversity gain.
- Completing a draft report providing information to support a Habitats Regulation Assessment (HRA) / Appropriate Assessment (AA), taking account of advice from and consultation with NRW, including the Scoping opinion, and the environmental enhancement strategy.
- Carrying out a Water Framework Directive assessment, taking account of advice from and consultation with NRW, including the Scoping opinion, and the environmental enhancement strategy.
- Prepare the draft ES suitable for submission for the full PAC which will be required in FY 25-26.

## **2. Highways Design**

Atkins will be completing the design iterations incorporating environmental enhancement suggestions and a holistic review of aspects contained within the WelTAG 3 report. This will include:

- Revisions to drawings and technical reports to inform the requirements for the production of the preliminary Design and Access Statement (pDAS).
- An initial economic transport assessment will be provided as part of the process for updating the WelTAG 3 report which will be finalised in the next financial year (25-26) and includes:
  - The strategic case for WelTAG to take into account the refreshed Vision and Objectives identified by the CAGG which now defines a scheme which is a Coastal Adaptation within which the road is one aspect.
  - The preferred option and inclusion of updated cost estimates.

## **3. Draft Planning Submission – Submission to PAC (Completed by March 2025)**

- Atkins will be completing the following planning tasks:
- Prepare the draft planning application package for the PAC process;
- Initiate the PAC process;
- Assist with consultation events, collate and analyse comments received and draft responses;
- Provide a report of the PAC process and comments received, including any recommendations for changes to the design of the preferred option;

- Coordinate the feedback received from the PAC process with development of the ES and the highway design tasks;
- Carry out a planning review of the revised design drawings and environmental assessments;
- Produce the preliminary Design and Access Statement, Planning Statement and Community Involvement Statement;
- Submit the Heritage Impact Assessment (HIA);
- Assist PCC to submit the draft Planning Application (including the Environmental Statement and all supporting documents) to the planning authority.

#### **4. WeITAG Assessment – Draft Stage 3 (Completed by March 2025)**

Atkins will develop the draft assessment of the preferred option to inform a decision as to whether or not to proceed to implementation (Stage 4); taking into consideration of earlier WeITAG Stage Appraisals (including the SOC/OBC reports) and other study specific Appraisals (i.e. engineering, and environmental). The cost of the scheme will be updated with the prices following an ECI exercise with a contractor, since full procurement won't be completed until next financial year.

#### **Current Phase 2025-2026**

*The work proposed for the upcoming year and part of this application are:*

##### **1. Highways Design**

Complete a Design Iteration to update drawings and technical reports following SPAC comments, in preparation for the final planning application (see 2 below).

Following the planning application and CPO Inquiry, final detailed design work would be completed leading up to tender documentation preparation and subsequent procurement exercise. In the same period, land purchases would be arranged.

##### **2. Final Planning Submission**

Following the completion of the PAC process and following receipt of the PAC Report from the draft planning application, the final planning application will be prepared, this will include:

- the highways design as detailed above.
- the final Environmental Statement (ES), HRA and WFD



- the Design and Access Statements (DAS).
- Final HIA
- the final planning application.

### **3. Undertake the Planning and CPO Inquiry**

The Planning Inquiry will follow submission of the full planning application, and it is anticipated that both the CPO and Planning Inquiry will take place at the same time.

### **4. Complete the detailed design**

Atkins will complete the detailed design for the whole scheme, to allow the contractor to provide a firm price for construction, the major tasks involved are to:

- Provide construction details for the site clearance requirements, highway alignment, drainage, pavement design, safety barriers, lighting, signage and markings.
- Provide all the structural details including appropriate Category 2 checks for the bridge, retaining walls, culverts and all associated foundation work.
- Complete an assessment of all geotechnical aspects and implement geotechnical requirements including land contamination, issues, legacy mining remediation, bank and slope stability.
- Complete a detailed scheme for landscaping,
- Complete the detailed requirements for environmental mitigations and adaptations,
- Provide the CEMP for the works.
- Discharging of pre-commencement of works planning conditions

### **5. Construction Tender and Procurement Exercise**

Subject to the satisfactory outcome and timings of the CPO and Planning Inquiry it is anticipated that a construction tender exercise would be undertaken to award the contract and progress the works to Construction phase (anticipated to start 2026/27).

### **6. Complete WeITAG Assessment – Stage 4**

Atkins will complete the detailed assessment of the preferred option to inform a decision as to whether or not to proceed to implementation (Stage 4); taking into consideration of earlier WelTAG Stage Appraisals (including the SOC/OBC reports) and other study specific Appraisals (i.e. engineering, and environmental). The cost of the scheme will be updated with the prices from the procurement exercise. The appraisal should be undertaken in accordance with updated WelTAG Guidance; with each dimension of the Five Cases completed, using the five ways of working set out in the Well-being of Future Generations Act, this should cross-reference the Future Generations Commissioner (FGC) in relation to the legislative requirements of the Well Being of Future Generations (Wales) Act 2015 (WFGA); Recognise the changing emphases and priorities in national planning and transport planning policy (i.e. Llwybr Newydd: New Wales Transport Strategy 2021).

Issues affecting the deliverability of options, the realisation of the anticipated benefits and the mitigation of adverse impacts will need to be confirmed. The following actions will need to be completed:

- Confirm whether the preferred scheme addresses the issues identified, contributes positively to the well-being goals and objectives, and can be delivered within technical and financial constraints.
- Select the preferred option for procurement. Alternatively, decide not to continue with the preferred option and select an alternative option identified at an earlier stage to take forward.
- Agree the monitoring and evaluation plan and describe the methods that will be used to provide the evidence required during and post-implementation. Procure any required 'before' studies. Make arrangements for the future funding of the monitoring and evaluation work.
- Document the decisions and basis for these decisions.

***Proposed 2026/27 and 2027/28 (2 year Construction Period)***

*Subject to the satisfactory outcome of the CPO and Planning Inquiry it is anticipated that construction would commence in Summer or Autumn 2026 and continue for 2 years (completing in Summer/ Autumn 2028).*

**STRATEGIC FIT**

## The Case for Change

<p><b>Current and Future Barriers and Opportunities</b> What are the local and wider issues, both transport and non-transport that this scheme will address in the short and long term? Refer to Future Trends Report. Include baseline data where available. What will happen if no action is taken?</p>	<p>The Newgale Coastal Adaptation &amp; A487 Diversion Scheme supports the core vision of the draft WTS by providing enhanced opportunities for accessible and sustainable transport for the benefit of local communities and the South West region.</p> <p>The A487 through Newgale is a major strategic transport route serving the St. David's peninsular. A report into the stability of the shingle bank at Newgale following the December 2013/January 2014 storms indicated that the long-term stability of the shingle bank was not assured and that it was likely to become unsustainable over a period of 10-20 years, due to unacceptably high risk of failure, the high cost of more frequent closures and maintenance that arise culminating in the loss of the A487 at Newgale.</p> <p>Its loss would cause significant economic, social and connectivity loss estimated (in 2018) at a median value of £47.5M per annum. We have undertaken a considerable amount of hydrodynamic modelling of the coastline at Newgale in order to understand how it will evolve and what new habitats will be created. The new scheme is located well above future flood levels with sufficient capacity to allow for future increases in river flows.</p> <p>In addition to the loss of the road, key telecoms communication links will be lost.</p> <p>The various elements of this project will help improve public transport journey time reliability, reduce journey times and facilitate access to employment especially for those without access to private motor vehicles, and support services in terms of economic sustainability</p>
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	<p>thereby helping to improve transport affordability. By doing this it supports people, communities and businesses and helps to tackle rural transport poverty.</p> <p>This scheme will have a marginal effect upon the reduction of greenhouse gasses as it “slackens” the gradients the HGVs will need to climb thereby reducing the power needed. It provides an opportunity to create new habitat in response to the climate change driven tidal inundation of the Brandy Brook.</p> <p>The new road will ensure that connectivity is maintained and enhanced. Other key benefits include improved active travel access, improved road safety for vulnerable road users, promotion of behavioural change, creation of links within and between communities and improved access to intermodal transport facilities including railway and bus stations at Haverfordwest. Preservation of infrastructure facilities for telecommunications links that risk being lost to coastal erosion will be future proofed to deliver a modern connected infrastructure.</p> <p>The package of proposals (in adapting to climate change) supports the WTS ‘Sustainable Travel Hierarchy’ in providing safe, accessible, well maintained and well managed transport infrastructure future proofed to support public transport and electrification in terms of walking, cycling and EVs. The planned improvements will make sustainable transport options more attractive and thereby more viable and affordable to more people and businesses.</p>
<p><b>Scheme objectives</b> What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measurable, Achievable, Realistic and Time-limited)</p>	<p>Following the Future Generations Framework for Projects (FGFP) review recommendations, the Vision and Objectives for the Project have been subject to critical analysis. This has considered both the WFGA well-being goals and ways of working, as well as alignment with the relevant Well-Being Plan and Area Statements. The draft Vision</p>

and Objectives were developed and agreed with the CAGG through a workshop forum – they are currently available on the Project website [www.newgalecoastaladaptation.co.uk](http://www.newgalecoastaladaptation.co.uk)) and public comment is invited. They will be subject to further review to take account of feedback. All Scheme Elements will need to contribute to the Objectives and the overall Newgale Coastal Adaptation Project Vision.

