

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--

STATEMENT OF REASONS

1. 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.

The Draft Orders are needed to address the following detailed changes:

1. Change to two small linked roundabouts and associated slip roads at Hirwaun Junction;
2. Replacement of the syphon at Trewaun Junction with a watercourse;
3. Relocation of Pentwyn Cynon Footbridge to the east;

4. Removal of Vale of Neath Railway Footbridge with widened A465 crossing;
5. Amendment to the span layout of Nant Melyn Viaduct;
6. Relocation of Nant Moel Underpass to the west, with associated side road diversion;
7. Amendment to the span layout of Nant Hir Viaduct;
8. Minor amendment to alignment of Swansea Road and to the westbound exit slip at Baverstock Junction;
9. Relocation of attenuation pond at Baverstock to the west at Ty Gwyn Farm;
10. Amendment to the span layout of Nant Ffrwd Viaduct;
11. Realignment of the eastbound slips at A470 Junction;
12. Relocation of Taff Trail Footbridge to the east;
13. Diversion of footway from under Taf Fechan to cross Taff Trail Footbridge;
14. Removal of Taf Fechan Footbridge with footway provided on the widened Taf Fechan Viaduct;
15. Relocation of Bryniau Road Overbridge to the west;
16. Replacement of a retaining wall with an embankment north of Dowlais Reservoir.

The draft Supplementary (No.2) Compulsory Purchase Order now published would authorise the purchase of additional land and the new rights over land to make provision for the proposed changes to the Published Scheme and the inclusion of other changes following discussions with landowners.

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

2. THE COMPULSORY PURCHASE ORDER 2019, THE SUPPLEMENTARY (NO.1) COMPULSORY PURCHASE ORDER AND THE DRAFT SUPPLEMENTARY (NO.2) COMPULSORY PURCHASE ORDER

The full titles of the Compulsory Purchase Order 2019 and its Supplementary (No.1) Compulsory Purchase Order 2020, published under the Highways Act 1980 and the Acquisition of Land Act 1981, are as follows:

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.

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.

The full title of the draft Supplementary (No.2) Compulsory Purchase Order now published by The Welsh Ministers under the Highways Act 1980 and the Acquisition of Land Act 1981 is as follows:

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--

The provisions within these Orders, taken together, would authorise the Welsh Ministers, under sections 239, 240, 250 and 260 of the Highways Act 1980 and under section 2 of, and paragraph 1(1)(b), (3) and (4) of Part 1 of Schedule 2 to the Acquisition of Land Act 1981, to purchase compulsorily that land and the new rights over land described in the above Orders for the Published Scheme.

3. BACKGROUND TO THE PROJECT

Road improvements for the 40 km section of the A465 between Abergavenny and Hirwaun were put forward during a public consultation in 1994 with the proposed improvements split into six sections. Following a Preferred Route being chosen in 1997, design development was undertaken with draft Line Order proposals developed and an Environmental Statement published. A Public Local Inquiry was held in 1998, following which the Secretary of State for Wales approved the Line Order announcing a decision to proceed with the proposals in 1999.

The development of the Published Scheme in the 1990s considered a Do-Minimum scenario, which means doing nothing other than ongoing standard highway maintenance. A review of this option confirmed that a dual carriageway was required in order to address the problems with the existing road.

Four separate options were considered for the alignment of Sections 1 to 6 namely the red, blue, purple and orange routes. Of these, only the red and purple route proposals offered alternative options to the current alignment within Sections 5 and 6.

The proposed red route mainly involved on-line widening of the existing A465 with small sections of off-line improvements. The purple route followed a similar route with an alternative off-line option to route the road to the north of Hirwaun. A public consultation in 1994 drew equal support for both the red and purple routes at Hirwaun. Concerns about both the demolition of properties and protection of the countryside, especially in relation to the Brecon Beacons National Park meant that the red route from Dowlais Top to Hirwaun was selected as the preferred option with a modification at Hirwaun. The modification encompassed a new off-line section to the south between the Hirwaun and Trewaun Junctions.

