

Appendix 5

Site Hazards

1. Hazards associated with the Listed Buildings.

The remediation funding will not repair/restore the listed buildings. Funding has however been utilized to install robust fencing and warning signage.

2. Hazards associated with Pant Glas slip.

No remediation works will be undertaken to the Pant Glas landslip itself. Consideration will be given to fencing off areas if required.

3. Hazards associated with tip spoil

The remediation project does not allow for the removal of tip spoil from the site. Council officers monitor the three principal tips ("Black Patch", British Top Tips, and Cwmbrygwm Tips) through visual inspection and photo recording.

4. Lower Priority Shafts and Adits

Only the high priority mine entries will be treated as part of the remediation project. To arrive at a proposed list of entries for treatment, officers have commissioned a prioritization based on a full review of previous proposals for the site, coal authority data, mine abandonment plans and mine entry records searches. Warning signage has been erected at all entrances to the British which states that there are still mining hazards in the area.

5. Shafts & Adits included in purchase

As part of the site purchase, the responsibility for 22 shafts and 17 adits was transferred to TCBC. Of these, 11 shafts and 7 adits are considered high priority in the Risk Ranking and so are included in the remediation proposals. A further 3 shafts require discussion with Cadw as they are part of the Scheduled Ancient Monument. The remaining 8 shafts and 10 adits are a lower priority and so are excluded from the proposed treatment because:

- They are away from open spaces / principal walking routes
- They are away from watercourse proposals
- They are no longer visible on the latest historical maps

6. Remaining Culverts

There remain a number of bridges/culverts on the British which will remain outside of the remediation project. The entrances are now monitored as part of the Council's culverts monitoring schedule. All culverts which will remain on site have been surveyed at the start of the project to determine their condition and identify defects that will require future maintenance/repair work.