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

Our Ref:

Regulated by RICS

Your Ref:

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: Richard Watson,**

**No interest being acquired, but the Client relies on vehicular access over the lane from**

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 vehicular passage over the existing Private Means of Access (PMA) which meets the A40 at \_\_\_\_\_ to access their property. It is proposed that section 3/8 of the existing PMA be stopped up, and replaced by a new PMA shown as 3/8a.

We strongly object to the proposed PMA classification, and request that the new road (3/8a) 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 a further five users at \_\_\_\_\_ and \_\_\_\_\_

It is highly unlikely that any one party would be prepared to accept responsibility for future repair and maintenance, and there is far too much potential for disagreement/conflict between road users, for a variety of reasons.

The PMA proposal has to be reconsidered, and adoption by the local authority seems to be a sensible solution in light of the fact that they are taking on responsibility for roads elsewhere on the scheme.

With regard to the design of the new access road, serious consideration needs to be given to the choice of road surface, because in heavy rainfall and icy conditions, the road could become a hazard if the surface is smooth i.e. tarmac. We ask that concrete or some non-slip top layer be considered to address this potential problem on sloping sections and difficult cambers.

We are also concerned that there is not enough of a turning radius at the eastern end of the proposed new road, at the point where it connects into the existing lane running down from  
Some of the agricultural machinery using the lane is very large, and there are also many delivery lorries that use the access route. The precise design of the junction at this point should be discussed and agreed with the road users prior to the CPO plans being approved.

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

Yours faithfully



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