The community of Newgale remains vibrant and outward looking. The underlying attraction of the natural environment continues to characterise the area. The area benefits from the infrastructure needed to support communities and businesses. Tourism is sustainable and continues to bring measureable benefits to the village. The specific opportunities presented by coastal change for improving natural habitats for wildlife, recreation, and well-being are taken up.

Realistic safe access to the beach and sea is maintained for residents, locals and visitors. The risks from coastal change are understood, planned for and managed. The community is involved in decision making. The connectivity between the north and south sides of the village is achievable and maintained. Transport links between Newgale and the rest of Wales are maintained.

**Objectives**

1. Ensure residents and locals can input into the decision-making process for the project, taking a long-term view.
2. Maintain or improve the quality and inclusivity of facilities in Newgale, where practicable. Achieve appropriate infrastructure to retain the connections with the wider area including transportation, digital and services.
3. Newgale remains a place for residents and visitors to continue to enjoy the natural environment of the coast and sea. The coastal

	<p>path continues to provide a specific way for people to connect with the coast and coastal communities.</p> <ol style="list-style-type: none"> <li>4. The Newgale area remains a place for a range of businesses, appropriate to the changing coast.</li> <li>5. Newgale is supported to become a resilient community to changing coastline and climate.</li> <li>6. Newgale's natural habitats are measurably improved for wildlife and offer realistic opportunities for access and education for a range of users and businesses.</li> <li>7. The project demonstrates a time-limited Coastal Climate adaptation in a protected landscape and best application of the legislation, policies and strategy in Wales.</li> <li>8. The need to adapt to climate change at Newgale is understood by people living and working in the area.</li> </ol>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver eg. X bus stops with RTI, Xm of bus lane, X park and ride spaces etc?</p>	<p>The Newgale Coastal Adaptation Project will be made up of different scheme elements. Each element will need to contribute to the overall Newgale Coastal Adaptation Project Vision (as detailed above). Together, the scheme elements should provide a positive way for Newgale and the community to adapt to the challenges of climate change.</p> <p>The scheme will provide a <b>new road alignment</b>, 2.5Km long, for the diversion of the A487 together with active travel links, secure against future climate change whilst preserving the landscape value of the National Park.</p> <p>The proposed scheme supports <b>active travel</b> opportunities in terms of the definition of the Active Travel Act 2013 including walking and cycling as a mode of transport in addition to wider benefits of recreational walking and cycling.</p>

	<p>The preferred option will increase the number of journeys made by foot or bicycle due to the reduced level of vehicular traffic in Newgale with the removal of vehicular traffic along the beach road, alongside measures to maintain safe access for non-motorised users using the Wales Coast Path or National Cycle Route No. 4 along the coast at Newgale. It is proposed to create a new Coastal Path/NCN route away from the immediate coast at a location which will be secure from erosion for the design life of the project.</p> <p>As a result of the scheme, traffic flows along the beach front in Newgale will be much reduced on scheme opening with traffic using the existing road only allowed entry for access into properties. These actions will improve the environment for walking and cycling, and provide a more attractive route for active travel between Roch and Penycwm.</p> <p>Coastal Adaptation elements form an important part of the scheme. These will be focussed on safeguarding <b>community</b> life and <b>enhancing natural capital</b> and delivering benefits for biodiversity and the ecosystem including</p> <ul style="list-style-type: none"> <li>• Wetland management within the valley.</li> <li>• Preservation and resilience to the coastal ecosystem</li> <li>• Maintaining access to parking provision</li> <li>• Protection of natural landscape and ensuring that the specific character of the coastline remains intact and enhancing iconic views that contribute to enjoyment and understanding of the landscape,</li> <li>• Provision of facilities that support local communities through access and local provision of services.</li> </ul>
<p><b>Fit with Policies and Plans</b></p>	<p>The Newgale Coastal Adaptation &amp; A487 Diversion Scheme supports the core vision of the Welsh Transport Strategy by providing enhanced</p>

Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, emerging Regional Transport Plan and any other related policies and plans.

opportunities for accessible and sustainable transport for the benefit of local communities and the South West region.

**The scheme fits in with the objectives of the Emerging Regional Transport Plan (2025-2030),** meeting the following objectives:

Objective 2 – To have a transport system the supports the growth and development of sustainable economic activity in the region;

Objective 4 – To have a transport system that recognised the diverse communities of the region and their varying transport needs; and

Objective 6 – To promote sustainable travel choice wherever possible.

This scheme forms part of Pembrokeshire County Council's Regional Transport Plan schemes to be included within the Regional Transport Plan, and with the agreement of the CJC.

This will be accomplished by the provision of active travel infrastructure, through the opportunity to provide a 'Shared Use Path (SUP)' parallel to the coast to include a new route for both pedestrians and cyclists to access Newgale and also continue along the Pembrokeshire Coastal Path.

There is an opportunity to link the SUP from this Local Trail to the NCN4 via the proposed Adaptation Scheme.

***Llwybr Newydd: the Wales Transport Strategy – 2021***

The design of the proposed scheme is in line the 'Sustainable Transport Hierarchy' set out by the strategy, prioritising active and public transport, followed by ultra-low emission vehicles, and finally other private motor vehicles. Following this hierarchy, the scheme will contribute to decarbonisation, ensure equality of access for those without a car and promote a more integrated transport system, all of which are pathways nominated by the strategy to deliver its wider commitments.



**Planning Policy Wales – 2021**

The Newgale Coastal adaptation will meet the needs set out by the policies within PPW 2021 to prioritise walking, cycling and public transport, and avoid dependence on private vehicles. The benefit of this will be amplified by its place making measures, enhanced environmental measures, providing opportunities for community development, local business growth and access to jobs and services via walking, cycling and public transport.

The **Joint Transport Plan for South West Wales** (2015-20) identified a number of priorities for improving accessibility and connectivity across the Region and these previous aims still apply when considering the new South West Wales Regional Transport Plan for (2025-30):

The new road and active travel links proposed for Newgale supports the Plan's following policies:

- Improving access between key settlements and sites
- Integrating local transport
- Enhance international connectivity
- Increase safety & security
- Reduce greenhouse gas emissions and other environmental impacts from transport, by removing vehicles from the road.

(Please note that the JTP will be replaced by the emerging Regional Transport Plan, as indicated above)

The Swansea Bay City Region Board endorsed the Plan and associated programme of projects in January 2015.

The proposed route will provide a strategic link between the city of St David's, including numerous communities in the peninsula, with the county town of Haverfordwest, with health, education and retail facilities, with centres of employment and connection to the trunk road

	<p>network. The scheme includes active travel improvements and facilitates sustainable transport, both of which are identified in the Joint Transport Plan as high priority.</p> <p><b>Active Travel (Wales) Act 2013</b>, and subsequent guidance, requires local authorities to continuously improve facilities for pedestrians and cyclists. The scheme offers improved resilience in lieu of climate change pressures and provides continuity for the NCN 4 enabling local residents and tourists the ability to utilise sustainable modes of transport.</p> <p><b>Rights of Way Improvement Plan for Pembrokeshire 2018-2028</b> The proposed scheme incorporates design elements that will improve, the safety and journey experience for pedestrians and cyclists by connecting to both existing and proposed active travel links. This is in strong alignment with the plan's desire to provide opportunities for alternatives modes to motorised travel, including walking and cycling.</p> <p><b>PSB's Well-Being Plan for Pembrokeshire / PCC's 2020-21 Well-being Objectives &amp; Corporate Strategy 2023-28</b> This proposal reinforces PCC's aspiration to become a 'Carbon Neutral County', with the proposals contributing to the aim of working 'towards a Carbon Neutral and environmentally balanced County with a long term aim to become carbon positive'. The de-commissioning of the A487, removal of the formal carriageway and restoration of a natural wetland will move the Council towards Carbon Neutrality.</p> <p>Furthermore, this proposal supports PCCs Well-being objectives, particularly;</p> <ul style="list-style-type: none"> <li>• 'Economic: We will work with partners to promote Pembrokeshire as a great place to visit, live and work'; by</li> </ul>
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	<p>restoring the natural coastline and enabling the formation of the natural wetland; and We will promote pride in Pembrokeshire seeking to enhance its reputation as a place for exceptional environmental quality</p> <p><u>Decarbonisation</u></p> <ul style="list-style-type: none"> <li>• PCC is committed to becoming a net zero carbon local authority by 2030. This coastal adaptation scheme will assist with this goal, but ensuring all materials required for the scheme will have “material miles”. PCC will also use LED “part night” street lamps as part of this scheme, which means the lighting is automatically turned off at midnight, and back on at 5:30am. As part of the PCC net zero goal, tree planting and carbon sequestration will be implemented as part of the scheme.</li> </ul>
<p><b>Community Engagement and Consultation</b> Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design?</p>	<p>This project has in the past been guided by a Steering Group consisting of representatives of both the Pembrokeshire Coast National Park Authority and Natural Resources Wales, members of the local business community and the local Action Group. The Steering Group also has local business and resident representatives on it. We have discussed the suggested habitat creation opportunities with the Welsh National Habitat Creation Programme staff of Natural Resources Wales.</p> <p>We have held numerous public engagement events detailed in the “Newgale Consultation Events” PDF document.</p> <p>This engagement was refreshed in 2021 with setting out a new group called the Coastal Adaptation Guidance Group (CAGG). The CAGG is a long-term group that will continue to provide support to the development of the Project in an advisory capacity, focusing on what is feasible (technically and in terms of deliverability), desirable in the</p>

context of coastal adaptation policy and legislation, and supportive of the long-term vision of Newgale to adapt to the challenges of coastal change.

