

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.5) ORDER 2026

REALIGNMENT OF TOWER COLLIERY PRIVATE MEANS OF ACCESS (PMA) AND PUBLIC NON-MOTORISED USERS (NMU) ROUTE
CHANGE OF STATUS OF HIRWAUN RFC ACCESS TRACK
REALIGNMENT OF HIR/44/1 WINDFARM PUBLIC NMU ROUTE
REALIGNMENT OF BAVERSTOCK TO NANT HIR PUBLIC NMU ROUTE
REALIGNMENT OF PUBLIC NMU ROUTE DOWN TAF FAWR EAST
REALIGNMENT OF GURNOS FARM PMA
REALIGNMENT OF GOITRE LANE PUBLIC NMU ROUTE
REALIGNMENT OF DOWLAIS JUNCTION TO RESERVOIR PUBLIC NMU ROUTE
CHANGE OF STATUS TO NEW FOOTPATH ALONG WEST OF DOWLAIS ROUNDABOUT

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, the Variation (No.2) to the Side Roads Order and the Variation (No.3) to the Side Roads Order and the Variation (No.4) 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”.

d) “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 2023”.

e) “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.4) Order 2024”.

(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.5) 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.5) 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, the Variation (No.2) to the Side Roads Order 2021, the Variation (No.3) to the Side Roads Order 2023 and the Variation (No.4) to the Side Roads Order 2024 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.5) to the Side Roads Order is required to address the following:

The Variation (No.5) to the Side Roads Order is needed for:

1. Realignment of Tower Colliery PMA and Public NMU Route
2. Change of status of Hirwaun RFC Access Track
3. Realignment of HIR/44/1 Windfarm Public NMU Route
4. Realignment of Baverstock to Nant Hir Public NMU Route
5. Realignment of Public NMU Route down Taf Fawr East
6. Realignment of Gurnos Farm PMA
7. Realignment of Goitre Lane Public NMU Route
8. Realignment of Dowlais Junction to Reservoir Public NMU Route
9. Change of status to the new footpath along west of Dowlais Roundabout.

This proposed change to the Published Scheme does not require additional land and/or additional rights over land.

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.5) to the Side Roads Order would make amendments to Schedules 2, 3, 6, 8, 10 and 12 and replace Site Plans 2B, 3B, 6B, 8, 10C and 12A with the

Site Plans 2C, 3C, 6C, 8A, 10D and 12B. Schedules and Site Plans numbered 1A, 4B, 5A, 7A, 9C, 11, 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.5) 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 Order, described below, result in a change to the published objectives of the Published Scheme.

DRAFT VARIATION (NO.5) TO THE SIDE ROADS ORDER PROPOSALS

1. REALIGNMENT OF TOWER COLLIERY PMA and Public NMU Route (Site Plan 2C)

The proposal is to curtail the length of the Tower Colliery PMA and co-existent Public Right of Way to avoid crossing a watercourse.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 2/L and PMA 2/4a.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The proposal reduces the length of the route by 30m and in doing so avoids twice crossing a watercourse, which would require culverting.

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

- More direct route
- Avoids needlessly culverting a watercourse

2. CHANGE OF STATUS OF HIRWAUN RFC ACCESS TRACK (Site Plan 2C)

The proposal is to change the status of Hirwaun RFC Access Track, off the old A465, from a new highway to a new private means of access.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to delete the previous New Highway 2/N and replace it with a new Private Means of Access 2/6a.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

There are no physical changes, only to the legal ownership status.

3. REALIGNMENT OF HIR/44/1 WINDFARM PUBLIC NMU ROUTE (Site Plan 3C)

The proposal is to slightly modify the alignment of footpath HIR/44/1 (3/B) to avoid a crash barrier to the north of Windfarm Bridge and to consolidate part of the footpath (3/C) with the PMA (3/1a) on the south side of Windfarm Bridge.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 3/B, 3/C and to PMA 3/1a.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The proposal is necessary to avoid a crash barrier on the north side. To the south, consolidating the PMA and new footpath is a more efficient use of the available land.

4. REALIGNMENT OF BAVERSTOCK TO NANT HIR PUBLIC NMU ROUTE (Site Plan 6C)

The proposal is to realign the NMU for a length of approx. 200m to tie in with the toe of the A465 embankment. This has the benefit of optimising the environmental mitigation area to the south.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 6/A.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The proposal leads to no change of function but creates a greater space for environmental mitigation to the south.

5. REALIGNMENT OF PUBLIC NMU ROUTE DOWN TAF FAWR EAST (Site Plan 8A)

The proposal is to connect footpath 111/43 with a gradual ramp, rather than the set of steps shown in the Published Scheme.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 8/E.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The proposal is more direct and allows better access by eliminating the need for stairs.

6. REALIGNMENT OF GURNOS FARM PMA (Site Plan 10D)

The proposal is to realign the western end of the PMA entrance into the farm to the south to minimise the land cut off between it and the A465 eastbound off-slip.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to PMA 10/5a.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The length of the route is the same but provides the benefit to the landowner of not cutting off a parcel of land to the south.

7. REALIGNMENT OF GOITRE LANE PUBLIC NMU ROUTE (Site Plan 10D)

The proposal is to make the new Goitre Lane NMU route (10/A) co-existent with a part of the new Gurnos Farm PMA (10/5a) from its eastern extent at Prince Charles Junction to its joining with the existing Goitre Lane route to the west.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 10/A and PMA 10/5a to confirm the alignment and co-existence of the routes.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The length of the route is the same but allows the NMU route to be moved away from the slip road and away from the line of a culverted watercourse. It is environmentally better by having one co-existent route instead of two separate ones.

8. REALIGNMENT OF DOWLAIS JUNCTION TO RESERVOIR PUBLIC NMU ROUTE (Site Plan 12B)

The proposal is to realign the NMU route to more adequately reflect the ground topography and avoid the need for retaining walls and steep slopes. The scheme has also eliminated the need to construct a new NMU route (12/C) because the existing path can be retained.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to make an alignment change to New Highway 12/A and the deletion of route 12/C.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

The consented route requires retaining walls and steep slopes to fit the alignment within the available land. The modified route follows the natural topography and is therefore environmentally and visually better, as well as eliminating the long-term maintenance costs of walls. It also eliminates the environmental impact of constructing new route 12/C.

9. CHANGE OF STATUS TO THE NEW FOOTPATH ALONG THE WEST OF DOWLAIS ROUNDABOUT (Site Plan 12B)

As Dowlais Roundabout remains part of the trunk road network, the new footpath on its west side will have the Welsh Ministers as its highway authority, rather than Merthyr Tydfil County Borough Council as the original orders stated.

CHANGES REQUIRED TO THE SIDE ROADS ORDER 2019, THE VARIATION TO THE SIDE ROADS ORDER 2020, THE VARIATION (NO.2) TO THE SIDE ROADS ORDER 2021, THE VARIATION (NO.3) TO THE SIDE ROADS ORDER 2023, AND THE VARIATION (NO.4) TO THE SIDE ROADS ORDER 2024

An amendment would be required to the SRO to change the ownership of New Highway 12/D from Merthyr Tydfil County Borough Council to the Welsh Ministers.

COMPARISON OF THE PROPOSED VARIATION WITH THE PUBLISHED SCHEME

There are no physical changes, only to the legal ownership status.