To date, the dualling of Section 1 (Abergavenny to Gilwern), Section 3 (Brynmaur to Tredegar) and Section 4 (Tredegar to Dowlais Top) have been completed with Section 2 (Gilwern to Brynmaur) currently under construction and due for completion in 2021.

Work re-commenced on Sections 5 and 6 in 2015 with a WeITAG review of the 1997 route options. This review concluded that the preferred on-line widening option was to remain as proposed in 1997. Since 2015 the design has been developed and has considered changes in policy, standards and land use.

Key design changes since the 1997 Line Orders include improved access to the Prince Charles Hospital and the inclusion of provision for equestrians, cyclists and pedestrians.

In December 2018 the Welsh Government initiated a competitive dialogue and tender process for procuring the construction, operation and maintenance of the Published Scheme and this has seen the design developed further, with tender modifications being proposed, primarily for improving constructability and further mitigating the environmental impact.

4. EXISTING CONDITIONS

Problems associated with the existing section of the A465 include:

- substandard road alignment;
- substandard visibility and stopping sight distances;
- lack of overtaking opportunities;
- lack of provision for non-motorised users;
- accident clusters, particularly at or near existing junctions;
- conflict between local and strategic through traffic at junctions;
- congestion at peak times;
- lack of resilience leading to difficult conditions for highway maintenance and management of traffic;
- poor links between communities;
- slow moving vehicles on uphill gradients;
- frequency of side road junctions onto the trunk road; and
- substandard lay-bys.

5. CONSULTATIONS

The wider public was informed about the proposed scheme by four Public Information Exhibitions held in December 2015. In addition, Environmental Bodies and other stakeholders were consulted individually and as part of an Environmental Liaison Group (ELG) during the evolution of the Published Scheme design. The ELG brings together representatives from Welsh Government (WG), Natural Resources Wales (NRW), South Wales Trunk Road Agent (SWTRA), CADW, Glamorgan Gwent Archaeological Trust, Brecon Beacons National Park (BBNP) Authority, Merthyr Tydfil County Borough Council (MT CBC), Rhondda Cynon Taf County Borough Council (RCT CBC) and Caerphilly County Borough Council (CCBC). It is intended that the ELG would continue to meet regularly throughout the preconstruction and construction period.

Details have also been presented to the Design Commission for Wales and the relevant Local Authorities as well as Community and Town Councils. Their comments have also been considered in the development of the scheme.

Statutory Undertakers have been consulted regarding diversions and protection of infrastructure. Landowners, other interested parties and people whose properties or private accesses would be directly affected by the Published Scheme have been contacted and informed about the details of the proposed scheme.

In relation to the specific changes addressed by the Draft Orders, further engagement has taken place with stakeholders and interested parties directly affected by the changes proposed. For each of the proposed design and land changes described in section 8, the relevant landowners, other interested parties and relevant statutory bodies have been consulted and based on outline drawings and descriptions of the proposal, have provisionally given positive feedback for the changes.

For the six specific changes proposed, consultation was carried out with affected parties, including Natural Resources Wales, the relevant Local Authority, the relevant private landowners, the South Wales Trunk Road Agent, Dwr Cymru Welsh Water, Brecon Beacons National Park, Merthyr Tydfil Heritage Trust. In each case, consultation was done through initial meetings with outline drawings and sketches describing the changes. The changes were considered a positive improvement on the Published Scheme, with each consultee stating that they had no objection in principle to the proposal in question.

Following publication, if statutory objections are received the Welsh Ministers may decide to hold a Public Local Inquiry.

6. PUBLISHED SCHEME OBJECTIVES

The over-arching objectives are to:

- Facilitate economic regeneration of the Heads of the Valleys area by improving accessibility, reducing journey time and improving journey time reliability.
- Strengthen resilience on the A465 by improving standards and enhancing road safety.

In addition to the Welsh Government's policy objectives, the scheme specific objectives are to:

- Maintain the current level of services and to carry out improvements.
- Reduce journey times for private and commercial road users.
- Facilitate economic regeneration.
- Enhance road safety.
- Deliver a scheme that is sustainable.
- Improve Non-Motorised User (NMU) provision, providing opportunity for healthy lifestyle and a reduction in short vehicle journeys.
- Deliver a scheme which minimises future maintenance requirements and disruption to the network.
- Reduce journey time variability and improve resilience on the A465.
- Use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.