Task and Finish Groups (TFGs) have been undertaken as an opportunity for people to be actively involved in the ideas and discussions about particular issues. Six TFGs covered;

- Active Travel and Coast Path,
- Infrastructure,
- Business Resilience,
- Beach Safety and User Access,
- Natural Environment and
- Replacement Road.

The TFGs have been actively promoted through the website and the press and open invites for public participation. This process has allowed the input of TFGs to provide 'co-design' input into the scheme.

The outcomes from this process are:

- Better coordination of the needs of a wider range of stakeholders.
- Engagement with stakeholders on aspects of the design.
- Coordination with landowners will fit into the TFG process.
- Definition of 'The project' – Phase 1 of the scheme to be defined including a red line boundary for planning and EIA work.
- Assessed level of support to undertake adaptation or enhancements.
- Acceptance of the adaptation plan by the key statutory stakeholders.

Further details can be seen on the website

<https://newgalecoastaladaptation.co.uk/#/get-involved>

	<p>The Stakeholder and Engagement Plan also sets out other ways for consultation which includes 1 to 1s, group consultation and special interest groups in addition to the TFGs. It is an ambition of the project to reach every cross-section of the community.</p> <p>The project has engaged with STUN (Stand-up for Newgale), a group which contends for ideas for defending the coast, as an alternative to the proposed scheme. Officers and Atkins have engaged to provide information and reasons on the proposed scheme is being provided.</p>
<p><b>Active Travel (Wales) Act 2013</b> Please set out how you have had regard for walkers and cyclists and what steps you have taken to enhance the provision for walkers and cyclists, during construction and in scheme design.</p>	<p>Active travel is a key component of the Newgale Coastal Adaptation Scheme. A study has been completed to identify its fit with the project and its application into the project has been considered by the TFGs and in particular the 'Active Travel and Coast Path TFG'.</p> <p>A coastal route for a shared use path has been developed for which a design drawing is available. This 300m long link "SUP" is a north-south link between Welsh Road to the south and Newgale itself and is located 200m away from the coast to safeguard it against future erosion. Other links have been investigated such as a link between Penycwm and Newgale, between Simpson Cross and Roch and other links to the wider area including a long-distance scheme between Haverfordwest and St. Davids being promoted by PCC.</p> <p>The 300m shared-use coastal path proposed as part of current designs and an along route path offers the opportunity to tie into any longer distance routes delivered in the wider area. Similarly, the proposals to make the existing alignment of the A487 more conducive to on road cycling will improve links to the surrounding areas.</p>

### Fit with Grant Purposes

Please outline below how your scheme contributes to the relevant grant purpose. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant purpose/ objectives	Scheme Contribution <i>(Max word count 250)</i>
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Reduce economic inactivity by delivering sustainable access to employment</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering sustainable access to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Encourage modal shift to public transport through improved infrastructure, interchange and information</li> </ul>	N/A
<b>Resilient Roads Fund</b>	<ul style="list-style-type: none"> <li>• Adaptation to climate change, including addressing disruptions caused by severe weather to the highway network, especially to the public transport network</li> <li>• Improve the condition of roads for all users</li> </ul>	<p>The shingle bank protecting this road through Newgale will fail within the next 5-15 years, due to coastal processes.</p> <p>This will result in the severing of the main strategic transport link between the St. David's peninsular and the wider trunk road network, medical and education establishments, causing major disruption of connectivity to health and education facilities, emergency services and active travel links.</p>

		<p>These links include the Pembrokeshire Coast Path, National Cycle Route 4 and several local footpaths.</p> <p>BT infrastructure will be lost, depriving the community of internet and telephony infrastructure.</p> <p>The provision of replacement infrastructure through the proposed coastal adaptation scheme will include a new road provision safeguarded against the forecast climate change. The scheme will also consider the provision of relocated service infrastructure in the absence of the existing road.</p> <p>The scheme will also consider wider access and the effect on all modes of transport in the locality of Newgale and provide for alternatives which are resilient.</p>
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## **WELL-BEING**

Does the project maximise well-being benefits?

### **Impact Assessment**

Transport schemes must seek to maximise their contribution to the WTS ambitions, which are linked to the well-being goals. Please provide a summary of the expected impacts of the scheme. This should be informed by the statutory (eg EqlA) and non-statutory impact assessments including who is affected, how, and key qualitative/ quantitative supporting evidence. The impacts shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative or neutral, and should consider all users including those with protected characteristics.

### **Good for People & Communities**

<b>Impacts</b>	<b>Positive</b> <i>Please summarise the positive IMPACTS and how these have been maximised</i>	<b>Negative</b> <i>Please summarise the negative IMPACTS and how these have been minimised</i>	<b>Neutral</b> <i>Please explain if IMPACT is neutral and why</i>
<b>Equality</b> <ul style="list-style-type: none"> <li>Equality, diversity and human rights impact assessment</li> <li>Affordability: is there any change to the cost of travel paid by users</li> </ul> <b>Health</b> <ul style="list-style-type: none"> <li>Health impact assessment</li> <li>Physical activity: the amount of walking, cycling and other physical exercise undertaken by people</li> </ul> <b>Confidence and Safety</b> <ul style="list-style-type: none"> <li>Accidents: the number and severity of injuries</li> </ul>	Coastal change and the risk to life and property from coastal flooding are key drivers for the Project. The risk of flooding and the consequential impacts of a flooding event can be a cause of negative health outcomes, including for mental health and well-being. The Project includes a number of actions to lessen the risk of coastal flooding affecting people and strategic transport infrastructure. The design approach reflects the mitigation hierarchy preference to avoid impacts occurring, before mitigation is then considered. Rerouting the road away from the area at risk of coastal flooding represents a key means of avoiding the impact.	<p>Closure of the coastal road to through traffic alters vehicular access into and through Newgale. This affects residents and coastal businesses directly, as well as visitors.</p> <p>The Project includes a temporary vehicular access into two of the existing coastal</p>	N/A



