



**Rhyd-y-Car,
Merthyr Tydfil**

FINAL DRAFT

**ASIDOHL
Assessment**

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Dimension
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On behalf of:
Rhydyar West

June 2022
Report Reference:
edp2324_r004e

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	Report Ref: edp2324_r004			
	Author	Formatted	Peer Review	Proofed by/Date
r004_DRAFT	RS	MW	-	-
r004a_DRAFT	RS	FJ	-	-
r004b_FINAL DRAFT	RS	-	AP	FM 110322
r004c_FINAL DRAFT	RS	-	-	-
r004d_FINAL DRAFT	-	-		DL200422
r004e_FINAL DRAFT	RS	-	-	-

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Non-Technical Summary

- S1 This document assesses the potential impact of the proposed development at Rhydy-car West upon the Merthyr Tydfil Landscape of Outstanding Historic Interest (MTLOHI) utilising the ASIDOHL2 methodology (Cadw, 2007).
- S2 The effects of the proposed development on the MTLOHI fall mainly within its southern, south-western and south-eastern parts with the most significant effects are, as might be expected, to Historic Landscape Character Areas (HLCAs) which are directly, physically affected by development and, which have a high instance of industrial-era archaeology, HLCAs 014 and 070 where Moderate level effects are assessed.
- S3 In both HLCAs, the best preserved or most historically significant features have been designated as scheduled monuments; however, both also contain numerous earthworks and buried archaeological features of lesser value many of which are interrelated and associated with systems with a with shared function related to mine working. The provision of walking routes will create managed and sensitive access to two of the most significant scheduled monuments (GM608 and GM607) in the site, allowing for a greater degree of interpretation of these assets and will have only a very limited physical impact on them. These and, four others in the locality (including one located in HLCA 064) will also be subject to change within their settings that will affect their heritage value.
- S4 Development will, in its footprint, remove various non-designated archaeological features. This includes earthwork remains of mining at Glyn Dyrys and Lower Colliers Row including remains located in an area suspected to contain early mine workings. It will also cut across historic, former transport corridors that define a key aspect of the heritage value of the two HLCAs, comprising the course of the post-medieval Parish Road, the 18th century Cyfarthfa Canal and the 19th century Cwm Pit Railway, although for the canal and railway the areas affected appear to no longer have any (or very few) extant remains above-ground associated with them. For all of these remains, it should be considered that due to the vegetation conditions at the site many of the assets and the related landscapes in which they lie, are now largely illegible and all have suffered erosion and are in a poor physical condition.
- S5 Where preservation in situ cannot be achieved, direct effects on archaeological earthworks and buried remains located in the footprint of the development can be mitigated through archaeological recording. A scheme for archaeological mitigation will be developed in response to the impacts through consultation with the local planning authorities' archaeological advisor, GGAT. Furthermore, the development plans (if agreed) propose to carry out conservation works at the scheduled monuments that will be indirectly affected. These works will aim to preserve and safeguard their physical remains which are currently under threat from invasive vegetation, subsidence and water erosion.

- S6 As noted above, the ASIDHOL2 process does not provide for the assessment of beneficial effects and so these works are not reflected in the Stage 3 scoring for this assessment. The direct beneficial effect to scheduled monument from conservation measures will be fully articulated in the Environmental Statement Chapter which will be submitted with the planning application.
- S7 Notwithstanding a very minor effect on the A470 Road corridor, an HLCA of little relevance to the overall value of the LOHI, all other effects identified are indirect and based on slight visual changes to setting of HLCAs. The highest scored effect identified has been to HLCA 013 which contains the Grade I listed building Cyfarthfa Caste and its associated Grade II* listed parkland. The impact itself is assessed as minor: however, the high value of these assets and the resulting contribution to the value of the MTLOHI has resulted in a Moderate effect in terms of the ASIDHOL2 calculations.
- S8 Similarly, another Moderate indirect effect is assessed to HLCA 064 a landscape character area very similar in character to HLCA 014 and 070 in that it is also dominated by former industrial earthworks related to mine working. Whilst from most of the HLCA, views to the development will not be possible, it will be appreciable from some vantage points including from the scheduled monument The Black Pins, which lies close to the site's western boundary and, will change the nature of the HLCA's setting across a landscape of very similar characteristics to that occupied by the site.
- S9 Other indirect effects are minor and primarily on account of the development being visible from across the Taff Valley from land to the east. Whilst the development will have some visibility from many locations across the Merthyr basin, from most places it will be distant and seen in the context of existing modern development in the town and lining the Taff Valley and therefore have little relevance to the HLCAs that are far from the site, especially those predominantly characterised by industrial archaeology. The HLCAs where an impact has been assessed are those that are nearest to the site, located on the opposite side of the Taff to the east.
- S10 Overall, following development, all of the HLCAs affected will retain their positive contribution to the historic character of the MTLOHI as none of them will be affected such that they lose all or even a large proportion of their former industrial archaeological features. Primarily, it is the remnants of the industrial landscape that contribute to the MTLOHI and even the HLCAs most substantially affected will continue to strongly preserve and reflect the LOHI's important industrial history. As such, and given the calculation presented in Section 5, it is assessed that overall, the proposed development would result in a Slight impact upon the significance of the MTLOHI. This impact should be considered alongside the benefits offered that aim to offset and mitigate impacts through conservation and, enhanced interpretation of the historic environment through managed and sensitive access to key scheduled monuments.

Section 1

Stage 1: Contextual Information

Introduction

- 1.1 Rhydyar West propose to develop an area of land to the west of Merthyr Tydfil for a leisure development (hereafter referred to as ‘the site’). This document assesses the potential impact of this development upon the Merthyr Tydfil Landscape of Outstanding Historic Interest (MTLOHI) via the ASIDOHL2 methodology.

Consultation

- 1.2 This is an Environmental Impact Assessment (EIA) project for development located within the MTLOHI. In accordance with Paragraph 6.1.21 of Planning Policy Wales (Edition 11; Welsh Government, 2021) (PPW), impacts upon landscapes on the Register of Historic Landscapes in Wales should be taken into account in planning decision making. As such, this report sets out the results of an Assessment of the Significance of the Impact of Development on Historic Landscapes (ASIDOHL2) carried out in accordance with Cadw guidance, the *Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process* (CCW, Cadw and WAG 2007) on the MTLOHI.
- 1.3 Consultation regarding the scope of the ASIDHOL2 took place with Cadw and the Glamorgan-Gwent Archaeological Trust (GGAT), with a meeting held in May 2021 and subsequent email exchange. Consequently, a Scoping Note document was issued confirming the scope of the assessment. This document is at **Appendix EDP 1**.

