

Matrix Site Map reference & address

- 1
- 10. Bishop Hedley High School, Gwaunfarren Road,
Penydarren, Merthyr Tydfil, CF46 9AN.**
- 2
- 12. Former Ardagh Site Dragon Park, Abercanaid, Merthyr
Tydfil.**

**3 16.A465 Heads of the Valleys Section 5 and 6 Dowlais Top
to Hirwaun Welsh Government Roads Transport
Infrastructure Scheme.**

Development type

Planning permission - redevelopment for educational and community, within the existing development defined boundary for Merthyr Tydfil.

Planning permission - brownfield redevelopment for major residential new use.

Transport Infrastructure - improvements to existing highway.

Additional details

The permission relates to a phased demolition of the existing school and the construction of a new school building at the existing site, to include community use. The proposal 'merges' several existing local schools with a total of 625 primary school children and this includes 100 nursery places, and a total of 600 secondary year pupils. The related planning committee report (18/10/2023) includes a detailed description and assessment from the construction to final development stages. Several specialist reports accompany the application and these include: an Environmental Noise Assessment, Transport Assessment and Travel Plan, and a Design and Access Statement, with consultee responses included within the Planning Committee report. Situated between this site and the Scheme is the main A4060 highway and a mixture of land uses including residential and industrial (e.g. Goat Mill Road). The final views of the FFYF restoration will be visible to limited views from the new school redevelopment. The A4060 highway is identified by the Welsh Government as a 'noise' contributor to the locality. See Datamap Wales.

Aerial photographs show that the previous industrial buildings no longer exist at the site. The planning application documents confirm that the majority of the site buildings were no longer present in 2015. The site adjoins the River Taff to the east, with the railway line running alongside its easterly embankment. The site lies significantly above the River Taff embankment. The A470 runs to the west of the site. Several specialist reports accompany the application, and these include; Drainage Strategy, Geoenvironmental Site Investigation, Transport Assessment, Flood Consequences, Landscape Strategy, Coal Mining Risk Assessment, Design and Access Statement. The Caol Mining Geology map confirms the presence of coal seams in the area. A full list of the accompanying reports is set out in the accompanying planning application statement. Site level and drainage channel works had taken place prior to the submission of the planning application for residential development. The application for residential development includes a Suds based approach for drainage. The proposed change of the site will alter some of the existing cultural associations with mine legacy. The TA is based on the impact of the development from 2025 and a 10 year opening to 2035.

The scheme is nearing the completion stage and as such included as an overlap with the proposed Scheme temporal scale and is likely to be completed near the time of the final consideration of the FFYF restoration details.

MATRIX 2 - Short listed site descriptions and cumulat

Site descriptions

Location/distance from the Scheme site

At the closest point is approximately 1,059 metres to the west, interjected with the line of the A4060 highway.

At the closest point is approximately 1,095 metres to the west, interjected with the A4054 and A4060 highways and other structures.

The closest point is 0.55 km to the Dowlias roundabout changes, as part of the overall 17.7 route improvements.

Final project analysis.

Planning status

Several pre- commencement planning conditions approved: 6, verification plan for remediation strategy, approved on the 09/05/2024, application code P/24/0081; 16, details to eradicate Japanese Knotweed, 05/04/2024, application code P/24/0018; 17, details of Construction Environment Management Plan (CEMP), 06/03/2024, application code P/23/0271; 18, details of an Ecological Management Plan (EMP), 06/03/2024, application code P/23/0271; 19, Bat Method Statement details, 17/01/2024, application code P/23/0264. A separate European protected species licence also a requirement. The approved CEMP includes air quality matters, amongst other relevant environmental aspects

The permission has secured several pre- commencement planning conditions; 11, CEMP discharged 05/08/2024, code P/23/0191; 17, details to eradicate Japanese Knotweed, discharged 05/08/2024, code P/23/0191; 22, details for structural protection measures for strategic watermain crossing the site, discharged 05/04/2024, code P/23/0015; 23 setting out easement plan, discharged 05/04/2024, code P/23/0015:

At the time of preparing this CEA, the aim of having the junction operational by Christmas 2024 represents a significant 'marker' which will allow A465 through traffic to use the new junction and highway arrangement.

Related project EIA details

No details appear as part of the planning application submission.

No details appear as part of the planning application submission.

Public Local inquiry held in 2018 and this included an Environmental Statement (www.gov.wales/a465-section-5-and-6-dowlais-top-hirwaun-environmental-statement). Tables 18.6 and 7 of the ES included the Ffos y Fran employment/industrial land as one of the CEA projects and concluded no significant impacts predicted. The ES references towards a CEMP for the road improvements.

Potential in- combination effects

The site is within the Scheme 3 km Hydro Geochemical and Cultural Heritage ZOI's and near the ZOI boundary for Air Quality, and includes potential relationship with the remaining ZOI's, human health, geology and soils and climate change. No significant significant in -combination effects is considered to take place during the limited temporal overlap stage for the two sites.

The site is within the Scheme 3 km Hydro Geochemical and Cultural Heritage ZOI's and near the ZOI boundary for Air Quality, and includes potential relationship with the remaining ZOI's, human health, geology and soils and climate change. Tributary streams link the proposed scheme with the River Taff and the site. No significant significant in -combination effects is considered to take place during the limited temporal overlap scheme stage defined for FFYF within the projected time scale for new residential development completion.

The site is within the Scheme 1km Air Quality ZOI and lies closest to the FFYF proposed restoration application. The potential relationship with the remaining ZOI's, human health, geology and soils and climate change are also related. The iterative restoration scheme recognised the potential local changes which could arise with the new highway improvements implemented. No significant significant in -combination effects is considered to take place during the very limited temporal overlap scheme stage as identified.

proposed mitigation applicable

As an additional positive recommendation effective communication with relevant highway authorities and community representatives should be prioritised during peak periods of construction, especially during adverse weather conditions. Relevant aftercare implementation conditions should be safeguarded and monitored for effectiveness.

As an additional positive recommendation effective communication with relevant highway authorities and community representatives should be prioritised during peak periods of construction, especially during adverse weather conditions. Relevant aftercare implementation conditions should be safeguarded and monitored for effectiveness.

As an additional positive recommendation effective communication with relevant highway authorities and community representatives should be prioritised during peak periods of construction, especially during adverse weather conditions. Relevant aftercare implementation conditions should be safeguarded and monitored for effectiveness.

Residual cumulative

Implementing the FFYF restoration scheme should mean positive improvements to the previous operational stages of the site. The planning conditions attached to the extant mineral permission for FFYf , such as noise mitigation 'baffle' measures, for the operational stage of the quarry extraction will no longer be necessary but could remain in place for other beneficial 'community ' gains/enhancement. Increased accessibility to the site and locality.

Implementing the FFYF restoration scheme should mean positive improvements to the previous operational stages of the site. The planning conditions attached to the extant mineral permission for FFYf , such as noise mitigation 'baffle' measures, for the operational stage of the quarry extraction will no longer be necessary but could remain in place for other beneficial 'community ' gains/enhancement. Increased accessibility to the site and locality.

In implementing the FFYF restoration scheme should mean positive improvements to the previous operational stages of the site and the related permissions and consents at that time. The planning conditions attached to the extant mineral permission for FFYf , such as noise mitigation 'baffle' measures, for the operational stage of the quarry extraction will no longer be necessary for the restoration requirements but could remain in place for other beneficial 'community ' gains/enhancement. Increased accessibility to the site and locality.