

## WELSH GOVERNMENT

THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWAUN DUALLING AND SLIP ROADS) AND EAST OF ABERCYNON TO EAST OF DOWLAIS TRUNK ROAD (A4060) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A470) (CONNECTING ROADS) ORDER 1999 (DOWLAIS TOP TO HIRWAUN) (AMENDMENT) ORDER 20--

THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWAUN DUALLING AND SLIP ROADS) AND EAST OF ABERCYNON TO EAST OF DOWLAIS TRUNK ROAD (A4060) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A470) (CONNECTING ROADS) (DOWLAIS TOP TO HIRWAUN) (SIDE ROADS) ORDER 2019 (VARIATION) (No.2) ORDER 20---

REALIGNMENT OF SLIP ROADS AND ROUNDABOUT AT HIRWAUN

RELOCATION OF PENTWYN CYNON FOOTBRIDGE

REMOVAL OF FOOTBRIDGE OVER VALE OF NEATH RAILWAY

RELOCATION OF NANT MOEL UNDERPASS

CHANGE OF ALIGNMENT TO SWANSEA ROAD AND A SLIP ROAD AT BAVERSTOCK

CHANGE OF ALIGNMENT TO EASTBOUND SLIP ROADS AT A470 JUNCTION

RELOCATION OF TAFF TRAIL FOOTBRIDGE AND ACCESS

DIVERSION OF FOOTPATH BELOW TAF FECHAN

REMOVAL OF FOOTBRIDGE OVER TAF FECHAN

RELOCATION OF BRYNIAU ROAD OVERBRIDGE

## EXPLANATORY STATEMENT

### INTRODUCTION

The Welsh Ministers, as the relevant highway authority, are responsible for all trunk roads in Wales. The A465 is an important part of the Welsh Government strategic road network and it serves as the major east/west route linking the industrial centres of the Midlands and South Wales as well as providing an alternative route to the M4.

Following the Public Local Inquiry held in March / April 2018, the A465 Dualling Section 5&6 Dowlais Top to Hirwaun Orders were made by the Welsh Ministers in April 2019. Options for adding value have continued to be investigated. The Orders comprise:

(i) Line Order 1999 and Amendment Line Orders are—

“The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060), Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) Order 1999” as amended by a 2012 Amendment Order, a 2014 Amendment Order and a 2019 Amendment Order.

(ii) Side Roads Order 2019 with a Variation to the Side Roads Order 2020 are—

a) The “Side Roads Order” means “The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun) (Side Roads) Order 2019”;

b) “the Variation to the Side Roads Order” means “The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun) Side Roads Order 2019 (Variation) Order 2020”.

**(iii)** Compulsory Purchase Order 2019 and the Supplementary (No.1) Compulsory Purchase Order 2020 are—

a) “the Compulsory Purchase Order made on 17 April 2019” means “The Welsh Ministers (The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun)) Compulsory Purchase Order 2019”;

b) “the Supplementary (No.1) Compulsory Purchase Order” means “The Welsh Ministers (The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun)) (Supplementary) (No.1) Compulsory Purchase Order 2020”.

**(iv)** The Draft Orders now published comprise—

a) the “draft Amendment Line Order” means “The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060), Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) Order 1999 (Dowlais Top to Hirwaun) (Amendment) Order 20--”;

b) the “draft Variation (No.2) to the Side Roads Order” means “The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East Of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun) (Side Roads) Order 2019 (Variation) (No.2) Order 20--”.

c) the “draft Supplementary (No.2) Compulsory Purchase Order” means “The Welsh Ministers (The Neath to Abergavenny Trunk Road (A465) (Abergavenny to Hirwaun Dualling and Slip Roads) and East of Abercynon to East of Dowlais Trunk Road (A4060) and Cardiff to Glan Conwy Trunk Road (A470) (Connecting Roads) (Dowlais Top to Hirwaun)) (Supplementary) (No.2) Compulsory Purchase Order 20--”.