Scope of Study

- 1.4 The development proposal is located within the Merthyr Tydfil registered historic landscape. It has been assessed that no other registered historic landscape area will experience visual effects from the proposed development. Consequently, ASIDOHL has been undertaken for the Merthyr Tydfil historic landscape, in which the project lies and where its visual effects will be experienced. This scope has been agreed with Cadw.

Assessment Standards

- 1.5 The assessment has been undertaken according to the ASIDOHL Version 2 methodology (CCW, Cadw and WAG 2007).

Description of Development

- 1.6 The site is located within a densely wooded area to the west of the town of Merthyr Tydfil. The town centre is located c. 1.5km to the north-east of the site boundary.
- 1.7 The site occupies hillsides sloping to the east and north-east towards the valley of the River Taff with the valley of the Nant Canaid to the south of its boundary. Its topography has been heavily influenced by intensive industrial activity in the form of mining for coal and ironstone and contains earthworks related to this activity. The land at the site is situated at the fringe of the uplands which border the Brecon Beacons National Park (BBNP), within a transitional landscape that bridges the upland moorland landscapes of the National Park and the industrial valleys which cut north-south from its foothills.
- 1.8 The proposed development is described as such:
- “Outline application for erection of a mixed leisure development comprising indoor snow centre (up to 39,200 sq m), waterpark (up to 7,500 sq m), indoor activity centre (up to 9,000 sq m), external activity areas, hotel accommodation (up to 418 bedrooms), forest lodge accommodation (up to 30 units), car parking (up to 830 spaces) and associated earthworks, access, drainage, servicing and utilities connections/infrastructure.”*
- 1.9 A plan showing the proposed development is located at **Appendix EDP 2**.

Supporting Information

- 1.10 Other elements of the planning application contain background information which informs and contextualises this assessment:
- Rhydy-car West ASIDHOL Scope (**Appendix EDP 1**, EDP, 2021a);
 - Archaeology and Heritage Baseline Assessment (EDP, 2022); and
 - Landscape and Visual Assessment (LVA). This assessment is supported by a series of photographs and viewpoint graphics (Tir Collective, 2022).

Policy Context

- 1.11 Key legislation and guidance relating to archaeology and cultural heritage comprises:
- Ancient Monuments and Archaeological Areas Act 1979;
 - Planning (Listed Buildings and Conservation Areas) Act 1990;
 - Historic Environment Act (Wales) 2016;

- Technical Advice Note (TAN) 24: The Historic Environment; and
 - Planning Policy Wales Edition 11, Welsh Government.
- 1.12 Also of relevance is *Future Wales – the National Plan 2040* (Welsh Government, 2021) which is Wales’ national development framework.
- 1.13 The *Merthyr Tydfil Replacement Local Development Plan 2016-2031* (LDP), which was adopted by *Merthyr Tydfil County Borough Council* (MTCBC) on 29 January 2020, provides the local planning policy framework for the area.
- 1.14 Strategic Objective 9, Heritage and Cultural Assets aims to: *“To protect, enhance and promote all heritage, historic and cultural assets”*.
- 1.15 Policy CW1: *The Historic Environment* outlines detailed policy, relevant to historic assets present within the site, against which proposals for new development will be determined. It states that:
- “The integrity of our historic environment assets will be conserved and enhanced. Development proposals will only be permitted where it can be demonstrated they would preserve or enhance the architectural quality, character or the historic or cultural importance of our designated historic environment assets.*
- Development affecting undesignated historic environment assets including, Locally Listed Buildings or structures, Landscapes of Outstanding Historic Interest in Wales, Urban Character Areas and Archaeologically Sensitive Areas should have regard to their special character and archaeological importance.”*
- 1.16 Also of relevance are objectives contained within the *Sustainability Appraisal Report* which is a part of the LDP (January 2020). In the report objectives 16 and 18 relate to the historic environment:
- “16: To protect and enhance heritage assets that defines the County Borough as the most significant Welsh town of the Industrial Revolution.*
- 18: To protect and enhance the quality of designated areas of landscape value and good quality townscapes.”*

Confidence Levels

- 1.17 The proposed project is fully described and illustrated by the planning application. The physical form and appearance of the proposed project is fully understood (as referenced in LVA Accurate Visual Representations (AVR)– Tir Collective, 2022 – Appendix 5).

- 1.18 As part of the LVA methodology, a Zone of Visual Influence (ZVI) was identified as part of the analysis to inform the location of potential representative assessment viewpoints, in addition to the detailed prior local knowledge of the Merthyr Tydfil landscape. This was refined in the field by both the landscape architect and the archaeologist undertaking the ASIDOHL. The field visits enable the true situation on the ground to be appreciated, particularly in terms of the role of tree cover and other vertical landscape elements which dictate the availability of mid- and long-distance views.
- 1.19 Visibility during the three recent field visits (carried out in June and July 2021) was generally very good. Where public access permitted, character areas within the scope of the assessment were visited, enabling a clear understanding of the extent to which the proposed development will be visible.
- 1.20 The Merthyr Tydfil historic landscape has been characterised in detail by Roberts (2003). This document identifies the component Historic Landscape Character Areas (HLCAs) of the landscape, with a description of their period, components, condition, significance and value.
- 1.21 Confidence levels for this ASIDOHL are therefore high in all respects.

Qualification and Experience

- 1.22 This ASIDOHL has been undertaken by Rob Skinner BA, MA, ACIfA and a draft version of the assessment was reviewed by Dr Andrew Pearson MA, PhD, MCIfA, FSA. Mr Skinner has worked in archaeological consultancy for 9 years and during this time has undertaken a large number of assessments in Wales, including desk-based assessments, written schemes of investigation, heritage statements, buildings surveys and environmental statement chapters.
- 1.23 Dr Pearson has worked as an archaeologist in Wales for 20 years and during this time has undertaken over 25 ASIDOHL studies. He has also carried out critical review of ASIDOHL and other landscape studies on behalf of Countryside Council for Wales (CCW).

Process Description

- 1.24 This assessment has been undertaken to ASIDOHL Version 2 standards. All five stages have been undertaken.
- 1.25 The scope of the assessment was agreed in advance through consultation with Cadw (Neil Maylan) and GGAT (Claudine Gerrard), through a face-to-face meeting and subsequent email exchange in May 2021. The agreed scope was set out in a Scoping Note (EDP, 2021) which is appended to this report (**Appendix EDP 1**). The scope set out in the Note has governed the process set out below.

