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Our Ref:  
Your Ref:

Regulated by RICS

18<sup>th</sup> September 2019

Orders Branch  
Transport  
Welsh Government  
Cathays Park  
CARDIFF  
CF10 3NQ

Dear Sir/Madam

**Re: A40 Llanddewi Velfrey to Penblewin Road Improvement Scheme.**

**The Welsh Ministers (The London to Fishguard Trunk Road (A40)  
(Llanddewi Velfrey to Penblewin Improvement) Compulsory Purchase Order 201 –  
Reference qA1316455**

**The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin  
Improvement and De-Trunking) Order 201 –  
Reference qA1316457**

**The London to Fishguard Trunk Road (A40) (Llanddewi Velfrey to Penblewin  
Improvement) (Side Roads) Order 201 –  
Reference qA1316456**

**Our Client: Mr David Hughes,**

**Tenant (Plot 2/8).**

We write on behalf of our Client, to raise objection, concerns and queries relating to the three Orders outlined above.

**Reference qA1316455**

Please note that our client has a business premises on part of  
Although not listed in the Schedule that accompanies the order, our client is a tenant of the  
field to the immediate west of the access track, which includes plots 2/8b, 2/8c,  
2/8d and 2/8e. He rents the field from his father, John Wilfred Hughes.

The loss of land will adversely affect our client's business and this will have to be addressed  
in due course. I would be grateful if our client's interest could be recorded for future  
reference.

**Reference qA1316456**

Please be aware that our client resides at \_\_\_\_\_ and relies on vehicular access along Ffynnon Lane. The plan that accompanies the Side Roads Order suggests that this road is to become a Private Means of Access (PMA) along the route of 2/5a, 2/6a and 2/11a.

We strongly object to this proposal and request that the entire length of Ffynnon Lane be classified as an adopted council maintained road, with the local highway authority being responsible for its upkeep. A PMA is neither practical or appropriate, taking into account the high number of users, which in addition to the three dwellings at Ffynnon, include Ffynnon Chapel, Penrhiw Cottage and several owners of farmland beyond. The road should also be dual lane, to allow an uninterrupted flow of traffic. There is ample width for this because the former A40 is still in situ, only that part is covered in vegetation and a build-up of leaves and grass which simply needs to be cleared away.

Our client also owns farmland to the north of \_\_\_\_\_ (the land was formerly part of \_\_\_\_\_). Access to the land is taken up a track to the west of \_\_\_\_\_ (track is known locally as the \_\_\_\_\_ track). The road from 2/6a to 2/9a is also proposed as a PMA. We also strongly object to this proposal and request that the new road be adopted by the council, all the way to 2/9a. There are at least four regular users of this track, and \_\_\_\_\_ will also use the access route to the west of \_\_\_\_\_. A PMA is neither practical or appropriate and we request that this be reconsidered.

We also have concerns that there is not enough of a turning radius at the entrance to the track at 2/9a and 2/12a. The farm machinery using the track can be large eg 150 hp tractor and long wheel-based trailer for the extraction of big bale silage. An adequate turning radius/splay is required, similar in width to the existing dual-lane A40, to ensure that no damage is caused to the hedge on either side of the track. There also needs to be sufficient room for farm traffic entering the track, to pull to one side, to allow farm traffic exiting the track, safe passage. We do not think this has been considered when studying the plans.

We would welcome an opportunity to discuss this before the final plans are approved. If the turning radius is not adequate, we request that the new road be re-aligned slightly to the south to allow sufficient space for entry into/exit out of the track.

We would be grateful to receive confirmation that this letter has been received and would welcome an opportunity to discuss the matters raised herein.

We look forward to speaking to you soon.

Thank you

Yours faithfully



Rodney N Powell MRICS FAAV

For and on behalf of Edward H Perkins Rural Chartered Surveyors