**(v)** The Orders that have been made for the A465 Dowlais Top to Hirwaun Dualling project (referred to as the “Published Scheme”) comprise—

a) The 1999 Line Order and the Amendment Line Order 2019 authorise the route of the main new trunk road, slip roads, connecting roads and de-trunking.

b) The Side Roads Order (SRO) 2019 together with the Variation to the Side Roads Order 2020, authorises the stopping up of existing highways (that include footpaths, bridleways and cycle tracks), the construction and improvement of new highways, the stopping up of private means of accesses (PMAs) and provision of new private means of access (PMA).

c) The Compulsory Purchase Order (CPO) 2019 and Supplementary (No.1) CPO 2020 would provide for the acquisition of the land and rights required for the construction and maintenance of the Published Scheme.

An Environmental Statement and a Statement to Inform an Appropriate Assessment of the potential likely effects of the Published Scheme were prepared in association with the above Orders. The draft Orders now published do not have an adverse environmental effect and therefore do not require any supplements to the environmental documents.

Following further development of the Scheme design, a new Amendment (Line) Order and a Variation (No.2) to the Side Roads Order are required to address the following:

The Amendment (Line) Order is needed for:

1. Realignment of the slip roads at Hirwaun Junction.
2. Realignment of the westbound off-slip at Baverstock Junction.
3. Realignment of the eastbound slips at A470 Junction.

The Variation (No.2) to the Side Roads Order is needed for:

1. Changing to two smaller linked roundabouts at Hirwaun Junction
2. Relocation of Pentwyn Cynon Footbridge to the east.
3. Removal of the Vale of Neath Railway Footbridge.
4. Relocation of Nant Moel Underpass to the west.
5. Minor re-alignment of Swansea Road at Baverstock Junction.
6. Relocation of Taff Trail Footbridge to the east.
7. Diversion of footway from under Taf Fechan to cross Taff Trail Footbridge.
8. Removal of Taf Fechan Footbridge.
9. Relocation of Bryniau Road Overbridge to the west.

Some of these proposed changes to the Published Scheme will require additional land and/or additional rights over land and details of those changes are being published and illustrated in an associated draft Supplementary (No.2) Compulsory Purchase Order, which will be sent to all interests directly affected. Other minor proposed changes to the reorganisation of new highways and new Private Means of Access (PMA) would be acquired by agreement or in some circumstances as accommodation works and will not require variation of the Published Scheme.

The details of the proposed changes, including how they compare with the Published Scheme are set out below and illustrated on the Site Plans. The draft Amendment (Line) Order being proposed would make amendments to Site Plans 9A, 10A and 11A, which would be replaced with Plans 9B, 10B and 11B. Site Plans numbered 6, 7A and 8A would remain unaffected by this draft Amendment (Line) Order.

The proposals in this draft Variation (No.2) to the Side Roads Order would make amendments to Schedules 2, 3, 4, 5, 6, 9 and 10 and replace Site Plans 2A, 3A, 4A, 5, 6A, 9 and 10A with the Site Plans 2B, 3B, 4B, 5A, 6B, 9A and 10B. Schedules and Site Plans numbered 1A, 7A, 8, 11, 12A, 13, 14 and 15 would remain unaffected.

Landowners, other interested parties and persons whose properties or private accesses would be directly affected by the changes to the Published Scheme have been visited or contacted and made aware of the proposals in advance of the publication of the draft Amendment (Line) Order and draft Variation (No.2) to the Side Roads Order. Objections and comments are being invited for these proposed changes to the Published Scheme, as set out in the public notices.

None of the proposals in the draft Orders, described below, result in a change to the published objectives of the Published Scheme.

## **DRAFT AMENDMENT (LINE) ORDER PROPOSALS**

### **1. REALIGNMENT OF SLIP ROADS AT HIRWAUN JUNCTION (Site Plan 11B)**

The proposal is to change the roundabout configuration at Hirwaun Junction from a single large gyratory roundabout to two smaller linked roundabouts. This would result in modifications to the alignment of all four slip roads at the junction, as illustrated on Site Plan 11B.

#### **CHANGES REQUIRED TO THE LINE ORDER 1999 AND AMENDMENT (LINE) ORDERS**

The slip roads described by reference numbers 45, 46, 47 and 48 in Site Plan 11A are replaced by reference numbers 61, 62, 63 and 64 respectively, as illustrated on Site Plan 11B.