- Deliver a scheme that integrates with public transport and the local transport network.
- Do all this with proper care for the environment.

7. THE PROPOSED SCHEME

A description of the proposed scheme was outlined in the Statement of Reasons for the Compulsory Purchase Order, when published on the 3rd August 2017, and this document is available to view at the deposit location and on the Welsh Government website. The changes proposed now are relatively small within the wider scheme description and do not impact on the details reported in the Statement of Reasons for the Published Scheme or its published objectives. However, a description of the proposals and how they change the Published Scheme is given in section 8 below.

8. DESCRIPTION OF ADDITIONS AND MODIFICATIONS CONTAINED IN THE DRAFT SUPPLEMENTARY (NO.2) COMPULSORY PURCHASE ORDER, AND SHOWN ON THE DEPOSITED MAP

Following the Compulsory Purchase Order 2019 and its Supplementary (No.1) Compulsory Purchase Order, made in June 2020, some beneficial design modifications have been identified and it is proposed to revise the Published Scheme accordingly. Design development has been ongoing and, following discussions with landowners, statutory undertakers and other interests, the following changes are now proposed:

- a) Title and easement is required for a new watercourse and culvert to the south-east of Trewaun to replace the Scheme's inverted syphon solution under the mainline carriageway at Trewaun Junction (1/1, 1/2, 1/3 and 1/3a).

This proposal will have a significant constructability and environmental benefit by replacing the syphon which would be difficult to construct and maintain. Environmentally, replacing the syphon with an open watercourse aligned away from the highway enables better management of the localised flood risk and creates habitat opportunities.

- b) Title is required instead of the easement previously proposed for relocating the foundations of Nant Melyn Viaduct so that the spans can be reduced (2/1, 2/1a).

This proposal will have a constructability and environmental benefit by reducing the size of the viaduct, thus requiring less excavation and materials, reducing construction time, and consequently less intrusion on the surrounding environment.

- c) Title is required instead of the easement previously proposed for additional piers to construct Nant Hir Viaduct (3/1, 3/1a).

This proposal will have a constructability and environmental benefit by reducing the size of the viaduct, thus requiring less material and construction time, and consequently less intrusion on the surrounding environment.

- d) Additional Welsh Ministers land is required to relocate the proposed attenuation pond to the south of Baverstock Junction and north east of the property known as Ty Gwyn Farm (4/1).

This proposal will have an environmental benefit by significantly reducing the amount of excavation required to create the pond, by moving it to the west of its original location.

- e) Title is required instead of the easement previously proposed for relocating the foundations of Nant Ffrwd Viaduct for reducing the bridge span (5/1, 5/2, 5/2a).

This proposal will have a constructability and environmental benefit by reducing the size of the viaduct, thus requiring less material and construction time, and consequently less intrusion on the surrounding environment.

- f) Additional title is required to relocate Taff Trail Footbridge to the east of its position in the Published Scheme for environmental reasons (6/1).

This proposal will have an environmental benefit by avoiding a known bat cave habitat to the north of the bridge, which would be affected by the location of the structure in the original design.

This draft Supplementary (No.2) Compulsory Purchase Order is published under the Highways Act 1980 and the Acquisition of Land Act 1981 and incorporates any necessary additional land and rights over land to provide the proposed alternative arrangement.

Some of the plots included in this draft Supplementary (No.2) Compulsory Purchase Order were included in the Compulsory Purchase Orders with the original intention to hand the land back to the owner. This requirement has changed as Welsh Ministers would now require title to these plots for the proposed design changes and therefore the land could not be handed back. The Welsh Ministers have the statutory power by virtue of the Compulsory Purchase Orders to acquire these plots which have only been included to provide clarity and to aid consultation only.

