

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 20 / 0017	Ask For	Gerald Coughlan
Date	2nd June 2020	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant MTCBC, fao Mr C Jones, Civic Centre, Castle Street, Merthyr Tydfil, CF47 8AN .

Location Trelewis Primary School High Street Trelewis .

Detail New classroom building with an associated sheltered walkway to the existing school .
(Revised Haul Service Road)

PLANNING NEED TO KNOW

Proposals as above are new construction to the existing school footprint. No proposals affecting school access/parking. No stormwater details, foul discharge to mains.

SAB Officer to respond directly on storm water drainage and compliance with legislation .

Coal Mining Assessment advises there is a potential risk to the development from old workings. Ground Investigation works is advised to investigate this risk and to report/comment accordingly.

Information provided shows construction traffic are to access the development from the north. Access is along the rear adopted lane to Cherry Tree Walk (which is narrow, restricted visibility and no passing provisions) then across a Network Rail bridge (with a 7.5 ton weight limit - 3.6m wide) then along a right of way/bridleway to the school (status to be confirmed by rights of way section).

Concern for this proposal is the additional traffic movements,during the construction period,along the adopted highway to the rear of Cherry Tree Way with it's constraints. Therefore refusal is recommended on highway safety grounds.

Consultation with Network Rail and the Rights of Way section within MTCBC, may also restrict this proposal .

Advised of amended submission regarding the proposed site haul/service road (**HSR**) 28th May 2020.

- a) Revision shows revised **HSR** connecting to the adopted network to the north at Bron Deg houses, before accessing the unnamed mountain road to the north, on street parking occurs there is minimal off street parking provision .
- b) Proposed **HSR** construction is 3m wide (granular sub base construction)with a 1m strip of land before 'path'.
- c) The construction materials will be require continual maintenance to achieve a safe vehicular surface, there are no gradients for the proposal provided.
- d) Prior to **HSR** construction it is advised that ground investigation of the proposed route be undertaken due to the past mining history of the area which could also assist in any remedial action/works that may be required .
- e) topographical survey and ground investigations could identify the need for ground stability/retaining wall construction
- f) no drainage proposals shown
- g) no passing provisions shown, could this problem be resolved with continued supervision ?
- h) there are adopted footways, unadopted but well used footways and rights of way/bridleways that will be traversed by the proposals, details to be provided .
- i) watercourses/land drainage systems are also affected by proposals , details of protection works required .
- j) proposal runs parallel to the mineral railway line, contact is advised with Network Rail .

In conclusion, the limited details as provided has no considerations for the topography/ground conditions to be encountered, conflict with the public, land drainage. Rights of Way need to respond also. Future works if progressed will require approvals that are independent of any future planning approval .

OBSERVATIONS

CONDITIONS

REASONS FOR CONDITIONS

REASONS FOR REFUSAL

INFORMATIVES



pp Carwyn Morris
Engineering & Traffic Group Leader .