Historic Landscape Under Consideration

- 1.26 The proposed development lies within the Merthyr Tydfil historic landscape, as described in the Register of Landscapes of Outstanding Historic Interest in Wales (Cadw, CCW and ICOMOS UK 1998).
- 1.27 The Merthyr Tydfil Historic Landscape is described in the Cadw, CCW & ICOMOS UK Register of Landscapes of Outstanding Historic Interest in Wales (1998). This document is complemented by the Merthyr Tydfil Historic Landscape Characterisation project (Roberts 2003). This latter piece of work is the key document for the present ASIDOHL, identifying the component Historic Landscape Character Areas (HLCAs), with a description of their period, components, condition, significance and value.
- 1.28 The MTLOHI is defined by its 18th and 19th century industrial heritage and, regardless of recent land reclamation and the sanitisation of surrounding waste tips, the town and its environs still retain its industrial landscape character as one of the most significant Welsh towns of the Industrial Revolution. The MTLOHI contains numerous individual archaeological elements including the remains of large ironworks, coal and ironstone mining industry, waterpower, communication systems (such as early tramroads), tips and terraced housing. As well as its economic significance, the area also has importance as a religious, literary and political centre.
- 1.29 The area is also addressed by the *Merthyr Tydfil Historic Landscape Conservation Management Plan* (CCW, Cadw and WAG). This usefully characterises the historic ironworking landscape into three basic zones: core (iron production); settlement; and resource. These definitions are taken forward in Stages 3 and 4 of this assessment.

Identification of Key Historic Landscape Characteristics and Determination of Study Area

- 1.30 The key characteristics of the MTLOHI are listed in **Table EDP 1.1**. The HLCAs within the Historic Landscape each have individual key characteristics: these are outlined in **Table EDP 1.3 – 1.30**.

Table EDP 1.1: Summary of key characteristics of the Merthyr Tydfil Historic Landscape as a whole.

Key Characteristic
Extensively altered industrial landscape of the 18th and 19th centuries
Remains of early ironworks and associated features
Industrial era settlement; from Cyfarthfa Castle to surviving workers' housing
Remains of early industrial communications: Glamorganshire Canal, tramroads, bridges
Uplands altered by extractive industry and water management features

- 1.31 Roberts (2003) identified 79 HLCAs within the Merthyr Tydfil Historic Landscape. These reflect surviving industrial urban settlements, former ironworks and related workings, transport and water management systems, parkland at Cyfarthfa Castle, post-medieval

agricultural landscapes as well as some more modern elements (i.e. embracing settlement, production and resource zones).

- 1.32 It is clearly neither necessary nor practical to evaluate all 79 HLCAs within the historic landscape. The scoping process is set out in the Scoping Note at **Appendix EDP 1**. In summary, the scope comprises three HLCAs which the development will directly impact upon and 26 HLCAs which might be susceptible to an indirect effect. These are listed below in **Table EDP 1.2** and identified on **Plan EDP 1**.
- 1.33 The HLCAs in the wider landscape have been selected on the basis either that they fall within the ZTV, and therefore might be subject to a visual change from development. Or, that the historic assets within them might suffer effects arising from the 'severance, fragmentation, dislocation or alteration of the functional connections between related elements.' Such as, change to the functional relationship between extant elements of the former industrial landscape or, the risk of damage to historic assets from increased public access resulting from the proposals and, damage to historic assets off site from construction activities, such as from dust or vibration.
- 1.34 The selection has scoped out any HLCAs with a very small amount of interaction with the ZTV which predominantly comprise urban areas. Here, development of the site would have little influence on the urban landscape or the setting of street-based historic assets, and views from these locations would be restricted to glimpses between buildings to the distant hillsides on which the development is located. Such experience of the development would have little relevance to the townscape. Urban areas that include a broader view of the site are included.
- 1.35 The HLCAs considered are listed below in **Table EDP 1.2**.

Table EDP 1.2: HLCAs within the Merthyr Tydfil historic landscape considered by the ASIDOHL.

HLCA	Name	Distance from proposed development*
Direct – Stage 2		
014	River Taff Canal and Railway Corridor	Development is within the HLCA
070	Cwm Glo: Tramroad, Plateway and Incline Corridor	Development is within the HLCA
079	A470 (T) Road	Development is within the HLCA
Indirect – Stage 3		
013	Cyfarthfa Castle and Park	1.8km
019	Penydarren Tramroad Corridor	700m
021	Clyn-Mil and Wernlas Opencast Area	1.2km
022	Clyn-Mil, Pencoedcae and Trebeddau	770m
023	Clyn-Mil Workings	1.4km
024	Graweth and Pen-y-Lan	1.5km
025	Nantyrodyn and Bwllfa Workings	2.1km
026	Cilfach-yr-Encil	2.4km
031	Merthyr Common, Central	2.6km
039	Ffos-y-Fran	1.7km
040	Incline Top	570m

HLCA	Name	Distance from proposed development*
041	Merthyr Common, North	4.4km
043	Garth and Blaen-Y-Garth	4.6km
045	Morlais Hill and Castle	3.7km
050	Gurnos and Galon Uchaf	2km
051	Vaynor Quarry	4.1km
053	Y Graig, Gurnos	2.8km
060	Cefn Cil-Sanws	3.3km
064	Winch Fawr, Pen-y-Heolgerrig, Cwm Du and Upper Cwm Glo Workings	0km (abuts site boundary)
069	Cwm Glo, North	900m
071	Upper Collier's Row	900m
072	Waunwyllt. Pen-y-Lan and Graig Gethin	84m
077	Merthyr Common, South	2.2km

*'Distance from Development' refers to the shortest distance between the HLCA and development boundary

Table EDP 1.3: Key Characteristics of Historic Character Area 014 *River Taff Canal and Railway Corridor.*

Key Characteristics
Historic communications corridor
Remnants of the 18 th century Cyfarthfa Canal including two parts that are together a scheduled monument Cyfarthfa Canal Level (GM467)
Parts of the 19 th century Glamorganshire Canal
Remains of former tramroads, railways and roads including one scheduled monument Vale of Neath Railway Cutting and Tunnel Portal (GM606)
Extensive remains related to coal and ironstone mining including the site of several major collieries including two scheduled monuments, Cwm Pit and Head of Railway (GM607) and Cyfarthfa Balance Pond and Leat (GM608) and one grade II listed building, Base of chimney at Cwm Pit (81752)
Former industrial housing at George Town

Table EDP 1.4: Key Characteristics of Historic Character Area 070 *Cwm Glo: Tramroad, Plateway and Incline Corridor.*

Key Characteristics
Historic industrial transport corridor and mining landscape associated with Cyfarthfa Ironworks
Earthworks remains of tramways, inclines, spoil tips, water management features and coal mines, including one scheduled monument Cwm Glo Pit and Ironstone Tip (GM611)

Table EDP 1.5: Key Characteristics of Historic Character Area 079 *A470 (T) Road.*

Key Characteristics
Late 19 th century rail corridor now occupied by the modern A470

Table EDP 1.6: Key Characteristics of Historic Character Area 013 *Cyfarthfa Castle and Park*.

