

P/2023/0838- Hafod House CTMP

Response by National Trust to email from Gwyn Humphreys dated 16/1/24 in relation to Highways queries from Doug Bailey dated 12/1/24.

National Trust consider the queries relate to matters within a potential Highways Section 278 Agreement and should be resolved through that procedure.

We provide a response to the queries raised by number below but consider that the prior to commencement planning condition can be fully discharged, any outstanding highways matters discussed via the Section 278 Agreement.

1. We append below highways standard guidance notes and contact details relating to any works impacting on the public highway for use and reference.

Thank you for providing the highways standard guidance notes which we will use to inform our submissions.

2. Our experience of vehicle mounted road brushes is that they are not always adequate for the public highway and additional provision of a road sweeper (available on call) or similar arrangements may be necessary.

Thank you for this information. We expect that there should be minimal dirt / debris transferred onto the public highway as we will be using high-density polyethylene (HDPE) panels for the delivery vehicles access on site. Furthermore, the construction vehicles themselves will remain onsite until they are transferred off site (on completion of the works) by trailer.

3. We are aware of the substantial mains gas supply in the vicinity of the temporary southern entrance, and indeed across the site. Given the size and sensitivity of this, and potential impact for all parties, we request confirmation that methodology and supervision of the temporary works as well as the permanent construction have been approved by the relevant authorities (HSE/Wales and West Utilities?)

All utility companies have been informed by our main contractor of the works being undertaken and it is only the gas provider (Wales and West Utilities) who has requested to be onsite to supervise works when undertaken in close proximity to the main gas supply (running broadly parallel to the Hafod road).

4. We request confirmation that turning on site is available for HGV vehicles to enter and leave via a forward gear. For occasional loading/offloading reversing in or out is only accepted with a competent banks person in attendance.

Since the offloading HGV delivery vehicle arrivals on site are occasional / infrequent, they will reverse onto site while being supervised by a competent banks person. As stated in the CTMP, the drivers will call the site supervisor in advance of their arrival to co-ordinate the safe off-loading of construction materials.

5. Are we correct in assuming there are no soil/subsoil movements offsite?

Yes you are correct, there will be no soil/subsoil movements offsite. We provided a separate earthworks drawing (CCW_P15_Earthworks Plan) which shows the location of the onsite soil mounds which will be formed from the excavated soil/subsoil. I have attached a copy of the earthworks drawing in case you have not seen it.

We intended to submit a Risk Assessment Method Statement (RAMS) for these minor highways works for your consideration with (or separately) to our S278 submission – rather than us producing an addendum to the existing CTMP or produce a new CTMP. Furthermore, the excavated material from the crossing construction will follow the same traffic routes as described in the CTMP and will also be subject to the same restrictions / commitments as stated in the CTMP. The excavated material from the crossing construction will form part of the soil mounds as shown in the submitted earthworks drawing, can you please confirm that this proposed approach is acceptable?

I will arrange a development site meeting with you to discuss the visual splay and the drainage requirements associated with the crossing / visual splay. I will involve our Civil Engineer in this meeting so that we can also confirm your document requirements (including the scope of the construction details) for the crossing. However, as was mentioned by our Planning Adviser at our meeting with you on 30th November and in subsequent correspondence, the location of the visual splay was approved within our planning permission – while we can discuss ongoing maintenance requirements and potential drainage impacts, any changes made would need to be within the scope of the already approved scheme. Furthermore, the visual splay construction (on NT land) is in close proximity to the main gas main which also constrains the potential for further change.

Thank you for your consideration.

Details provided 18th January 2024

John Pearson, Planning Adviser, National Trust