#### **COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME**

Reconfiguring the roundabout to two small linked roundabouts rather than a single large one, removes an overbridge from the Published Scheme. The junction's traffic capacity would remain unaffected. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback, being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

Benefits of the proposed change relative to the Published Scheme include:

- Enhanced safety through reduced circulatory carriageway speeds, with associated reduction in damage to roadside furniture and reduced requirement for high-friction (anti-skid) surfacing;
- Less pavement surface to maintain and opportunity for less lighting;
- Less infrastructure to maintain around the junction;
- Reduced visual impact for local residents due to deletion of bridge and opportunity for more landscaping;
- Reduced material usage due to deletion of bridge will see reduced carbon footprint;
- Reduced long term maintenance due reduced junction footprint and reduced bridge inspection requirements.

### **2. REALIGNMENT OF SLIP ROAD AT BAVERSTOCK JUNCTION (Site Plan 10B)**

The proposal is for a minor modification to the alignment of the westbound off-slip at Baverstock Junction (the south-eastern arm of the junction) as illustrated on Site Plan 10B.

#### **CHANGES REQUIRED TO THE LINE ORDER 1999 AND AMENDMENT (LINE) ORDERS**

The slip road described by reference number 41 in Site Plan 10A is replaced by reference number 60 as illustrated on Site Plan 10B.

#### **COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME**

A minor modification to the alignment of the westbound off-slip would result in the removal of a retaining wall from the scheme and a reduction in earthworks in the area. The traffic capacity of the junction will remain unaffected. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

Benefits of the proposed change relative to the Published Scheme include:

- Reduction in excavation and material handling, including haulage, with associated environmental benefits;
- Removal of a retaining wall.

### **3. REALIGNMENT OF SLIP ROADS AT A470 JUNCTION (Site Plan 9B)**

The proposal is for a minor modification to the alignment of the eastbound off and on slips at A470 Junction (the north-eastern and north-western arms of the junction) as illustrated on Site Plan 9B.

#### **CHANGES REQUIRED TO THE LINE ORDER 1999 AND AMENDMENT (LINE) ORDERS**

The slip roads described by reference numbers 39 and 40 in Site Plan 9A are replaced by reference numbers 58 and 59 respectively, as illustrated on Site Plan 9B.

#### **COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME**

A minor modification to the alignment of the eastbound off-slip (the north-western arm) would reduce the size of a retaining wall and earthworks in the area. A minor modification to the alignment of the eastbound on-slip (the north-eastern arm) would improve the alignment of the new Taff Fawr Off-Slip Viaduct to the east. In both cases, the traffic capacity of the junction would be unaffected.

The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

Benefits of the proposed change relative to the Published Scheme include:

- Reduction in excavation and material handling, including haulage, with associated environmental benefits;
- Removal of a retaining wall and reduction in size of a second retaining wall.

### **DRAFT VARIATION (NO.2) TO THE SIDE ROADS ORDER PROPOSALS**

#### **1. RECONFIGURATION OF ROUNDABOUT AT HIRWAUN (Site Plan 2B)**

The proposal is to change the roundabout configuration at Hirwaun Junction from a single large gyratory roundabout to two small linked roundabouts. This removes an overbridge from the

scheme. The proposed connecting roads, footways and PMA around the junction would be realigned and the traffic capacity would be unaffected.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would be required to the SRO for new highways referenced 2/A, 2/B, 2/C, 2/D, 2/E, 2/F, 2/G, 2/J and 2/L to be realigned, and the stopping up of highway lengths for references 2/S2, 2/S3 and 2/S5 amended as indicated on Schedule 2 and illustrated on Site Plan 2B. New PMA reference 2/4a (co-existent with new highway 2/L) would also be realigned as indicated on Schedule 2 and illustrated on Site Plan 2B.

## COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

Reconfiguring the roundabout to two small linked roundabouts rather than a single large one would result in the removal of an overbridge from the scheme, whilst its traffic capacity will remain unaffected. The changes have been discussed with the Local Authority and, where appropriate, landowners, other interested parties and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed minor realignment of the new footpath / PMA at Hirwaun Junction linking to Tower Road to the south-east (reference 2/L and 2/4a on Site Plan 2B) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Enhanced safety through reduced circulatory carriageway speeds, with associated reduction in damage to roadside furniture and reduced requirement for high-friction (anti-skid) surfacing;
- Less pavement surface to maintain and opportunity for less lighting;
- Less infrastructure to maintain around the junction;
- Reduced visual impact for local residents due to deletion of bridge and opportunity for more landscaping;
- Reduced material usage due to deletion of bridge will see reduced carbon footprint;
- Reduced long term maintenance due reduced junction footprint and reduced bridge inspection requirements.

### **2. RELOCATION OF PENTWYN CYNON FOOTBRIDGE (Site Plan 3B)**

The proposal is to relocate Pentwyn Cynon Footbridge further east of its proposed location in the Published Scheme, with a realigning of the approach ramps as accessed to the north and south from the non-motorised user (NMU) route currently known as Tramway. The modification of the access ramp to the north would result in a reduction in the length of highway to be stopped up.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would be required which would see new highway reference 3/N realigned to show the new route to be followed to the east; and the length of highway to be stopped up, 3/S8, reduced to accommodate the proposed change in location of the junction of the northern approach ramp with Tramway. The lengths of PMA to be stopped up, references 3/9 and 3/11 would be shortened slightly (reference 3/10 would remain unchanged) to accommodate the new relocated approach ramps to the north and south. These changes are as indicated on Schedule 3 and illustrated on Site Plan 3B.

## COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

Relocating the footbridge to the east would allow Tramway to remain open without the need of a temporary footbridge. The change would have no impact on the permanent use of the footbridge. The changes have been discussed with the Local Authority and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed minor realignment of the new highway at Pentwyn Cynon linking the Tramway (reference 3/N on Site Plan 3B) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Better route for non-motorised users, reducing the bend in the approach ramp and therefore making it easier for disabled users.
- Lower height of structure and so reduced visual intrusion;
- Structure moved further away from nearby homes and so less intrusive.

### **3. FOOTBRIDGE OVER VALE OF NEATH RAILWAY (Site Plan 4B)**

Currently, as Swansea Road crosses the Vale of Neath Railway over the existing masonry arch bridge, it loses its footway to the south. The Published Scheme includes an NMU path provided for Swansea Road via a separate NMU crossing over the railway line. This proposal would modify the diversion of the NMU route from Swansea Road by incorporating it into the proposed Vale of Neath Railway Underbridge which would carry the dualled A465(T) over the railway line. This would allow the removal of the separate Vale of Neath Footbridge in the Published Scheme to the north of the proposed A465(T) Vale of Neath Railway Underbridge.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would be required which would see new highway reference 4/U realigned as indicated on Schedule 4 and illustrated on Site Plan 4B.

## COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

Modifying the alignment of the Swansea Road footway to incorporate it into the main road crossing would allow the removal of a separate footbridge over the railway line. The change would have no impact on the use of the NMU route. The changes have been discussed with

the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed realignment of Swansea Road NMU route (reference 4/U on Site Plan 4B) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Removal of a 40m span bridge, with material and cost savings in whole-life maintenance and inspection costs;
- Enhanced safety from reduced work and future maintenance over a railway line.

#### **4. RELOCATION OF NANT MOEL UNDERPASS (Site Plan 5A)**

The proposal would relocate Nant Moel Underpass to the west of the location in the Published Scheme. This would allow the underpass to be constructed without significant cutting earthworks. The proposal would result in a longer route from the Published Scheme but by relocating the underpass away from a deep cutting it would allow for better natural light exposure and provide better visibility from both ends of the structure.

#### **CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020**

An amendment would be required which would see previous new highway references 5/A, 5/D and 5/E from the Published Scheme realigned with references updated to 5/F, 5/G and 5/H respectively, as indicated in Schedule 5 and illustrated on Site Plan 5A. The PMA arrangement in the Published Scheme would also be amended with a reduction in stopping up lengths 5/3 and 5/6 and the removal of the stopping up of 5/5.