Key Characteristics
Grade I listed buildings Cyfarthfa Castle and School at Cyfarthfa Castle (11396 and 11397), the former being the historic seat of the Crawshay family from its construction in 1824 into the first years of the 20 th century.
Grade II* Historic Park and Garden at Cyfarthfa Castle (GM1)
Grade II listed fountain at Cyfarthfa Castle (11398)

Table EDP 1.7: Key Characteristics of Historic Character Area 019 *Penydarren Tramroad Corridor*.

Key Characteristics
Corridor of Pen-y-Darren tramroad including scheduled monument Merthyr Tramroad Tunnel (Trevithick's Tunnel; GM573) and its historic associations with the Pen-y-Darren locomotive, the first steam powered railway engine which ran along the line in 1804.
Site of Plymouth Ironworks
Site of industrial era housing

Table EDP 1.8: Key Characteristics of Historic Character Area 021 *Clyn-Mil and Wernlas Opencast Area*.

Key Characteristic
Restored 20 th century open cast mine
Site of former 19 th -century mine workings

Table EDP 1.9: Key Characteristics of Historic Character Area 022 *Clyn-Mil, Pencoedcae and Trebeddau*.

Key Characteristic
Post-medieval farmland (although buildings of little interest)
Remains related to 19 th century mining including water management features and tramroads

Table EDP 1.10: Key Characteristics of Historic Character Area 023 *Clyn-Mil Workings*.

Key Characteristic
Remains of early ironstone and coal surface workings
Remains of tramroad network and water management features
Ancient woodland
Post-medieval drystone walls

Table EDP 1.11: Key Characteristics of Historic Character Area 024 *Graweth and Pen-y-Lan*.

Key Characteristic
Preserved post-medieval fields and drystone wall boundaries
Ruined farmhouses

Table EDP 1.12: Key Characteristics of Historic Character Area 025 *Nantyrodyn and Bwlifa Workings*.

Key Characteristic
Post-medieval enclosures
Remains related to 19 th and 20 th century coal mining including remains of an engine house, levels and several incline tramways
Large prominent spoil tips dating from the early 20 th century

Table EDP 1.13: Key Characteristics of Historic Character Area 026 *Cilfach-yr-Encil*.

Key Characteristic
Post medieval field system and boundaries

Table EDP 1.14: Key Characteristics of Historic Character Area 031 *Merthyr Common, Central*.

Key Characteristic
Heavily industrialised landscape
Water features related to 19 th century ironworks comprising reservoirs including scheduled monument Sarn Howell Pond and Watercourses (GM494)
Remains related to coal mining and associated transport features including grade II listed Timber Aqueduct over former Taff Bargoed Railway (16143)

Table EDP 1.15: Key Characteristics of Historic Character Area 039 *Ffos-y-Fran*.

Key Characteristic
Remains of industrial era features related to the Dowlais Ironworks including waste tips
Deserted iron mining settlement and workings at Ffos-y-Fran which are a scheduled monument (GM496)
Remains of early post-medieval crown pit and patch surface workings
Remains of early and mid-19 th century coal and iron workings
Remains related to water management systems and transport; rail and tramways

Table EDP 1.16: Key Characteristics of Historic Character Area 040 *Incline Top*.

Key Characteristic
19 th century transport corridor associated with Pen-y-Darren and Dowlais Ironworks
Former industrial mining features now reclaimed
Early industrial era houses

Table EDP 1.17: Key Characteristics of Historic Character Area 041 *Merthyr Common, North*.

Key Characteristic
Area of open upland grazing
Water management features and reservoirs located with 19 th century industry

Table EDP 1.18: Key Characteristics of Historic Character Area 043 *Garth and Blaen-Y-Garth*

Key Characteristic
Medieval and post-medieval agricultural enclosures
Vernacular domestic and agricultural buildings including the Grade II listed Blaenygarth (80959)
Small scale mining remains and remains related to water management

Table EDP 1.19: Key Characteristics of Historic Character Area 045 *Morlais Hill and Castle*.

Key Characteristic
Bronze Age funerary and ritual landscape including the scheduled monument Morlais Hill Ring Cairn (GM563)
Iron Age univallate fort (under later medieval castle)
Remains of medieval Morlais Castle, scheduled monument (GM028)
Agricultural field system of prehistoric or medieval date
Industrial transport corridor

Table EDP 1.20: Key Characteristics of Historic Character Area 050 *Gurnos and Galon Uchaf*.

Key Characteristic
Modern urban area
Site of former Roman road
Former industrial era transport corridor

Table EDP 1.21: Key Characteristics of Historic Character Area 051 *Vaynor Quarry*.

Key Characteristic
Large modern stone quarry
Former area of older industrial activity and quarry including tramroad
Site of find of Roman inscribed stone

Table EDP 1.22: Key Characteristics of Historic Character Area 053 *Y Graig, Gurnos*.

Key Characteristic
Small area of scrub woodland and pasture
Formerly associated with the post-medieval Gurnos Farm

Table EDP 1.24: Key Characteristics of Historic Character Area 060 *Cefn Cil-Sanws*.

Key Characteristic
Minor agricultural industrial extractive landscape
Historic religious place name associations *

* Although this is noted as a key characteristic, there is no physical evidence to suggest the location of a former religious place within this Character Area. Considering this, impacts from the proposed development are not relevant and it will not be discussed further within this ASIDOHL.

Table EDP 1.25: Key Characteristics of Historic Character Area 064 *Winch Fawr, Pen-y-Heolgerrig, Cwm Du and Upper Cwm Glo Workings*.

Key Characteristic
Former industrial landscape of extractive industries associated with the Cyfartha ironworks
Early 18 th and 19 th century iron workings, patching and scouring at Winch Fawr which are a scheduled monument (GM554)
Grade II listed ventilation shaft to Morlais Tunnel (80960)
19 th and 20 th century mining remain at Cwm Du comprising buildings, shafts, levels, spoil tips and including the scheduled monument Cwm Du Air Shaft and Fan (GM460)
19 th century ironstone mining remains at The Black Pins which are a scheduled monument (GM609)
Other earthwork remains treated to mining activity and quarrying
Remains related to industrial era transport and water management
Upland prehistoric ritual landscape including Bryn-y-Badell Bronze Age round cairn
Post-medieval upland agricultural landscape including dry stone walls

Table EDP 1.26: Key Characteristics of Historic Character Area 069 *Cwm Glo, North*.