<ul style="list-style-type: none"> <li>• Security: how safe do people feel?</li> <li>• Journey quality: for example, the comfort of the vehicle and access to information</li> </ul>	<p>The A487 provides a vital route for emergency service access to the St. David's Peninsula and access from the peninsula to the local general hospital at Haverfordwest. Severe weather disrupts the transport links from the St. David's peninsula to the main health, education and commercial centre of the County as well as the nearest railway station in Haverfordwest. Disruption of this link poses a significant risk to emergency welfare provision, as well as access to education and other essential services. The current diversion route is narrow, with some areas allowing single vehicle passing only. Driver delay along the diversion route is substantial and safety of users is lower, compared to the A487. The new road will ensure that connectivity is maintained along a route that will not be subject to closure due to coastal storms, providing necessary resilience to the strategic highway network. Users of the new road will no longer experience steep gradient changes and tight corners that exist at present through Newgale, which should improve the quality and comfort of through journeys along the altered A487. The routeing removes through traffic from Newgale, which benefits safety of residents and visitors to the village.</p> <p>The current socio-economic geography of the Study Area means that 'the road' is important in providing access to a range of services and facilities for residents, as well as to employment</p>	<p>frontage businesses in order to secure continued access to their premises for deliveries, staff and patrons. This will mitigate the loss of access that would otherwise arise from the removal of the coastal section of the A487. This also allows the businesses additional time to develop their own plans for adaptation to the changing coast as well as safeguarding their continued operation, to the benefit of the socio-economic conditions of the village – this is associated with positive health outcomes.</p> <p>Access into Newgale village at the northern end will be retained, terminating at a point just south of the existing bridge.</p>	
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	<p>centres. These services and facilities include access to health, education, shopping, leisure and other community and social amenities. The WeITAG survey showed the high level of road use where over 40% are using 'the road' daily for work or education journeys. 85% of residents are using 'the road' regularly for social visits and leisure purposes, 70% for shopping and 62% for professional appointments. These reflect important activities to quality of life and economic and social wellbeing. A notable share of residents surveyed stated that the loss of the road and provision of an alternative would impact them individually (36%), whilst others stated it would impact their business or organisation.</p> <p>The Project provides vehicular connectivity for the local communities, including those in smaller rural areas, supporting well-being and inclusivity. The Project will allow for essential continued access for residents, especially those of the 'rural centres', to the economic centres of Haverfordwest and St David's as well as to schools, health facilities, leisure, community and natural assets. Without intervention the rural areas situated along the existing road would likely become marginalised and less attractive places to work and live.</p> <p>The economic value has been assessed as being between £26 – £69 million total net GVA which captures revenue generating activities and employment value. The A487 via Newgale</p>	<p>Access into Newgale at the southern end will leave the campsite access intact and continue to the junction with Welsh Road, offering a through route to coastal destinations to the south. Signage along the replacement section of the A487 will direct visitor traffic to the south where access to public car parks is available. The northern access route will be signed as no through route with access to Newgale and the associated businesses. This will help to mitigate risks associated with visitor traffic routing past the residential properties in the village in large numbers.</p> <p>The closure of the coastal road will also remove the surface infrastructure currently</p>	
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	<p>provides access to product, customer, supplier and labour markets that are essential for business operations and provide key inputs for business turnover. The value of the road was well demonstrated here through the business and organisations survey. These businesses will also be providing tax revenues to the government, where these can be estimated by applying the rate of corporation tax to a profit estimate of the total turnover. This suggests £ 0.7 – 1.7 million of tax revenue.</p> <p>The Project includes removal of the existing coastal section of the road, once the replacement section is fully open for use. This will release space for the beach to move inland, which is the predicted outcome of the coastal processes and aligns with the Shoreline Management Plan for this stretch of coastline. The absence of vehicular traffic at the coast in Newgale will remove modal conflict, delivering a substantial safety benefit for pedestrians and cyclists. The noise climate will change and it is expected that natural sounds will become more audible and tranquillity will increase which together have the potential to contribute to improved mental health and well-being for village residents, visitors and business patrons.</p> <p>The Pembrokeshire Coastal Path, which includes sections of the Wales Coast Path as well as National Cycle Route 4 and EuroVelo Route 1 all run along the road through Newgale, where pedestrians and cyclists are routed close to</p>	<p>used for the Wales Coast Path and cycle routes through Newgale. The Project mitigates this loss and enhances the accessibility and resilience of connectivity for pedestrians and cyclists through the formation of a new public right of way passing between Newgale village and Welsh Road. As a traffic-free route offering a new perspective along the Brandy Brook valley floor, this will be safer than existing and offer a better quality user experience.</p>	
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	<p>vehicles. In order to maintain and enhance connectivity for these modes once the coastal road is removed, the Project includes a new shared use path. This will route to the rear of the coastal properties, placing it further from the risk of coastal flooding. The path surface will be solid and level, which makes it more suitable than existing arrangements for use by wheelchairs and pushchairs, which enhances the accessibility of the route. The path will be formalised as a Public Right of Way and, being traffic free and therefore safer for a wider range of ages and users, is anticipated to support increased walking and cycling, including for groups with protected characteristics (under the Equality Act).</p> <p>Other key benefits include improved sustainable access, improved road safety for vulnerable road users, promotion of behavioural change, creation of links within and between communities and improved access to intermodal transport facilities including railway and bus stations at Haverfordwest. Provision of facilities for telecommunications links will deliver a modern connected infrastructure.</p> <p>Research has shown that a solution to addressing transport-related social exclusion is investment in high-quality active travel and public transport provision to create a more equal, affordable and accessible range of travel options for Welsh society. The next stage of the project would look into potential for maximising accessibility and take</p>		
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	up of public transport, this could be for example through accessibility of bus stops, more regular and convenient stop locations, introducing sleeker futuristic looking electric transit vehicles and improving the perception of 'transit dependent' riders. This will require further stakeholder engagement.		

## Good for the Environment

Impacts	<b>Positive</b> <i>Please summarise the positive benefits and how these have been maximised</i>	<b>Negative</b> <i>Please summarise the negative benefits and how these have been minimised</i>	<b>Neutral</b> <i>Please explain if impact is neutral and why</i>
<p><b>Greenhouse Gas</b></p> <ul style="list-style-type: none"> <li>Greenhouse gases: is there a change in the amount of greenhouse gases emitted</li> </ul> <p><b>Biodiversity and Ecosystem Resilience</b></p> <ul style="list-style-type: none"> <li>Biodiversity: is there an impact on wildlife and the number of species</li> <li>Water Environment: is there an impact on water courses</li> <li>Air pollutants: is there a reduction in air pollutants from transport?</li> <li>Noise pollution: is there a reduction in noise?</li> </ul> <p><b>Waste</b></p> <ul style="list-style-type: none"> <li>Reduction of waste</li> <li>Percentage of waste produced by the transport sector that is reused or recycled</li> </ul>	<p>Currently the village of Newgale suffers from noise pollution, particularly at the start of the steep hill to Pen-y-Cwm where a hairpin bend combines with steep gradients to require the use of low gears and high engine revs. The new alignment will remove this hill from the through route thereby greatly reducing noise pollution in the village. The improvements to gradients, alignments and shared use path provision will enhance safety for all road users as well as reducing vehicle emissions.</p> <p>There is potential for greater consideration of mitigations for the increased CO2 Emissions that will be emitted by The Project. Recommendations for this will be derived from carbon calculations and consideration of material selection, in the first instance. Secondary benefits can come from the range of modes that could be supported by the Project, including low and zero carbon</p>	<p><b>Biodiversity and Ecosystem Resilience</b></p> <p>The pre-construction (i.e. vegetation clearance, top-soil stripping and groundworks) and overall construction works will present both temporary and permanent indirect/direct ecological impacts. To mitigate for these, a Construction Ecological Management Plan will set out prescribed 'best working practices', including species/habitats mitigation, to be adhered to by the Contractor for the duration. This works will be overseen on a weekly basis by an Ecological Clerk of Works. The works will</p>	<p>N/A</p>