Replacement of the new PMA references 5/2a, 5/2b, 5/2c, 5/8b, 5/7c, 5/4f, 5/4e, 5/1c, 5/3b and 5/9a are required to accommodate the realignment of Nant Moel side road, with a corresponding reorganisation of the PMA beneficiaries' rights along the routes. Of these, all are for realigned PMAs, except for 5/2a and 5/2b which are on the same alignment as for the Published Scheme and are only varied due to the change in PMA rights afforded to them because of the change to Nant Moel side road.

A new PMA reference 5/6b is provided to replace 5/6 in the Published Scheme, reflecting the realigned and shortened route for Manor Bach Commoners available due to the removal of the large cutting to the north-east. These changes are as indicated on Schedule 5 and illustrated on Site Plan 5A.

#### **COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME**

The relocation of Nant Moel Underpass would not see any change in the use of the structure, or the approaching roads, other than the increase in distance relative to the Published Scheme. Access to Manor Bach Common (BCL115) is maintained. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or

beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed realignment of the bridleway / footpath / cycle track and PMAs at Nant Moel may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Removal of significant cutting earthworks to the north-east;
- Improved drainage, moving the route away from a low spot;
- Better natural light exposure into the underpass, especially for local horse riders using the underpass.

#### **5. MINOR AMENDMENT TO ALIGNMENT OF SWANSEA ROAD AT BAVERSTOCK JUNCTION (Site Plan 6B).**

The proposal is a minor modification to the alignment of the Swansea Road between the southern roundabout of Baverstock Junction to the west and the Merthyr Road roundabout to the east, as illustrated on Site Plan 6B.

#### **CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020**

An amendment would be required which would see new highway reference 6/J realigned as indicated on Schedule 6 and illustrated on Site Plan 6B.

#### **COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME**

A minor modification to the alignment of Swansea Road would reduce the size of a retaining wall and earthworks in the area. The traffic capacity of the junction and use of the road would remain unaffected by the change. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

Benefits of the proposed change relative to the Published Scheme include:

- Reduction in excavation and material handling, including haulage, with associated environmental benefits;
- Removal of a retaining wall.

#### **6. RELOCATION OF TAFF TRAIL FOOTBRIDGE (Site Plan 9A)**

The location of the proposed Taff Trail Footbridge in the Published Scheme would have environmental implications and, to avoid this, it is proposed to relocate the footbridge to the east, aligning it broadly with the existing Taff Trail which utilises the route of the old railway bridge over the A465(T). This would result in less of a diversion to the alignment of the existing national cycle route, NCR 8, and bridleway BR113/999 than proposed in the Published Scheme whilst maintaining connectivity.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would be required which would see new highway reference 9/A realigned, and a lengthening of the stopping up of the existing footpath reference 9/S1, as indicated on Schedule 9 and illustrated on Site Plan 9A.

### COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME

A modification to relocate Taff Trail Footbridge would reduce the environmental implications arising from the Published Scheme location and reduce the size of a retaining wall needed to accommodate the bridge. The use of the bridge and its access routes for non-motorised users will remain unaffected by the change. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed relocation of Taff Trail Footbridge (reference 9/D on Site Plan 9A) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Significant improvement to ecology impact, avoiding a known bat habitat to the north;
- Simpler construction, away from adjacent garden wall on rock cut slope to the north.

### **7. RELOCATION OF FOOTPATH BELOW TAF FECHAN (Site Plan 9A)**

The Published Scheme shows an improvement to an existing north-south orientated footpath which traverses up and down the Taf Fechan Valley and under Taf Fechan Viaduct, linking Lower Vaynor Road to the south and NCR 8 and bridleway BR113/999 to the north. It is proposed to not upgrade the Taf Fechan Valley footpath, but instead provide a compliant route across the A465 mainline with a shorter path to the west, utilising the relocated Taff Trail Footbridge. This would see north-south connectivity achieved through a new length of footway from Lower Vaynor Road to the Taff Trail Footbridge along the southern boundary of the A465.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would remove the stopping up of highway reference 9/S3 and the new highway 9/B and replace them through a combination of extending 9/E to the west and new highway 9/D providing access across Taff Trail Footbridge. These changes are indicated on Schedule 9 and illustrated on Site Plan 9A.

### COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME

Reverting to a footpath to the west across Taff Trail Footbridge rather than improving the existing footpath under Taf Fechan Viaduct would provide a compliant alternative for pedestrians, avoiding the slopes and enclosed areas of the existing route. The changes have been discussed with the Local Authority, other interested parties and, where appropriate,

landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed relocation of Taf Fechan footpath (reference 9/D and part of 9/E on Site Plan 9A) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Less onerous and shorter route for non-motorised users (NMUs);
- Alternative to an NMU route which avoids areas likely to attract anti-social behaviour, for instance under Taf Fechan Viaduct.

## **8. FOOTBRIDGE OVER TAF FECHAN (Site Plan 9A)**

The Published Scheme has a new footbridge being provided for non-motorised users (NMUs) to cross the Taf Fechan Valley, positioned south of Taf Fechan Viaduct. This proposal would vary the NMU route alignment for the NMU crossing to be incorporated into a widened Taf Fechan Viaduct, thus removing the need for a separate footbridge.

## **CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020**

An amendment would be required to the SRO, which would see new highway reference 9/E realigned as indicated on Schedule 9 and illustrated on Site Plan 9A.

## **COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME**

Varying the alignment of the NMU route south of Taf Fechan Viaduct so that it is incorporated into the main road crossing would allow for the removal of a separate footbridge over the valley. The change would have no impact on NMU provision. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed realignment of the NMU route south of Taf Fechan Viaduct (reference 9/E on site plan 9A) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Removes the need for a large structure across the Taf Fechan Valley;
- Reduces significantly the construction required on the environmentally sensitive Taf Fechan Valley floor.

## **9. RELOCATION OF BRYNIAU ROAD OVERBRIDGE (Site Plan 10B)**

The Published Scheme has the replacement Bryniau Road Overbridge following the same alignment as the existing overbridge. This proposal would relocate Bryniau Road Overbridge to the west and would better utilise the existing bridge through the construction period, keeping the existing bridge available to the public as the new one is constructed. The change would also require a minor realignment of Bryniau Road's northern approach to the crossing as well as to the unclassified ICI junction.

## CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019 AND THE VARIATION TO THE SIDE ROADS ORDER 2020

An amendment would be required for stopping up of highway reference 10/S13 and 10/S8, for the existing Bryniau Road Overbridge and the ICI junction approach, respectively. A new highway reference 10/L would be introduced for the new Bryniau Road Overbridge, as well as a minor realignment of the northern approaches 10/H and 10/J. A further modification to the ICI to the north is captured by new highway reference 10/G. These changes are as indicated on Schedule 10 and illustrated on Site Plan 10B.

## COMPARISON OF THE PROPOSED AMENDMENT WITH THE PUBLISHED SCHEME

The relocation of Bryniau Road Overbridge would better utilise the existing bridge during the construction period. The change will have no impact on the use of the bridge or on traffic capacity of the local road network in the area. The changes have been discussed with the Local Authority, other interested parties and, where appropriate, landowners and/or beneficiaries, and in all instances received positive feedback being considered by all consulted parties to be a reasonable alternative to the Published Scheme design.

The proposed relocation of Bryniau Road Overbridge, the minor realignment of Bryniau Road's northern approach to the crossing and the unclassified ICI junction (references 10/G, 10/H, 10/J and 10/L on site plan 10B) may affect the configuration of adjacent plots defined by the Compulsory Purchase Order. Subject to further detailed design and consultation to precisely define and confirm the proposal, an opportunity may exist to reassess the ownership and property rights, including not acquiring, or acquiring less, adjacent land than currently defined for the Published Scheme.

Benefits of the proposed change relative to the Published Scheme include:

- Removes the need for a temporary replacement bridge, reducing disruption and additional construction.