Key Characteristic
Remains of a 17 th century non-conformist chapel, Cwm Glo Chapel, which is a scheduled monument (GM610) and which has strong local historical associations
Post-medieval agricultural fields
Earthwork remains related to extractive industries along the Cwm Glo valley which, amongst 18 th and 19 th century remains could include some earlier mining archaeology.

Table EDP 1.27: Key Characteristics of Historic Character Area 071 *Upper Collier's Row*.

Key Characteristic
Area of 18 th and 19 th century industrial settlement comprising houses and allotments
Row of ten Grade II listed buildings comprising a row of terraced cottages (11488, 80765, 80766, 80767, 80772, 80773, 80774, 80775, 80776, 80777)

Table EDP 1.28: Key Characteristics of Historic Character Area 072 *Waunwyllt. Pen-y-Lan and Graig Gethin*.

Key Characteristic
Post-medieval ruined upland settlement and drystone walls hidden within woodland
Areas of Ancient Woodland
Remains related to coal mining at Gethin related to the steam coal industry of the late 19 th /early 20 th centuries

Table EDP 1.30: Key Characteristics of Historic Character Area 077 *Merthyr Common, South*.

Key Characteristic
Area of open upland common used for grazing with evidence for medieval transhumance
Prehistoric ritual landscape comprising a row of Bronze Age cairns and barrows set along the upland ridge. Many of these are scheduled monuments (GM222).

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Section 2

Stage 2: Assessment of Direct Effects

- 2.1 This section assesses direct effects from the proposed development on the three HLCAs in its footprint. HLCAs and the relevant elements therein are either named or shown as letters A-G on **Plan EDP 1**, with the full extent of the HLCAs shown on **Plan EDP 3**.

Historic Character Area 014 River Taff Canal and Railway Corridor

Absolute Impact (Loss of Area)

- 2.2 The total area of the *River Taff Canal and Railway Corridor* HLCA (014) is 86.3 hectares (ha). The part of the development which falls within this HLCA comprises an area of 25ha. Overall, the proposed development will have a footprint that coincides with 29% of the whole HLCA. However, of this footprint, only 9.3ha will be subject to total loss or removal of the ground surface. A further 15.7ha will be occupied by 30 forest lodges and their associated infrastructure, an outdoor activity area, with the majority of the ground surface unaffected and trees retained and, improved paths and track including a route designed as a heritage trail with way markers, seats and information boards.
- 2.3 These areas will be subject to only partial impacts and as minimal tree removal as possible. Key groundwork would be related to lodge construction (with the lodges mounted on post so as to minimise ground impacts), re-surfacing and creation of tracks and trenches for service runs, with considerable undeveloped space between the lodges. Equipment within the outdoor activity centre would be almost entirely mounted within the tree canopy and ground impact from benches, way markers and information boards would be very minimal and highly localised.
- 2.4 It is assessed that 9.3 ha of HLCA014 will be subject to total loss due to development, which equates to 10.7% of the whole HLCA. With reference to Tables 2 and 3 (in CCW, Cadw and WAG 2007), the absolute impact of the proposed development (loss of area) is therefore **Slight** (score = 2).

Relative and Landscape Impacts (Loss of Known Elements or Characteristics)

Main development – hotels, car parks, snow centre, water park, activity centres and access roads (9.3ha)

- 2.5 This part of the proposed development will have a direct effect on the following elements of the HLCA which are detailed below. The effect is described and quantified and summarised in **Table EDP 2.1** The elements in question are illustrated on **Plan EDP 1**.

A470 Spoil Tip (A)

- 2.6 With reference to the Archaeology and Heritage Baseline Assessment (EDP, 2021, para. 4.524), a large spoil tip was created when the A470 was constructed in the 1990s. The whole of this tip (100%) is located within the site and will be reduced and over built by development. The modern tip is not considered to have any degree of importance either intrinsic or extrinsic and in relation to the HLCA and so its loss would not result in any grade of direct (or indeed indirect) physical impact.

Glyn Dyrys Upper Level mine and tips to west of A470 Tip (B)

- 2.7 LiDAR data, reproduced on **Plans EDP 9** and **11** in the Archaeology and Heritage Baseline Assessment (EDP, 2021) illustrates the presence of spoil tips related to past mining activity to the immediate south-west of the modern tips associated with the A470, between them and the Parish Road. These comprise a discrete area of finger tips which, according to the National Monuments Record of Wales (NMRW; Ref. 261934) were produced by upcast from the Glyn Dyrys Upper Level located to the south-west which is presumed to have operated in the 19th century (being as the tips are shown on an Ordnance Survey (OS) map of 1876).
- 2.8 The works which possibly comprise the earthworks remains of a level are located within an area identified in the Baseline Assessment as possibly containing early mining remains accessed from the Parish Road. However, if any early workings were present in this area, they would have been destroyed by later mining activity at the Glyn Dyrys Upper Level or buried by the later tips. As such, in accordance with Cadw 2007, the remains' intrinsic importance is assigned to **Category C**.
- 2.9 The earthworks are a very minor feature of the HLCA which contains extensive mining remains some of which are of high value and scheduled. As such the landscape value of the tips is assessed at **Very Low – 1**.
- 2.10 The development would result in the entirety of the area of the former level and the spoil tip being removed and in accordance with Cadw 2007 is a direct physical impact of **Very Severe – 6**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

The Parish Road (C)

- 2.11 With reference to the Archaeology and Heritage Baseline Assessment (EDP, 2021) the Parish Road is an old track of probable post-medieval date (possibly 17th century) that connected a mill at Melin Caniad (located to the immediate south-west of the site) and farmsteads in the hills beyond to the west, with the settlement at Rhydyicar located to the north of the site in the Taff valley.
- 2.12 Presently, the track is used as footpath defined by hedgerows and a stone/earth bank, although its original course to the north of the site has evidently been disrupted by later industrial development and transport corridors as well as the tip associated with the A470.

