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Our Ref:

12th November 2019

Mr Martin Gallimore
A40 Public Liaison Officer

Dear Martin

**Re: A40 Llandewi Velfrey to Penblewin Road Improvements
Proposed Llandewi Velfrey Bypass
Mr L B Rowlands and Miss S Rowlands -**

I refer to our prearranged meeting with yourself in the Llandewi Velfrey village hall of last Thursday afternoon subsequent to receiving a detailed plan off you earlier the same via Email depicting my clients' field boundary superimposed upon the proposed acquisition plan for the Bypass.

Sandra and her father have major concerns over several differing matters as discussed with you, details of which briefly innumerate here below:-

1. Where the proposed new service road from the proposed Easterly roundabout interconnects with the existing road, directly outside Glenfields, this appears to unnecessarily encompass the acquisition of land in my clients ownership immediately adjacent to their existing vehicular access and similarly including the land upon which one of their major gate pillars is accommodated and also that of their bulk oil tank, the same supplying fuel to the farmhouse.

From my clients point of view it will be of considerable benefit if the connection with the new and old road can be made some distance further to the East, away from my clients' vehicular entrance onto the current Trunk Road.

During our meeting you produced a plan described as an Environmental Master Plan in respect of which neither Sandra Rowlands nor I had been privy to previously and as per my request you are arranging for a copy of the same to be forwarded onto my office ASAP given the fact that this encompasses numerous differing matters which my clients have major concerns with

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2. For reasons best known to the Welsh Government, the current proposals for diverting the existing public footpath which crosses over the present A40 Trunk Road in close proximity to Bethel Chapel and this is now proposed to be diverted through my clients' land without any consultation or discussion with them of any description. This proposed footpath shown as 3/6X on the plan just provided to me dated 30th October 2019. In essence there is no valid reason why the existing footpath cannot continue across the improved proposed highway and if necessary making provision therein for some form of central island.
3. Again during our conversation, and as depicted upon your Environmental Master Plan, there is a new cul-de-sac proposed directly in front of the various dwellings situate to the South East of Glenfields in order to afford access to those various properties including Arfryn, Bryn Helog and Awelfa. Acquainting you with the major access problems into my clients' adjoining field (OS 6879) you have now agreed to extend the length of the tarmacadam cul-de-sac (encompassing the stopped up area of the existing road) to run the full width of OS 6879 and terminating by the field boundary into OS 8284. Indeed the thought occurs to me that it may be more practical to extend the cul-de-sac a short distance further in an Easterly direction to provide access into OS 8284 of the said cul-de-sac. Obviously within the said cul-de-sac it will be necessary to provide a turning area for the likes of cattle waggons and land rovers with cattle trailers for turning proposes. We also discussed the question of possibility of installing some form of a cattle holding pen given the fact that currently my clients' cattle grazing the fields on the South side of the road are walked through their land in a Westerly direction and then cross the main road on the hoof into Glenfields.
4. The severed South portion of OS 5205, or rather what will remain of the same after acquisition, creates a major problem for my clients in farming the same and the possibility prevails that the same may be incapable of beneficial use. This potential fact in mind it may well be that my clients will be seeking the Welsh Government to acquire such.
5. On the Eastern extremity of the acquisition and to the South side of the improved road my clients have an access to their land immediately adjacent to the property known as Bryn Coed. This access must be retained at all times and from entry into OS 1290 your plans currently depict the creation of a PMA running parallel to the improved road and passing through the area of what is intended as settling ponds. Obviously my clients will require access over this PMA in perpetuity in order to gain access to their adjoining fields and assumingly the said PMA will be fenced and surfaced with bitmac?
6. On the North side of the Eastern section of the proposed improved highway, immediately adjoining Bethel Chapel, my clients own a large block of land, the sole means of access into which is via an existing gateway directly opposite Bethel Chapel Vestry. During our meeting we did discuss various options here including that of the reposition of the existing gate in more of a Northerly direction within one and the same field which will then eliminate the necessity for a major acquisition of their field by the Welsh Government.

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As time goes on my clients may well have further major concerns in respect of the Welsh Governments proposals which are obviously changing periodically and I look forward to your promised detailed response at your early convenience in order to discuss the above major matters of concern with my clients. Assuming their concerns can be overcome suffice to state that this may potentially eliminate some of their potential objections to be presented before the Inspector in the forthcoming Public Enquiry.

Yours sincerely,

Graham H Evans FRIQS FAAV

Cc Mr L B Rowlands and Miss S Rowlands