Some of the changes proposed would result in plots that were included in the Compulsory Purchase Order being modified with the opportunity to reduce in size and to change the rights associated with them. Plots in the Compulsory Purchase Order 2019 that would be modified include: 2/2aa, 2/2v, 2/2u, 2/2ab, 3/29, 3/29a, 3/30b, 4/16, 5/1, 5/1h, 5/1j, 5/1k, 5/1m, 5/1n, 5/2, 5/2h, 5/2j, 5/2n, 5/3a, 5/3b, 5/3c, 5/3d, 5/3e, 5/3g, 5/3j, 5/3k, 5/3l, 5/3m, 5/3n, 5/3p, 5/5c, 5/5k, 5/5p, 5/5v, 5/5aa, 5/5aj, 5/5ak, 5/5am, 5/5az, 5/5aaa, 5/5aab, 5/5aac, 5/5aae, 5/5aaf, 5/5aag, 5/5aah, 5/5aaj, 5/5aak, 5/5aam, 5/7b, 5/7c, 5/7e, 5/8a, 5/8b, 5/8c, 5/8e, 5/8n, 5/8r, 5/8s, 5/8t, 5/8u, 5/8w, 5/5d, 5/5e, 5/5f, 5/5g, 5/5h, 5/5j, 5/5m, 5/5p, 5/5k5/5ap, 5/5aq, 5/5ar, 5/5as, 5/5at, 5/5au, 5/5av, 5/5aw, 5/5aan, 5/5aap, 8/2d, 8/3f, 9/1s, 9/4a, 9/4c, 9/4d, 9/4n, 9/4p, 9/4r, 9/4s, 9/4u, 9/4v, 9/4x, 9/4y, 9/4z, 9/5f, 5/5bb, 12/3g, 12/3f and 12/3u. Plots in the Supplementary Purchase (No. 1) Order 2020 that would be modified include: 5/1, 5/1a, 5/1b, 5/1c, 5/1d, 5/1f, 5/2, 9/1h, 9/3b, 9/3g.

New plots and replacement plots are shown on the deposited map to this draft Supplementary (No.2) Compulsory Purchase Order now published.

9. THE CASE FOR COMPULSORY PURCHASE

The draft Supplementary (No.2) Compulsory Purchase Order is published under the Highways Act 1980 and the Acquisition of Land Act 1981.

The draft Supplementary (No.2) Compulsory Purchase Order is required to ensure the timely acquisition of land and rights required for the Published Scheme and to enable the Welsh Ministers to fulfil their statutory duty to provide new trunk roads, highways and private means of access to premises to replace those being stopped up under the draft Variation (No.2) to the Side Roads Order, and also enable for the diversion of a watercourse in connection with the construction of the new trunk road.

Specifically, the case for compulsory purchase for the draft Supplementary (No.2) Compulsory Purchase Order is set out as follows:

- The case for additional title and easement to the south-east of Trewaun (Plots 1/1, 1/2, 1/3 and 1/3a) is to take the opportunity for a new watercourse and culvert which will replace the Published Scheme's inverted syphon solution under the mainline carriageway. This change will bring significant benefits, improving the constructability, environmental and flood risk attributes of the solution, and removing the syphon, which would be difficult to construct and maintain and create a safety hazard. The proposed open watercourse aligned away from the highway will enable better management of the localised flood risk and create habitat opportunities.
- The case for additional title to replace existing easement (Plots 2/1, 2/1a) previously proposed for Nant Melyn Viaduct is to enable a shortening of the bridge span. This will have significant constructability and environmental benefit by reducing the footprint and visual impact of the proposed structure, requiring less excavation, materials, construction time, and consequently less intrusion on the surrounding environment and communities.
- The case for additional title to replace existing easement (Plots 3/1, 3/1a) previously proposed for Nant Hir Viaduct is to enable a shortening of the bridge span. This will have significant constructability and environmental benefit by reducing the footprint and visual impact of the proposed structure, requiring less excavation, materials, construction time, and consequently less intrusion on the surrounding environment and communities.
- The case for additional title at Ty Gwyn Farm is to take the opportunity to relocate the proposed attenuation pond to the south of Baverstock Junction and north east of the property known as Ty Gwyn Farm (Plot 4/1). This will significantly reduce the amount of excavation required for the pond, and consequently reduce the impact of construction on the surrounding environment and communities.
- The case for additional title to replace existing easement (Plots 5/1, 5/1a, 5/2a) previously proposed for Nant Ffrwd Viaduct is to enable a shortening of the bridge span. This will have significant constructability and environmental benefit by reducing the footprint and visual impact of the proposed structure, requiring less excavation, materials, construction time, and consequently less intrusion on the surrounding environment and communities.