	<p>technologies. If not already maximised, there is an opportunity to further improve bus access to the natural resources and health assets – this could include more direct services or convenient bus stops to trails along the proposed route.</p> <p>Greenhouse Gases - This scheme will have a marginal effect upon the reduction of greenhouse gasses as it “slackens” the gradients the HGVs will need to climb thereby reducing the power needed. It provides an opportunity to create new habitat in response to the climate change driven tidal inundation of the Brandy Brook.</p> <p>There is a need to understand the opportunities to support the roll out of e-bikes across the study area – this has the potential to enable more inclusive active travel in more the hilly areas and aligns with the FGC vision for rural transport. This will also help people build healthier and more cohesive communities by reducing air pollution and allowing people to spend more time in their local area supporting local services and community activities.</p>	<p>additionally be audited by an Environmental Clerk of Works.</p> <p>The pre-construction and overall construction works will present temporary/permanent indirect/direct ecological impacts to identified protected faunal species and priority habitats. High-level tailored mitigation strategies are being prepared in line with the ‘Step-Wise Approach’ as set out in Planning Policy Wales Edition 12, with the main aim to avoid adverse impacts. However, where this is not feasible (i.e. engineering constraints), they will be minimised and a high-level mitigation/restoration strategy devised in advance of all works.</p> <p>There will be an inevitable permanent loss of habitat to deliver</p>	
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	<p>The changes caused by increase tidal flooding is an opportunity to create new inter-tidal saline habitats, which will be beneficial for wading and over-wintering birds. This work is being extended under the current work programme.</p> <p>The key means of enhancing the performance of the scheme is to be proactive in embedding enhancement within the proposals, rooted in a sound understanding of what is likely to happen in the absence of intervention. In the first instance, proposals may be anticipated to emerge from the EIA process, including through engagement with relevant stakeholders; however, there will also be opportunities to work with stakeholders through relevant task and finish groups and the CAGG to explore the potential for substantial Net Benefit for Biodiversity (NBB) gain, allied to enhanced public access and interpretation of the environment. In addition, the design decision making surrounding materials selection and forward maintenance burden should be rooted in sound carbon calculations and seek to deliver self-sustaining natural environmental and low maintenance infrastructure.</p>	<p>the construction works in full. Collaborative working between the design and ecology teams is being undertaken to enable where possible, minimising of permanent habitat loss. Where this has not been feasible, opportunities for biodiversity compensation are being sought and high-level strategies developed both on and off-site. All compensatory measures will be habitat-appropriate and in harmony with the existing habitats present and the local landscape, designed in conjunction with NBB gain.</p> <p>Without any post-construction management, any compensatory measures are at risk of failing and thus not providing the desired NBB gain. Therefore, a habitat</p>	
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	<p>In order to improve the integration of the Project with local well-being objectives, the Project needs to be developed towards the broader ambition to be 'more than a road' and go beyond maintaining the status quo. Through its objectives it needs to commit to working with recommendations already in the Newgale Adaptation Plan (and their future iterations); and to enhancing biodiversity and catalysing reorientation of Newgale. A review of the alignment of the project with NRW's well-being goals, and those of the National Trust will be beneficial to ensure integration of the Project with the wider strategic outlook of the region.</p> <p><u>Biodiversity &amp; Habitat</u></p> <p>The area and the current location of the coastal stretch of the A487 will adapt, where there is intent to allow natural development of the shingle bank at Newgale. The proposed new road will realign either further back from the active zone of coastal movement or follow a new route crossing the valley further inland. This would enable the shingle bank to retreat naturally. It is anticipated the Shingle will retreat 25-47m over 120 years, and as such there would be re-wilding of the inter-tidal</p>	<p>management plan (in conjunction with the landscape element) will be provided post-construction for the duration of thirty operational years. The plan will include prescribed management practices to enable affected habitats and species to recover and flourish; providing sustainable enhancements for future generations. As part of the plan, provision for the monitoring of recovering/enhanced habitats will be included to identify habitats that may need additional enhancement. Similarly, specialist monitoring of enhancements for species (i.e. bat/bird boxes) will also be undertaken. It is the project's intention that where possible, local natural history interest groups are involved in the monitoring as a</p>	
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	<p>habitat in this space as an alternative to coastal squeeze.</p> <p>Allowing these inter-tidal habitats to adapt naturally will result in changes to flooding in the valley and has the potential to both create and develop new habitats. The Habitat Creation Assessment sets out and assesses the likely habitat creation. These can be summarised as:</p> <ol style="list-style-type: none"> <li>1.Brandy Brook Valley habitat There is scope for increasing areas of water-logging or areas of open water. Welsh priority habitats that would likely be created here in the medium and long term are wet woodlands and saline lagoons.</li> <li>2. Wales Coastal Path The path is important in encouraging locals and visitors to engage with Wales' environment and to encourage local health benefits. The new road development will incorporate a re-located path in lieu of the section that is likely to be damaged and thus avoid adverse impacts.</li> <li>3.Protected species</li> </ol>	<p>contribution towards local community interest.</p>	
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	<p>The change to the habitats was assessed to have little or no impact on several of the protected local species. However, there is a need to consider eels, present at Brandy Brook, and otters, where increases in wet woodland will likely result in an increase in otters in the Newgale area.</p> <p>4.Existing habitat  Potential impacts to existing habitat types were not deemed likely from the changing habitat creation.  The creation of important habitats has potential benefits by increasing the number of important and protected species – increased biodiversity - and with wider environmental impacts.</p> <p>In the long term - wet woodlands and saline lagoons are the most likely habitats to be naturally created here, where these are both important habitats for the area and nationally. According to the Habitat Creation Study, there is an opportunity to develop up to 8.3ha of wet woodland (potentially increasing to 20ha through flooding over time) and some 5ha of saline lagoon.</p>		
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	<p>The various elements of this project will help improve public transport journey time reliability, reduce journey times and facilitate access to employment especially for those without access to private motor vehicles, and support services in terms of economic sustainability thereby helping to improve transport affordability. By doing this it supports people, communities and businesses (e.g. to allow access to employment opportunities) and also helps to tackle rural transport poverty.</p> <p>The scheme will also provide enhanced opportunities for active travel. A coastal route for a shared use path has been developed. This 300m long link is a north-south link between Welsh Road to the south and Newgale itself and is located 200m away from the coast to safeguard it against future erosion. Other links have been investigated such as a link between Penycwm and Newgale, between Simpson Cross and Roch and other links to the wider area including a long-distance scheme between Haverfordwest and St. Davids being promoted by PCC.</p> <p>The 300m shared-use coastal path proposed as part of current designs and an along route path offers the</p>		
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	opportunity to tie into any longer distance routes delivered in the wider area. Similarly, the proposals to make the existing alignment of the A487 more conducive to on road cycling will improve links to the surrounding areas.		
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## Good for Places and the Economy

Impacts	Positive <i>Please summarise the positive benefits and how these have been maximised</i>	Negative <i>Please summarise the negative benefits and how these have been minimised</i>	Neutral <i>Please explain if impact is neutral and why</i>
<p><b>Cohesive Communities</b></p> <ul style="list-style-type: none"> <li>• <b>Access to services: impact on journeys to key services such as health facilities, schools</b></li> <li>• <b>Access to employment: how many jobs can people reach and what is the journey time</b></li> <li>• <b>Severance: do any groups of people become separated from others or facilities</b></li> <li>• <b>Rural impact assessment</b></li> </ul> <p><b>Innovation</b></p> <ul style="list-style-type: none"> <li>• <b>Use of and support for innovation</b></li> </ul> <p><b>Distribution of Goods</b></p> <ul style="list-style-type: none"> <li>• <b>Sustainable movement of goods</b></li> </ul> <p><b>Affordability</b></p> <ul style="list-style-type: none"> <li>• <b>Transport costs: monetary costs paid by those travelling eg vehicle operating costs, tolls, public transport fares.</b></li> <li>• <b>Accidents: the cost of accidents.</b></li> </ul>	<p><u>Cohesive Communities</u></p> <p>The close relationship between the village and the coast means that as sea and beach change, so the village has had to adapt. It is clear that the loss of the connection between the rural towns in the study area and to its centres would threaten the cohesiveness of these communities. Without the Project there will be a significant impact and limitations on how locals across the study area access their relatives, friends and social activities. The communities which rely on services and amenities in other settlements will be impacted where these will no longer be convenient to access after the loss of the current road to coastal processes. Beyond this there would also be an impact on the community's</p>	<p>The Project will change the way in which people and goods can travel between the St David's peninsula and destinations to the south and east.</p> <p>Strategic transport connectivity will be enhanced once the Project is operational. The Project team is working with Early Contractor Involvement to develop parameters for construction that</p>	<p><b>N/A</b></p>

<ul style="list-style-type: none"> <li>• <b>Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts</b></li> <li>• <b>Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts</b></li> <li>• <b>Local economy: how does the scheme affect the sectors in the local economy?</b></li> </ul>	<p>businesses, events and access to nature, all of which would impact the community morale and cohesiveness.</p> <p>The Project will secure continued vehicular connectivity for the Newgale community, with the routeing of the replacement section of the A487 following a more direct route for through traffic that will be away from the risk of closure and disruption from coastal flooding. Vehicular access into Newgale village will be retained via the existing A487, which would connect to the new road via a roundabout and be signed appropriately to limit use by visitors. Access to the broader range of facilities that best serve visitors, including the public car parks and National Trust assets to the south of the village would also be retained, with signage from a new roundabout junction directing visitors along this route.</p> <p>A new traffic-free shared use path will deliver a much improved and accessible route for pedestrians and cyclists through Newgale that will be available at all states of the tide.</p> <p><u>Economy</u></p>	<p>will reduce the potential for disruption of strategic transport connectivity. This includes an intention to construct the road online and optimise the balance of cut and fill within the site, avoiding substantial numbers of construction traffic movements along the existing network. The location and set up of construction compounds will support construction traffic management controls, to further reduce adverse impacts that may otherwise arise. Closures will be staggered to reduce the length of any temporary</p>	
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	<p>A secure transport infrastructure is essential to support people and businesses to drive prosperity and reduce regional inequality even at local scales. The loss of this strategic transport corridor would adversely affect the connectivity of the St. David's peninsula to the wider transport network. The area already suffers from the adverse impacts of peripherality, which are exaggerated when the current road is closed and would become severe if the road is lost. The proposed new road alignment has been designed to be secure against future impacts of climate change whilst preserving the landscape of the National Park's coastline. Future provision of bus services will be accommodated by the construction of a new turning bay and bus-stop in Newgale once the existing coastal road is removed. Active travel facilities will include the provision of a shared use path to be formalised as a public right of way connecting the north and south of Newgale. Boardwalks will provide access across the Brandy Brook valley.</p> <p>'The road' supports the visitor economy in the Study Area, with an</p>	<p>diversions to the minimum practicable, while maintaining vehicular access to and through Newgale at all times until the replacement road is open to traffic.</p> <p>The Project includes removal of the coastal road, which is essential to enable coastal processes to happen naturally. The road will not be closed until the new section of open. In creating space for the beach to migrate inland, existing foot and cycle links will be lost. The Project addresses this impact through the provision of a new public right of way in the form of a traffic free</p>	
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	<p>estimated value of £1.6million at Newgale and £3-8million more widely in the Study Area. 'The road' facilitates movement between Haverfordwest (and the wider county) and St David's, which in turn supports the tourism associated businesses throughout the Study Area. Without 'the road' connection, the visitor value of smaller localities such as Newgale could be undermined where it would no longer present itself as a suitable overnight destination as visitors would be isolated from the other important local attractions. Visitors could still pass by via the Coastal Path, but passing trade by 'the road', and day trips to Newgale beach (especially from parties with children or people with mobility issues) would likely be reduced.</p> <p>There is considered to be substantial scope to enhance the performance of the Project through a responsible approach to addressing the concerns of the community in the context of the broad impacts of climate change upon them. This encompasses the potential loss of both business premises and land, as well as some private residential properties; increased risk and frequency of</p>	<p>shared use path to the rear of the coastal properties. This will be delivered before the coastal road is removed.</p> <p>Vehicular access into the existing surf hire shop and pub will be secured from the north through the formation of a new private vehicular link from the termination point of the existing Brandy Brook bridge. This is intended as a temporary solution to offer the businesses additional time to form their own adaptation strategies, offering support to the existing business activities in Newgale.</p>	
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	<p>flooding events once maintenance of the shingle ridge ceases; and the long-term proposals for multi-modal and resilient access throughout the community. Opportunities may also exist to consolidate and strengthen existing facilities and services that are valued by the community – these themes will be important to explore through consultation and engagement.</p>		
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## Good for Culture and the Welsh Language

