

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) (DOWLAIS TOP TO HIRWAUN) (SIDE ROADS) ORDER 2019 (VARIATION) (No.3) ORDER 20---

REALIGNMENT OF GURNOS FARM PRIVATE MEANS OF ACCESS

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, a 2019 Amendment Order and a 2021 Amendment Order.

(ii) Side Roads Order 2019 and the Variation to the Side Roads Order 2020 and the Variation (No.2) to the Side Roads Order 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”;

c) “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 2021”.

(iii) Compulsory Purchase Order 2019 and the Supplementary (No.1) Compulsory Purchase Order 2020 and the Supplementary (No.2) Compulsory Purchase Order 2021 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”.

c) “the 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 2021”.

(iv) The Draft Orders now published comprise—

a) the “draft Variation (No.3) 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.3) 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, the Amendment Line Order 2019 and the Amendment Line Order 2021 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 (No.1) to the Side Roads Order 2020 and the Variation (No.2) to the Side Roads Order 2021, 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, together with the Supplementary (No.1) CPO 2020 and the Supplementary (No.2) CPO 2021 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 Variation (No.3) to the Side Roads Order are required to address the following:

The Variation (No.3) to the Side Roads Order is needed for:

1. Relocating the Private Means of Access (PMA) for Gurnos Farm

Some of these proposed changes to the Published Scheme may require additional land and/or additional rights over land and will 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 proposals in this draft Variation (No.3) to the Side Roads Order would make amendments to Schedules 9 and 10 and replace Site Plans 9A and 10B with the Site Plans 9B and 10C. Schedules and Site Plans numbered 1A, 2B, 3B, 4B, 5A, 6B, 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 Variation (No.3) 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 VARIATION (NO.3) TO THE SIDE ROADS ORDER PROPOSALS

1. RELOCATION OF PRIVATE MEANS OF ACCESS FOR GURNOS FARM (Site Plans 9B and 10C)

The proposal is to replace the PMA from its current junction to the west with Gurnos Ring Road and alignment beneath the proposed A465 via an underpass and replace it with an access to the east with a junction on the proposed Prince Charles Junction roundabout. This removes a large underpass structure from the scheme.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020 AND THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021

An amendment would be required to the SRO to remove the New PMA referenced 9/1a, 9/2a, 9/3a, 9/4a, 9/5a from Schedule 9 and illustrated in Site Plan 9B, and replaced with a New PMA for Gurnos Farm, referenced 10/5a and 10/5b, as shown in Schedule 10 and illustrated in Site Plan 10C. The stopping up of highway lengths for references 9/S4 will also be amended as indicated on Schedule 9 and illustrated on Site Plan 9B, with an additional length of the existing A465 to be stopped up, referenced 9/S5. Amendments are also made to reduce the length of the existing Gurnos Farm PMA to be stopped up, with references 9/2 and 9/4 deleted and replaced with a new stopping up length, reference 9/5.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

Replacing the PMA from the Published Scheme with one to the east connecting to Prince Charles Junction removes a large underpass and provides opportunity to acquire less, adjacent land than currently defined for the Published Scheme.

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.

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

- Removal of a large 30m underpass, so reducing the environmental impact and carbon footprint of the construction by reducing concrete and steel requirements;
- Better security and removal of anti-social behaviour risk by removing long underpass from just off the Gurnos Ring Road;
- Allows approx. 2,300m² of Taf Fechan SSSI which was to be lost in the Published Scheme, to be retained and untouched.
- Removes farm traffic turning on to the Gurnos Ring Road, instead providing direct access on to the A465 via the proposed Prince Charles Junction.
- Reduced long term maintenance due reduced scheme footprint and reduced structural inspection and maintenance requirements.