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St John House, Salutation Square, Haverfordwest, Pembrokeshire, SA61 2LG.

Our Ref: RNP/ABW/H1419089
Your Ref: qA1316455

Regulated by RICS

18th 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: Trustees of Bethel Chapel, c/o Tudor Eynon,

Llandowner of Plots 3/11 to 3/11e.

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

Reference qA1316456

Our Client currently relies on the southern end of the existing Private Means of Access (PMA) at Bethel, to access the _____ and _____ burial ground. It is proposed that section 3/8 of the existing PMA be stopped up, and replaced by a new PMA shown as 3/8a on the proposal plan.

We strongly object to the proposed PMA classification for the alternative means of access, and request that the new road, shown as 3/8a on the plans, be adopted and maintained by the local highway authority. PMA designation is neither practical or feasible, because of the many residential users (six houses in the valley) and additional agricultural users, together with five groups of people at Bethel – chapel worshippers, occupiers of _____ visitors to the burial ground, _____ and _____

It is highly unlikely that any one party would be prepared to accept responsibility for future repair and maintenance of section 3/8a, and there is far too much potential for disagreement/conflict between road users, for a variety of reasons. We feel strongly that this proposal must be reconsidered in light of the above.

Due to there being five groups of people requiring access to (the occupiers, visitors to the burial ground, and), we request that new PMA sections 3/8b, 3/12a and 3/13a be upgraded, and become an adopted council road. The five aforementioned groups of people at will lose the benefit of being able to access their properties directly from a council maintained highway, and will be forced to use a track which is in very poor condition, where nobody is accepting responsibility for repairs and maintenance. Adopting the access route will formalise the situation and ensure that our Client is not disadvantaged as a result of the scheme.

At the western end of the scheme (Penblewin) it appears that a new council maintained road is being created for access to Trefangor burial ground. We feel that is just as deserving and should be afforded the same standard of access.

On a general note, the access roads being considered will be quite steep in places, and we have concerns for the safety of these access routes in wet and icy conditions. We ask that concrete or some form of non-slip top layer road surface be considered in the interests of safety.

We also have concerns about the effect of the new A40 road on the parking area that will be available outside the chapel. We would welcome a site visit where the line of the new road can be marked out on the ground, before any plans are finalised.

We would be grateful to receive confirmation that this letter has been safely received, and would welcome an opportunity to discuss the matters contained herein. Thank you.

Yours faithfully



Rodney N Powell MRICS FAAV
For and on behalf of Edward H Perkins Rural Chartered Surveyors