Impacts	Positive <i>Please summarise the positive benefits and how these have been maximised</i>	Negative <i>Please summarise the negative benefits and how these have been minimised</i>	Neutral <i>Please explain if impact is neutral and why</i>
<p><b>The Welsh language</b></p> <ul style="list-style-type: none"> <li>• <b>Welsh Language impact assessment</b></li> <li>• <b>Arts, Sports and Culture</b></li> <li>• <b>Access to arts, sports and culture</b></li> <li>• <b>Historic Environment</b></li> <li>• <b>Landscape: is there a visual or other impact on the landscape</b></li> <li>• <b>Townscape: is there a visual or other impact on the townscape</b></li> <li>• <b>Historic Environment: are there any changes in areas of historical interest?</b></li> </ul>	<p>The Project responds to the risks coastal change is placing on Newgale, providing a number of scheme elements that will improve the strategic connectivity of a rural area and a rural community. Such rural communities play a part of the diversity of Welsh culture. Ensuring that the coastal area remains safe for the community while improving its connectivity to the rest of Wales is critical to ensuring that such communities remain intact – providing transport infrastructure that is resilient to coastal processes is a key means of delivering this.</p> <p>The Project is being developed in response to emerging findings from a range of assessments, including the well-being assessment of the WeITAG process and the environmental impact assessment</p>	<p>The Project will change the way in which people and goods can travel between the St David's peninsula and destinations to the south and east. This includes arts, sports and cultural activities.</p> <p>Strategic transport connectivity will be enhanced once the Project is operational. The Project team is working with Early Contractor Involvement to develop parameters for construction that will reduce the potential for disruption of strategic transport connectivity. This includes an intention to construct the road online and optimise the balance</p>	<p><b>N/A</b></p>

	<p>required by the consenting process. Both are ensuring that there is demonstrable and robust consideration of the impacts of the Project, which is leading to enhancement being embedded where appropriate.</p> <p>Consultation and engagement have consistently reinforced the high value placed on the natural environment, recognising the National Park status, the ecological diversity of Brandy Brook valley and the expansive and picturesque coastal views. The removal of the coastal road through Newgale is part of the Project. This is anticipated to have a transformational impact on Newgale – the removal of through traffic will allow direct access from the coastal properties to the beach as well as transitioning the noise climate to one that will increasingly be dominated by the sounds of the coast. This has the potential to deliver substantial landscape and townscape benefits.</p> <p>The environmental design for the replacement road element of the Project is being developed in collaboration with technical stakeholders – a working group has</p>	<p>of cut and fill within the site, avoiding substantial numbers of construction traffic movements along the existing network. The location and set up of construction compounds will support construction traffic management controls, to further reduce adverse impacts that may otherwise arise. Closures will be staggered to reduce the length of any temporary diversions to the minimum practicable, while maintaining vehicular access to and through Newgale at all times until the replacement road is open to traffic.</p> <p>Environmental impacts from the formation of the replacement section of road will occur. An environmental working group is providing technical input throughout design evolution, considering and evaluating different possible solutions to managing adverse</p>	
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	<p>been established for longer term environmental goals to be considered, with the aim of building consensus on the ways in which the Project can support existing habitats and catalyse the changes that can be anticipated over time. This has already influenced decision making with a broad bridge being proposed over Brandy Brook, which secures habitat connectivity and the ability for wildlife and agricultural activity to continue without severance from the road corridor alongside this watercourse. Pembrokeshire hedgebanks and the planting of species of local provenance that will be tolerant to changing ecosystems (e.g. the impacts of climate change and future salination near the coast) will also feature within the combined landscape, water and ecological environmental design.</p> <p>The scheme will be bilingual. All consultation and engagement activities relating to the Project will be produced bilingually in accordance with Local Authority policy. All signage will be in both Welsh and English, encouraging the use of the Welsh language. The procedures involved in construction</p>	<p>impacts and embedding connectivity and enhancement into the Project. Landscape specialists are advising on the landscape scale aspects of the environmental design, taking care to understand the characteristic features of the National Park and incorporate means of using planting and landform to screen intrusion of infrastructure in key views. A Construction Environmental Management Plan, supported by a suite of topic specific management plans will provide clear controls on the construction activities, to ensure environmental impacts are carefully controlled.</p> <p>The Project includes removal of the coastal road, which is essential to enable coastal processes to happen naturally. The</p>	
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	<p>procurement will also ensure that the Welsh Language duty is supported.</p> <p>The beach at Newgale is a popular destination for a range of sporting activities, including kite surfing, surfing, stand up paddleboarding and more generalised beach play. The Project will create space for the beach to migrate inland, by removing the current conflict to this movement that management of the shingle bank to keep the A487 clear is creating. The naturalisation of the beach edge is expected to combine with the removal of the through traffic to offer a much safer and easier route for beach users. There will no longer be the hazard of a road to cross; and a more naturalised beach edge is expected to be characterised by gentler slopes within the shingle as it has the space to resettle in response to wave action.</p> <p>The proposed new road will follow a new route crossing the valley further inland. This would enable the shingle bank to retreat naturally. Allowing the coast to adapt naturally will result in changes to flooding in the valley and has the potential to develop new habitats. The Habitat Creation</p>	<p>road will not be closed until the new section of open. In creating space for the beach to migrate inland, existing foot and cycle links will be lost. The Project addresses this impact through the provision of a new public right of way in the form of a traffic free shared use path to the rear of the coastal properties. This will be delivered before the coastal road is removed.</p> <p>Vehicular access into the existing surf hire shop and pub, which support local sporting and cultural activities, will be secured from the north through the formation of a new private vehicular link from the termination point of the existing Brandy Brook bridge. This is intended as a temporary solution to offer the businesses additional time to form their own adaptation strategies, offering support</p>	
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	<p>Assessment sets out and assesses the likely habitat creation. These can be summarised as:</p> <ol style="list-style-type: none"> <li>1. Brandy Brook Valley habitat There is scope for increasing areas of water-logging or areas of open water in the longer term. Welsh priority habitats that would likely be created here are wet woodlands and saline lagoons.</li> <li>2. Wales Coastal Path The path is important in encouraging locals and visitors to engage with Wales' environment and to encourage local health benefits. The Project includes a new public right of way that the Wales Coastal Path will be re-routed along. This will take users slightly inland across the base of the Brandy Brook valley, offering new perspectives to these valuable habitats. The route will also be traffic-free, which represents a substantial benefit over the existing provision.</li> </ol>	to the existing business activities in Newgale.	
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**Value for Money**

Please explain **what steps have been taken to ensure costs have been kept as low as possible** and to quantify if the funding requested will represent value for money eg. cost per bus stop/ metre of bus lane/ highway improvement, parking space, per user etc. If you have calculated a BCR please include one with journey time savings and one without.

Since the publication of the Welsh Governments Wellbeing of Future Generations Act, the Coastal Adaptation Scheme was refreshed and refocused, to be aligned with the WFGA. We want to ensure that the risks of climate change are understood and are managed and planned for; that the community are involved in the decision making; that strategic transport links are maintained; that tourism is sustainable and benefits Newgale; that there is infrastructure to support the community and businesses, and there is safe access to the beach for all and we should also take the opportunity to improve our natural habitats for wildlife. Therefore the previous BCR, is no longer reflective and a new preliminary cost exercise is being developed, with final costs to be determined during Detailed Design. The realignment of the scheme to the WFGA has led to a significant increase in costs since the original costings were provided, which takes into account inflationary increases in the market, additional design features and detailed take-off of quantities. However, these increases would also apply to other options shortlisted.

Value for money can be expressed as both the financial costs incurred, but also the wider, non-monetised benefits which arise as a result of the project.

