

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

Our Ref:

Regulated by RICS

Your Ref:

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 Clients: Karen Emma Brown and Michael Thomas Alexander Brown,

Landowner (Plots 2/6 and 2/6a).

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

Reference qA1316455

(1) Plot 2/6 appears to be much wider at its western end, when compared with the narrower strip to the east. The western end protrudes further into our Client's property. Is there any reason for this, because it does not accord with the land required for the access road to the front of the property? If this wider area of frontage is not required, we request that it be removed from the draft Order.

Reference qA1316456

(1) There will be no direct access onto the new trunk road at An
alternative access road is proposed along the route 2/5a, 2/6a, 2/7a and 2/8a. We strongly object to the proposal that this alternative access route be designated as a Private Means of Access (PMA), because of the many people who will use it – several residential occupiers, chapel worshippers, agricultural traffic, refuse collections etc.

It is imperative that this road should become a council-maintained highway because it serves a small community, which relies on services such as refuse collection and emergency services.

Due to the increase in traffic from _____ and the _____ track beyond (immediate west), we also ask you to consider making the road a dual lane highway, which would allow vehicles to pass by one another. There is ample width for this, because the footprint of the former A40 is still in situ, although part is covered in grass, leaves and vegetation encroachment.

Further, it is essential that the council-maintained road should continue all the way to 2/9a and 2/12a (the entrance to the _____ farm track), and an adequate turning area formed at this point, to ensure that large vehicles can turn around. This is very important for _____ in terms of deliveries to the house and refuse collections, and indeed any other vehicles that may need to access the property. The access to our Client's property is narrow, and does not provide a turning area for large vehicles.

It is not certain from the layout on the plan, whether or not it will be possible to turn a car into the entrance at _____ in one movement, when approaching from the east. We request that the new access road be moved slightly to the south to accommodate a larger turning radius. This will necessitate the new trunk road also being positioned slightly to the south, to allow enough room for the above.

We also have concerns about the proximity of the access road to the stone wall at the front of our client's property. The road will be used by large agricultural machines and there is potential for movement caused by vibration. A slight re-alignment of the new trunk road and the access road, to the south, will reduce the potential of movement to the wall.

We would be grateful to receive confirmation that this letter has been received and would welcome an opportunity to discuss the matters outlined herein, which we consider to be reasonable requests. Thank you.

Yours faithfully



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