- 2.13 The road is of local interest with a role that helped define the historic development of the locality and illustrates a communication route across the post-medieval, pre-industrial landscape. As such, in accordance with Cadw 2007, its intrinsic importance is assigned to **Category C**.
- 2.14 The HLCA is partially characterised as containing elements of a historic communications corridor. The Parish Road represents an early element of this corridor and so is ascribed a landscape value of **Considerable – 4**.
- 2.15 The length of the road between its connection with a modern crossing with the A470 and Melin Caniad is c. 1.2km. The development would result in the loss of c. 300m of the road which has been calculated as approximately 25% of the feature and in accordance with Cadw 2007 is a direct physical impact of **Moderate – 3**. This loss is assessed as resulting in a landscape value effect of **Slightly Reduced – 2**.

Area of the former Glyn Dyrys Pit and the Glyn Dyrys Tip (D)

- 2.16 The Archaeology and Heritage Baseline Assessment (EDP, 2021) describes how the Glyn Dyrys pit worked ironstone from the early 19th century to the late 19th century when it ceased to function with the decline of the Cyfarthfa works. By 1839 it had an engine house which powered its winding gear by steam rather than water balance. The Historic Environment Record (HER) also records a smithy in its near vicinity (Ref. GGAT 02815m). Presently, remains of the mine comprise a group of earthworks that are described in Paragraph 4.353 in the Baseline Assessment report. The earthworks include several banks as well as curved features that probably represent former track beds. A rectangular feature, defined by banks may have been the location of the mine's engine house which is illustrated as such on historic maps. A large hole to the immediate south-east of the earthworks is likely to be the remains of the shaft itself.
- 2.17 The pit is of local interest with a historic role as one of the localities' most important mines. Although its buildings and structures are no longer extant it does possess earthwork remains and probably related buried archaeology that possess a low degree of evidential value. Given its status as a historic asset of local interest, in accordance with Cadw 2007, its intrinsic importance is assigned to **Category C**.
- 2.18 The HLCA is partially characterised as containing elements of the industrial mining landscape. Glyn Dyrys pit was a key element of this and, the remains related to it are representative of the mine, and the history of the HLCA, albeit now comprising a discrete group of earthworks and wider related spoil tips. As such they are ascribed a landscape value of **Medium – 3**.
- 2.19 The development would result in the loss of any remains located in the area of the mine shafts, engine house, spoil tips and remains of other buildings such as the smithy. In this regard, and in accordance with Cadw 2007, this loss would result in a direct physical impact of **Very Severe – 6**. This loss is assessed as resulting in a landscape value effect of **Moderately Reduced – 3**.

Course of the Cyfarthfa Canal

- 2.20 The Cyfarthfa Canal dates from the 18th century and was a key, early element of the transport system that took coal and ironstone from mines that lie within the HLCA and within adjacent HLCAs north to the Cyfarthfa Ironworks. The canal has, in most locations, been entirely infilled and built over by industrial works and spoil tips and by the later Cwm Pit railway of the 19th century which superseded its function. The better-preserved parts of the canal, which lie c. 360m to the north of the site, are a scheduled monument (GM467).
- 2.21 The southern parts of the canal are now indistinguishable above ground. Within the site, part of the canal's course was over built by the spoil tips associated with the A470. Further south the course of the canal runs through the area that is now waterlogged. As such, only below ground archaeological remains related to the canal are likely to survive within the site.
- 2.22 The canal is of national interest with it representing an early industrial canal in Wales. However, this intrinsic heritage value is concentrated in the surviving parts of it which are a scheduled monument. For most of its course it is evidently destroyed and remains may only exist as buried infilled sections of its basin. Although along most of its course it is damaged or destroyed, on account of the importance of its surviving sections and, in accordance with Cadw 2007, the intrinsic importance of the canal is assigned to **Category A**.
- 2.23 The HLCA is partially characterised as containing elements of a historic communications corridor. The canal represents a key early element of this corridor that is directly related to the function of Cyfarthfa and its mining history and so is ascribed a landscape value of **High – 5**.
- 2.24 The development would only result in the loss of any buried remains of the canal that have survived within the parts that are within the development footprint. It is likely that most of the canal's remains within the site have already been destroyed by later mining activity. The total length of the former canal (as recorded by the HER) is c. 2.4km. The part that would be impacted upon by the development footprint is c. 295m. As such, even if remains are present below ground, the impact would only be to 12.3% of this course (rounded, in accordance with the guidance, to the nearest whole number to 12%). The development will have no impact upon any of the parts of the canal known to survive, including those that are a scheduled monument, and which contain the majority of its intrinsic importance.
- 2.25 In accordance with Cadw 2007, this loss, of possible buried remains along 12% of the canal's length, would result in a direct physical impact of **Slight – 2**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

Route of the Cwm Pit railway

- 2.26 The Cwm Pit railway was a narrow-gauge line that was constructed in the mid-19th century and went out of use in the early 20th century. It superseded the Cyfarthfa Canal along a

very similar route, taking coal and ironstone from the mines of the south to the ironworks to the north. The best-preserved part of the line is at the northern end where the route follows a modern path and, further south, where embankments are preserved. Like the canal, the railway was over topped by the spoil from the A470 and its former course ran across the now-waterlogged area to the south of the spoil tip; it is now not easily distinguished on the ground aside from as a slight earthwork through dense vegetation. Further south the course is discernible as it approached Cwm Pit and the railway head, although the track bed is now followed by a water course which has scoured much of it away.

- 2.27 The railway is of local interest with an important association with the Cyfarthfa Ironworks and its attendant mines. However, this intrinsic heritage value is concentrated in the surviving parts of it which are much more easily discernible than in areas which have been destroyed above ground or have been subject to waterlogging and erosion. For some of its course it is evidently destroyed and remains may only exist as buried remain of its track bed. Although along most of its course it is damaged or destroyed, on account of the importance of its surviving sections and, in accordance with Cadw 2007, the intrinsic importance of the railway is assigned to **Category C**.
- 2.28 The HLCA is partially characterised as containing elements of a historic communications corridor. The railway represents a key 19th century element of this corridor that is directly related to the function of Cyfarthfa and its mining history and so is ascribed a landscape value of **Considerable – 4**.
- 2.29 The development would only result in the loss of any buried remains of the railway that have survived within the parts that are within the development footprint. The total length of the former railway (as recorded by the HER) is c. 2.8km. The part that would be impacted upon by the development footprint is c. 350m. As such, even if remains are present below ground, the impact would only be to 12.5% of this course. The development will have no impact upon any of the known surviving parts of the railway to the north or the parts running up to Cwm Pit to the south, which contain the majority of its intrinsic importance. In this regard, and in accordance with Cadw 2007, this loss, of possible buried remains only along 12.5% of the railway's length, would result in a direct physical impact of **Slight – 2**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

Route of the Ynys Fach Railway

- 2.30 The Ynys Fach Railway dates from the late 19th century, going out of use in the early-mid 20th century, and was part of a network of railways that delivered coal from mines located to the south of the site to the Ynys Fach Ironworks to the north-east. Its former course is only preserved in a fragmentary fashion, with a part (within the site) at the northern end discernible as an informal footpath, further south as an earthwork running through dense woodland and a part further south (after it joined with the contemporary Gethin Railway) as an embankment which includes a bridge. To the north, the route of the railway has been destroyed by modern development and the A470. It is noteworthy that the part within the site has recently been subject to vegetation clearance creating a widened route and has

had a drainage channel dug alongside it as part of tip remediation works by MTBC. This work has revealed the ruined remains of a brick structure once located besides the railway.