### **Wider Benefits**

Wider transport efficiencies, environmental and other benefits associated with fewer cars on the road, as a result of the increased growth in bus patronage will likely to occur as a result of the scheme. These mode-shift benefits will include:

- Reduction in vehicle operating cost
- Journey time saving as the result of reduced congestion
- Reduction in noise
- Air quality improvements
- Reduction in greenhouse gas emission
- Reduction in traffic accidents

### **Health and environmental benefits of active transport uptake**

This analysis has not quantitatively assessed the uptake in active transport. However, improvements to walking and cycling facilities are projected to promote them as attractive alternatives motorised travel. The following benefits can therefore be expected:

- Health improvement (e.g. reduction in obesity) associated with a higher level of physical activities;
- Recreational enjoyment and mental health and well-being improvements and



- Reduction in noise, pollutant and greenhouse gas emission caused by driving.

#### **Other wider economic and social impacts**

Besides uplifts to pedestrian environment, other categories of wider economic impacts have not been monetised in this analysis. These impacts include but are not limited to:

- Growth in Gross Domestic Product (GDP) as the result of higher levels of footfall, increased economic activities and expenditure.
- Impact of tourism boost
- Welfare effects of these economic impacts, such as the mental health and wellbeing improvements as the result of more vibrant town centres and enhanced public realm.
- Health benefits through improved access to healthcare, sporting and recreation facilities

### **MANAGEMENT**

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme.

#### **How will the scheme be delivered?**

An outline programme to scheme completion is attached which includes works that will need to be undertaken once the new road is constructed and the old road removed. The project management structure has been designed to ensure that the preferred option will have a robust project management function in place throughout the proposed timelines. It utilises the in-house resources of Pembrokeshire County Council supplemented by external consultants procured through framework agreements. Such consultants are pre-qualified to demonstrate expertise in their relevant fields of expertise.

All projects have an element of risk and there must be a proactive approach to risk management to balance risks against the potential rewards and plan to minimise or avoid them. It is also acknowledged that taking some amount of risk will be inevitable to the success of the project. The strategy, framework and plan for dealing with the management of risk for the preferred option follows a PRINCE2 (or APM) methodology.


In the event of project failure, the existing A487 through Newgale will continue to operate (business as usual) until such time as the coastal section of the road is lost through erosion (anticipated before 2036). The diversion route can also be used, although the traffic capacity of this alternative is severely constrained, causing major disruption to traffic that uses the A487.

The authority will use the South West and Mid Wales Regional Civil Engineering Services Framework, which provides access to six suppliers, appointed following a competitive tender process which included quality and commercial assessments, to appoint a consultant to support the delivery.

### What are the key activities and milestones identified?

Provide a summary of the key dates below and attach a copy of your project plan if appropriate. Include actual/anticipated dates for completion of milestones. This should include, as a minimum, design, timing of approvals, procurement, construction period and anticipated completion where applicable

<b>Task Name</b>	<b>Date Complete</b>
<b>Final Planning (Current Phase)</b>	
<i>Further design post PAC to inform Design and Access Statement</i>	<i>September 25</i>
<i>Preparing the final ES</i>	<i>September 25</i>
<i>Prepare the Design and Access Statement (DAS)</i>	<i>September 25</i>
<i>Prepare the planning application</i>	<i>September 25</i>
<i>Results of Planning Submission</i>	<i>October 25</i>
<b>Stage 4 – Combined Planning &amp; CPO Inquiry</b>	
<i>Collation of documents for combined Planning &amp; CPO Inquiry</i>	<i>October 25</i>
<i>Planning &amp; CPO Inquiry</i>	<i>April 26</i>
<b>Stage 5 – Complete Detail Design and Tender package</b>	
<i>Complete design work (construction detail)</i>	<i>February 26</i>
<i>Produce Works Information Pack</i>	<i>March 26</i>
<i>Assist PCC in procuring the Contractor</i>	<i>August 26</i>
<i>WG approval of business case</i>	<i>October 26</i>
<i>Land Purchases</i>	<i>April 2026 – October 2026 (6 months)</i>
<b>Stage 6 - Construction</b>	

<i>Construction Start date</i>	<i>October 2026 – September 2028 (2 years)</i>
<p><b>Have the key risks been identified?</b> If yes, please provide a summary of the key risks and attach relevant evidence eg. a risk register</p> <p>The risks have been identified and managed with the Risk Register, attached.</p> <div style="display: flex; align-items: center; margin-top: 20px;">  <div> <p>PCC_Newgale_RiskRe gister_2526.pdf</p> </div> </div>	
<p><b>Have all the necessary permissions been identified?</b> <i>(eg. TROs, flood-risk permits, land)</i> If Yes, what permissions are required?</p> <p>The following permissions have been identified:</p> <ul style="list-style-type: none"> <li>Draft Planning Permission submission is scheduled of March 2025</li> </ul> <p>Second Phase:</p> <ul style="list-style-type: none"> <li>Full Planning Permission submission is scheduled for July 2025</li> <li>SAB approval</li> <li>Flood Risk Activity Permits will also be required in 2025/26 for the preferred route.</li> <li>Ordinary Water Course consents in 2025/26</li> <li>Diversion of PRowS considered for 2026/27.</li> <li>The CPO process will follow in 2025/26.</li> <li>If works are required below mean high water spring a Marine Licence will be sought in 2025/26 – this is only expected to affect the coastal adaptation elements.</li> <li>Coal Authority Permissions for works in 2025/26.</li> <li>TROs in 2025/26.</li> </ul>	

**Have all the necessary permissions been secured?**

If yes, please provide a summary below and attach relevant evidence to provide confirmation (eg. email or other correspondence). If no, what permissions have been secured, which remain outstanding and what is their current status?

No

This work will form part of future phases of work. A draft Planning Application and PAC is scheduled and will be completed by March 2025. Other permissions listed above will follow in successive years. The design is expected to be completed in 2026 with construction starting the same year. The project is expected to open in 2028.

**Have all land ownership requirements been identified or resolved?**

Please provide a summary below including details of known land ownership issues and evidence of any that have been resolved.

No

*Work has been completed to identify land ownerships. CPO Process to resolve land issues in upcoming phases of work. This will then be dependent upon Planning Inspectorate decision making, and land owner cooperation.*

**Have you undertaken your Regulatory Impact Assessments including EQIA?**

If Yes, please provide evidence and information of whether it resulted in any changes to the proposals. If No, please provide details of when one is to be carried out.

Yes.

Heritage Risk Assessment and Environmental Risk Assessment (including Section 6 Biodiversity) will be completed as part of the planning application.



PCC\_Newgale\_EQIA\_2  
526.pdf

Please find the EQIA attached.

**Have any other survey requirements been identified or undertaken?** *Eg. utilities, SUDS engagement, ecological, archaeological* Please provide a summary below

Yes

- Utility service searches – C2 requests received. C3/C4 requests needed 2024/25 to provide cost estimates of diversion works based on latest alignments.
- SuDS – to be considered alongside the FCA report (completed). Pending completion of design and programmed for 2025/26.
- Ecology surveys in progress will continue 2024/25. EcIA reports will be compiled to inform ecological constraints.
- Heritage Desk Based Assessment completed. Initial geophysical surveys complete (2020/21). Further geophysical work may be required in 2025/26, subject to consultation at time of draft planning.
- Landscape Visual Impact Assessment (baseline) completed (2024/25).
- Ground Investigations complete but may be supplemented with further investigations during detailed design (2025/26).

These can be submitted if requested.

## **FINANCIAL PROFILE**

### **Financial expenditure profile**

£000s, Outturn prices (gross of grant / contributions shown separately below)

	<b>Pre 2024/25</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>Later</b>	<b>Total</b>
Surveys	<b>1,142</b>	<b>125</b>	<b>148</b>					
Design	<b>1,155</b>	<b>1,050</b>	<b>857</b>					
Land Purchase	<b>21</b>		<b>70</b>	<b>651</b>				
Accommodation Works								
Construction				<b>TBC*</b>	<b>TBC*</b>	<b>TBC*</b>		
Project Management	<b>235</b>	<b>72</b>	<b>25</b>					
Monitoring and Evaluation				<b>TBC**</b>	<b>TBC**</b>	<b>TBC**</b>		
Promotion		<b>1</b>		<b>TBC*</b>	<b>TBC*</b>	<b>TBC*</b>		
<b>GROSS TOTAL</b>	<b>2,693</b>	<b>1,248</b>	<b>1100</b>	<b>651</b>				
Match funding amount, percentage contribution and <b>funding source(s) (PCC)</b>	<b>298</b>	<b>137</b>	<b>110</b>	<b>221</b>				
<b>NET TOTAL</b>	<b>2,394</b>	<b>1,111</b>	<b>990</b>	<b>651</b>	<b>TBC</b>	<b>TBC</b>		

*\*Until Detailed Design has been completed, costs will not be estimated.*

*\*\*the new road will have a Permanent ATC installed with pedestrian / cyclist counters on appropriate active travel routes.*

### Quarterly Expenditure Profile

Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend.