- The case for additional title to relocate Taff Trail Footbridge (Plot 6/1) is to avoid impacting the Lower Vaynor bat cave, which would be affected by the bridge alignment shown in the Published Scheme. The proposal to relocate would, therefore have an environmental benefit by avoiding a known bat habitat.

The amount of land identified in the draft Supplementary (No.2) Compulsory Purchase Order together with the land identified previously for the Published Scheme is considered to be the minimum necessary to construct and subsequently operate and maintain the trunk road.

In drawing up the proposals for this Supplementary (No.2) Compulsory Purchase Order regard has been given to the interference with the rights of all those with interests in the Supplementary (No.2) Compulsory Purchase Order and who would otherwise be affected by the Published Scheme.

10. DEPOSIT POINTS

Copies of the draft Supplementary (No.2) Compulsory Purchase Order together with its associated map, public notice and statement of reasons, draft Amendment (Line) Order and draft Variation (No.2) to the Side Roads Order together with their public notices and explanatory statement, associated plans, the made orders and the statement of reasons published in August 2017 may be inspected free of charge during normal working hours at the following deposit location:

- PLO Office, The 3G Clinic Building, Chestnut Way, Merthyr Tydfil, CF47 9SB.

Please note that due to COVID-19, viewings at the PLO Office are strictly by appointment. Appointments should be made via the Public Liaison Officer, Martin Gallimore, using the following contact information: mobile phone, 07762 451850, and email: martin.gallimore@alungriffiths.co.uk.

Additional copies of published information may be obtained from the Welsh Government or viewed on <https://gov.wales/a465-section-5-and-6-dowlais-top-hirwaun>.

11. LODGING OBJECTIONS TO THE DRAFT SUPPLEMENTARY (NO.2) COMPULSORY PURCHASE ORDER

Any person wishing to object, or support may do so by writing to:

Orders Branch
Transport
Welsh Government
Cathays Park
Cardiff
CF10 3NQ

Any objection to the draft Supplementary (No.2) Compulsory Purchase Order must be made in writing to the Orders Branch, Transport, Welsh Government, Cathays Park, Cardiff CF10 3NQ or by email to TransportOrdersBranch@gov.wales before 3 September 2020 and should state the title of the Order, the reference qA1417207, the grounds of objection and the objector's address and interests in the land. **Please note:** Should you wish to object, support or make representations, your correspondence will be considered by the project team and we may need to consult with people and organisations outside of the Welsh Government. As part of this process we may pass information to them, including information you have given us and your personal data. We will however, only disclose your personal details where it is necessary to do so to enable us to deal with issues raised. Where a trunk road scheme becomes the subject of a Public Local Inquiry (PLI), all correspondence is copied to the Inspector of the PLI and is kept in the PLI Library and is publicly available. If you do not wish for certain personal data to be forwarded to third parties, you should state why when submitting your correspondence and the Welsh Ministers will copy the representations to the appropriate third parties with the name and address removed and if there is to be a PLI, the representations will be seen by the Inspector who may give them less weight as a result.

12. DECISION PROCESS

The decision as to whether or not to proceed to make the draft Amendment (Line) Order, the draft Variation (No.2) to the Side Roads Order and draft Supplementary (No.2) Compulsory Purchase Order for the Published Scheme would be taken by The Welsh Ministers.

Should the draft Amendment (Line) Order, draft Variation (No.2) to the Side Roads Order and draft Supplementary (No.2) Compulsory Purchase Order be made and the proposed design changes be included in the Published Scheme, the Welsh Ministers would, through their valuation agent, enter into negotiation with all affected landowners regarding compensation for the land and rights needed and where appropriate the carrying out of accommodation works on their retained land to mitigate the effect of the Published Scheme.