- 2.31 The railway is of local interest through its association with the Ynys Fach Ironworks and its attendant mines. However, this intrinsic heritage value is concentrated in the surviving parts of it which are much more easily discernible as parts of a former railway than areas which have been destroyed above ground, even if they are only fragments of its former extent. As such, in accordance with Cadw 2007, the intrinsic importance of the railway is assigned to **Category C**.
- 2.32 The HLCA is partially characterised as containing elements of a historic communications corridor. The railway represents a late 19th century element of this corridor, although in this respect is a fragmentary part of a wider system that developed late in the industrial history of the locality. As such, it is ascribed a landscape value of **Medium – 3**.
- 2.33 The development would result in the loss of a proportion of the surviving course of the railway that is presently discernible as a track or informal footpath. The total length of the former railway (as recorded by the HER) is c. 2.5km. The part that would be impacted upon by the development footprint is 450m. As such, the impact would be to 18% of this course. In this regard, and in accordance with Cadw 2007, this loss of 18% of the railway's extant length, would result in a direct physical impact of **Moderate – 3**. This loss is assessed as resulting in a landscape value effect of **Slightly Reduced – 2**.

Forest lodges and their associated infrastructure, tracks and outdoor activity centre

- 2.34 This part of the proposed development will have a direct effect on the following elements of the historic landscape which are detailed below. The effect is described and then in **Table EDP 2.1** quantified in accordance with Cadw 2007. The elements in question are illustrated on **Plan EDP 1**.

Route of the Ynys Fach/Gethin Railway

- 2.35 The embanked route of the railway as well as the bridge will be retained by the development and utilised as a route within the site. It is anticipated that it will therefore retain its present form and be avoided as a location to place lodges. In this regard, the railway would not be subject to any physical impact additional to that described above.
- 2.36 The route would be resurfaced in order to improve the trackway, however, given that there are no surface remains related to the railway this work would not result in any physical impact upon the heritage asset.

Cyfarthfa Crossing

- 2.37 The Cyfarthfa Crossing was once a complex railway junction, the point at which the Gethin, Ynys Fach, and an unnamed tramline connected with the Vale of Neath Railway. Now the area reflects a meeting of forest paths and is surrounded by dense vegetation. Recent tip remediation work by MTBC has resulted in the northern side of the junction area being

cleared of vegetation and a large stone-lined drain being built across it. The new, open setting does allow for an appreciation of the extent of the former junction. Actual extant remains related to the junction include a stone revetted cutting the remains of a signal post and brick-built structure.

- 2.38 The paths that meet at this location are to be retained within the development as routes through the woodland lodges area. Physical remains related to the junction such as track beds and the stone revetted cutting would be retained and avoided as locations to place lodges. As such no physical impacts are assessed to the remains of the junction.
- 2.39 As for the railway route above, the former railways would be re-surfaced however as no remains of the railways remain, this would not result in any direct impacts to this historic asset.

Walking routes incorporating scheduled monuments (Heritage Trail)

Cwm Pit and Head of Railway Scheduled Monument (GM 607)

- 2.40 Part of a walking route would cross the scheduled monument utilising existing tracks which follow former railway routes. The route would include an area where an interpretation board would be provided adjacent to the Grade II listed Chimney Base that lies within the monument. The track surfaces would be covered with Terram Geotextile to protect the fabric of the monument and built up in order to avoid any reduction in the ground surface within the monument. Slopes would also be protected in this manner and wooden steps provided to erosion of the ground surface. As such, the only physical impact would be from mounting associated with an interpretation board and possibly posts for safety features such as a handrail.
- 2.41 With reference to the Archaeology and Heritage Baseline Assessment (EDP, 2022) the monument mainly derives its heritage significance from its evidential value, which is primarily retained within its preserved structures, stonework and buried remains. The very limited impacts from the development would entirely avoid impacting upon any of these key elements of the monument's evidential value. As such, this impact is barely quantifiable as a percentage and would result in a direct physical impact of **Very Slight – 1**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

Cyfarthfa Balance Pond and Leat (GM 608)

- 2.42 As for Cwm pit, part of a walking route would cross the scheduled monument utilising an existing track along the top of the embankment on the eastern side of the monument. The route would include an area where an interpretation board would be provided on the northern side of the pond. The track surfaces would be covered with Terram Geotextile to protect the fabric of the monument and would utilise timber boardwalks to bridge uneven area including the locations of brick lined sluices. This would avoid any reduction in the ground surface within the monument or damage to the sluices. Slopes would also be protected in this manner and wooden steps provided to erosion of the ground surface. As

such, the only physical impact would be from mounting associated with an interpretation board and possibly posts for safety features such as a handrail.

- 2.43 With reference to the Archaeology and Heritage Baseline Assessment (EDP, 2022) the monument derives part of its heritage significance from its evidential value, which is primary retained within its earthworks and brickwork features. The very limited impacts from the development would not have any impact upon the form or main fabric or the earthworks which are very large features nor on the brickwork. As such, the impact from occasional mounting posts is barely quantifiable as a percentage and would result in a direct physical impact of **Very Slight – 1**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

ABSOLUTE IMPACT (LOSS OF AREA): 10.7%

MAGNITUDE & SCORE: Slight – 2

Table EDP 2.1: Summary of direct effects on HLCA 014.