	Forecast FY2025-26 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys		100	48	
Design	214	214	229	200
Land Purchase			25	45
Accommodation Works				
Construction				
Project Management	10	5	5	5
Monitoring and Evaluation				
Promotion				
<b>GROSS TOTAL</b>	<b>224</b>	<b>319</b>	<b>307</b>	<b>250</b>
Match funding amount, percentage contribution and <b>source(s) (PCC)</b>	<b>22.4</b>	<b>31.9</b>	<b>30.7</b>	<b>25</b>
<b>NET TOTAL</b>	<b>201.6</b>	<b>287.1</b>	<b>276.3</b>	<b>225</b>

## **DELIVERABILITY**

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

Pembrokeshire County Council provides a cost effective multi-disciplinary design service to deliver its capital construction programme. Works are well planned and executed, supported by a structured approach to project management including the use of information systems to closely monitor spend and risk. One of our Corporate Guiding Principles is 'Value' and this is enshrined in our Service Delivery Plans and monitored accordingly. Pre bid engagement with landowners, local Members, Planning and other statutory bodies has helped ascertain the true level of risk so minimising the level of contingency provision in the financial estimates. The use of a partnering/framework arrangement ensures costs are driven down to a minimum and so, subject to further analysis at WelTAG Stage 3 (FBC) stage, the optimum procurement route will be to procure using the current or successor to the existing frameworks:

- South West Wales Regional Civil Engineering Contractors Framework (SWWRCECF) framework arrangement which ends in 2028 in partnership with Pembrokeshire, Neath Port Talbot and City and County of Swansea, and
- South West and Mid Wales Regional Civil Engineering Services Framework (SWMWRCES) framework arrangement which ends in 2025 in partnership with Pembrokeshire, Neath Port Talbot and City, Ceredigion, Powys and City and County of Swansea.



## **MONITORING AND EVALUATION**

Has a monitoring and evaluation plan been prepared?

If yes, please provide details below or attach relevant documents as evidence. What is the baseline data and relevant targets?

A Gateway Review of the programme will be undertaken at Welsh Government convenience. Further Gateway reviews may then be undertaken during the remaining life of the programme. The outline arrangements for Post Implementation Review (PIR) and Project Evaluation Review (PER) have been established in accordance with best practice and are as follows. Post Implementation Review (PIR) ascertains whether the anticipated benefits have been delivered and are timed to take place a year post construction. Project Evaluation Reviews (PERs) appraise how well the project was managed and delivered compared with expectations and are also timed to take place one-year post construction.

Furthermore, a Monitoring & Evaluation Plan is being developed as part of the WelTAG Stage 3.

In terms of existing traffic monitoring:

- A Permanent Automatic Traffic Counter (ATC) is located on the A487 Wood Hill (to the north of the Welsh Road Junction);
- As part the GG 142 Walking, Cycling and Horse-riding Assessment Report (WCHAR), approximate user numbers were observed by the assessment team whilst they were on site (between 1000 and 1330 on Friday 19<sup>th</sup> January 2024); and
- Up-to-date traffic surveys have been undertaken in 2024 (i.e. Peak (i.e. August) / Off-Peak (i.e. September)).

Summary baseline figures are provided in the table below.

Site	PCC Permanent ATC (2013 AADT)	Traffic Surveys (2024)		GG 142 WCHAR (January 2024)	
		7-day Average (Mon-Sun) 24hr Two-Way Flows		Pedestrians	Cyclists
		August (1 Week)	September (1 Week)		
Newgale Sea Front		6170	3996		
A487 (Wood Hill)	4271	6343	4131	2	1
A487 (Newgale Hill)		5939	3882	0	0
Welsh Road		1797	921	20	1
Pembrokeshire Coast Path				0	0
Roch Hill		156	156		
Penycwm		593	469		

The Annual Average Daily Traffic (AADT) flow for the A487 through Newgale (along the seafront) is currently 4,511, comprising of 5% HGVs. The AADT currently travelling along Welsh Road (C3082) is 1,180 (3% HGVs). Along the minor roads C3010 (Penycwm) and C3062 (Roch Hill), the AADT is 461 (5% HGVs) and 136 (4%% HGVs) respectively. However, flows along these two minor roads can increase to circa 6,000 vehicles a day when the A487 through Newgale is closed. Due to the rural nature of these roads, with certain sections restricted to single lane working, both the C3010 and C3062 can become significantly congested when the A487 diversions are in place.

Additionally, the new road will have a Permanent ATC installed with pedestrian / cyclist counters on appropriate active travel routes.

Has any monitoring or evaluation work already taken place?

If yes, please provide details below and attach any relevant documents to this application as evidence.

In March 2017, a consultation survey ('WeITAG survey') was undertaken to gather insights of the local community around their use of the A487 road and on the four options covered by the Newgale Coastal Adaptation Plan WeITAG report.

This survey provides insights into the value of the A487 via Newgale for the local community. In total 138 response forms were received.

Residents were asked why they would normally be using the A487, where they could select multiple answers. The most common purpose for using the A487 (117 responses) is for social visits / leisure. This was followed by 97 responses indicating use of the A487 for shopping and a further 85 indicating the use of the A487 to attend professional appointments.

Approximately 85% of all residents stated using the A487 for social and leisure uses. These reflect important activities to enhance quality of life, such as through physical activity and community engagement. The A487 via Newgale is used by 41% of respondents for their work journeys. These are important flows for the likely daily journeys to access workplaces and economic centres in the wider area such as Haverfordwest.

Survey participants were asked how they would normally be travelling along the A487, where they could select multiple answers. Of these the largest number (96%) indicated use of the A487 by own car or vehicle, as such a significant share of journeys are being made by private vehicles. The next most popular modal response was public buses (30%), and then walking (22%). Whilst walking and cycling use of the A487 may be more easily switched to other routes, the most common modal uses may be more dependent on this specific route using the A487.

#### **WeITAG survey - A487 mode**

<b>Mode</b>	<b>Number</b>	<b>% of the responses</b>	<b>Implication/ note</b>
Own vehicle	133	96%	Mode with greatest traffic and environmental impact
Someone else's car/ vehicle	21	15%	
Taxi	5	4%	
Public or community bus service	42	30%	Important for non-car owners

School/college or social services transport	2	1%	
Walk	30	22%	May more easily be able to switch routes
Cycle	17	12%	May more easily be able to switch routes
<b>Total</b>	<b>254</b>	<b>138</b>	

### WelTAG survey - A487 uses

Use	Number	% of the responses	Likely frequency
Work	56	41%	Daily i.e. 5 return journeys a week
School/ college	11	8%	Daily i.e. 5 return journeys a week
Social visit / leisure	117	85%	Weekly, i.e. a few times a week
Shopping	97	70%	Weekly
Professional appointment	85	62%	Weekly, monthly
Other	19	14%	n/a
<b>Total</b>	<b>385</b>		<b>n/a</b>

Further user surveys are anticipated as part of the on-going WelTAG process, with the above figures being updated. Other consultation has taken place, and is detailed in the PDF “Newgale Consultation Events.” Further consultation will take place in January / February 2025.



Newgale  
Consultation Events.p

## **PROMOTION**

How do you plan to promote your scheme and encourage people to make the change to more sustainable modes of travel?

Promotion of the scheme is based around the provision of a resilient road network which incorporates sustainable transport solutions. Details of the proposed scheme is shown on the dedicated website <https://newgalecoastaladaptation.co.uk/#/get-involved> which has encouraged the community to be actively involved in the shaping of the scheme and raised the awareness of the climate emergency and the effect of sea level rise which will affect the coastal community at Newgale. This engagement demonstrated support for development of Active Travel routes as key elements to be incorporated into the scheme.

The preferred option will increase the number of journeys made by foot or bicycle due to the reduced level of vehicular traffic in Newgale with the removal of vehicular traffic along the beach road, alongside measures to maintain safe access for non-motorised users using the Wales Coast Path or National Cycle Route No. 4 along the coast at Newgale. It is proposed to create a new Coastal Path/NCN route away from the immediate coast at a location which will be secure from erosion for the design life of the project. Further details will be developed during the design.

As a result of the scheme, traffic flows along the beach front in Newgale will be much reduced on scheme opening with traffic using the existing road only allowed entry for access into properties. Consideration of closure of the road to through traffic is being investigated. These actions will improve the environment for walking and cycling, and provide a more attractive route for active travel between Roch and Penycwm.

Promotion of the scheme will take place in advance of the planning application and as part of the statutory planning consultation process. It is planned to update the website <https://newgalecoastaladaptation.co.uk> and use this the central source of publicly available information. In addition, we plan to work with Pembrokeshire Coastal Forum to promote public engagement activities and seek feedback on the design proposals.

A full communication plan for the scheme will be drafted ahead of the construction phase in 25/26, with the local authority's social media and promotion channels utilised to broadcast the information. Further cross-promotion about the forthcoming improvements at Newgale can be put in place across the bus network, PCC's social media and TfW's/Traws Cymru social media platforms.