Element (% loss)	Category	Magnitude	Landscape Value	Landscape Value Effect
Glyn Dyrys Upper Level mine and tip to west of A470 Tip (100%)	C – 2	Very Severe – 6	Very Low – 1	Very Slightly Reduced – 1
Area of the former Glyn Dyrys Pit and the Glyn Dyrys Tip (100%)	C – 2	Very Severe – 6	Medium – 3	Moderately Reduced – 3
Course of the Cyfarthfa Canal (14%)	A – 4	Slight – 2	High – 5	Very Slightly Reduced – 1
Route of the Cwm Pit railway (12.5%)	C – 2	Slight – 2	Considerable – 4	Very Slightly Reduced – 1
Route of the Ynys Fach Railway (18%)	C – 2	Moderate – 3	Medium – 3	Slightly Reduced – 2
Cwm Pit and Head of Railway Scheduled Monument (GM 607)	A – 4	Very Slight – 1	Very High – 6	Very Slightly Reduced – 1
Cyfarthfa Balance Pond and Leat (GM 608)	A – 4	Very Slight – 1	Very High – 6	Very Slightly Reduced – 1

Overall Magnitude of Direct Physical Impacts on Historic Character Area 014 River Taff Canal and Railway Corridor

- 2.44 Direct physical impacts = absolute impact + scores for each element/by the number of elements:

- Total Score = 2 (absolute) + 11 (scores) = 13 = **Moderate**.

Historic Character Area 070 Cwm Glo: Tramroad, Plateway and Incline Corridor

Absolute Impact (Loss of Area)

- 2.45 The total area of the *070 Cwm Glo: Tramroad, Plateway and Incline Corridor* is 74.9 ha. The development, such that it falls within this HLCA comprises an area of 4.6ha. Overall, the proposed development will have a footprint that is 6.1% of the whole HLCA. This footprint comprises the ski slope and its supporting bunds and so represents the total loss or removal of the ground surface in this area.
- 2.46 As such, with reference to Table 2 in Cadw 2007, the absolute impact of the proposed development (loss of area) is therefore **Slight** (score = 2).

Relative and Landscape Impacts (Loss of Known Elements or Characteristics)

- 2.47 The proposed development will have a direct effect on the following elements of the historic landscape which are detailed below. The effect is described and quantified in accordance with Cadw 2007 and summarised in **Table EDP 2.2**. The elements in question are illustrated on **Plan EDP 1**.

Old coal workings south-west of Lower Collier's Row (E)

- 2.48 With reference to the Archaeology and Heritage Baseline Assessment (EDP, 2021), the NMRW identifies areas of surface mine working located to the south-west of the later mine at Lower Colliers Row (Refs. 261938, 261971, 261988). This wooded area contains numerous pits of various sizes from 1-2m up to large holes of 5-6m in width. It is assessed that the pits could be of varied provenance, with some representing early surface mining, some later collapsed shafts or air shaft and some the collapse of underground workings in this area. A key observation is that the pits follow the lines of coal seams exposed on the hillside and that many of the pits are located close to the Parish Road. It is logical to assume that the earliest (pre-late 18th century) mine working in the site could have occurred in this location as the exposed seams closest to the transport route of the road would have been exploited first.
- 2.49 Based on HER, NMRW and LiDAR data, **Plan EDP 21** of the Baseline Assessment report delineates an area in which early surface workings are likely to occur. Within the site, this equates to three lines of pits which, with reference to **Plan EDP 20** of the report, follow coal seams (Two Foot Nine, Four Feet, Upper Six Feet and Garw). The pits are probably a mixture of ages, but given their location close to the early transport route of the Parish Road have potential to include early features of the post-medieval period (i.e. pre-late 18th century). Such features would possess a moderate degree of evidential value and may represent some of the earliest mine working in the locality. As such, in accordance with Cadw 2007, they are ascribed a degree of regional interest and their intrinsic importance is assigned to **Category B**.
- 2.50 The HLCA is partially characterised by its importance as an industrial-era extractive landscape. The possible early pits are an element of this landscape that potentially

represents one of the earliest examples of mining in the HLCA and certainly reflects later extraction on an intensive scale. As such, the area in which the pits are found is ascribed a landscape value of **High – 5**.

- 2.51 The development would result in the loss of the pits located within its footprint. The total area of the mining works as defined on **Plan EDP 21** of the baseline report is 14.8 ha. The part that would be impacted upon by the development footprint is c. 3.7 ha. As such, the impact would be to 25% of this area. In accordance with Cadw 2007, this loss of 25% of the area in which early pits might be located, would result in a direct physical impact of **Moderate – 3**. This loss is assessed as resulting in a landscape value effect of **Moderately Reduced – 3**.

Lower Collier's Row drift mines (F)

- 2.52 The HER and NMRW both record mining works associated with the intensive 19th century industrial activity at Lower Colliers Row within the site. These included a shaft (Refs. GGAT 02811m) associated with tramroads and structures which are no longer extant, drift mines (levels) Collier's Row No. 1 and No. 2 (GGAT 04434m and 04435m; NMRW 261931) and the site of a branch haulage building (GGAT04426m) and former tramroad (GGAT08236m). The mine workings and former building sites are all within woodland and in a denuded/collapsed state. It is most likely that they date from the 19th century. Such features would possess a low degree of evidential value, representing the types of features that are common to the locality, reflective of its intensive mining history in the 19th century. As such, in accordance with Cadw 2007, they are ascribed a degree of local interest and their intrinsic importance is assigned to **Category C**.
- 2.53 The HLCA is partially characterised by its importance as an industrial-era extractive landscape. The Lower Colliers Row mines represent an element of this landscape, albeit from an era of intensive mining activity that extended across much of the local landscape. As such, the Lower Colliers Row workings are ascribed a landscape value of **Medium – 3**.
- 2.54 The development would result in the loss of the earthworks and mine entrances located within its footprint. It is notable that those affected are part of a wider group of mining remains situated around Lower Colliers Row and which extends to the north and north-west of the site. None of these wider, associated features would be affected and thus the part that would be impacted upon by the development footprint is estimated at no more than 10% of the remains associated directly within 19th century mining at Lower Collier's Row. In this regard, and in accordance with Cadw 2007, this loss would result in a direct physical impact of **Slight – 2**. This loss is assessed as resulting in a landscape value effect of **Slightly Reduced – 2**.

Glyn Dyrys Upper Level tramway (G)

- 2.55 The NMRW records a former tramway related to the Glyn Dyrys Upper Level (NMRW 261970). The tramway ran from the mine north to connect with the Cwm Pit railway at Lower Colliers Row. The tramway is no longer extant but its course can be seen as a footpath through woodland. The feature has a very low degree of evidential value and is of

a type that is common to the locality, reflective of its intensive, mining history in the 19th century. As such, in accordance with Cadw 2007, it is ascribed a minor degree of interest and its intrinsic importance is assigned to **Category D**.

- 2.56 The HLCA is partially characterised by its importance as an industrial-era extractive landscape and communication corridor. The tramway has a degree of group value with the remains of the level to the south and with the associated tips to the east. In this respect it represents a minor feature of a group that is distinct, but which is a minor element of the wider HLCA, being a mining feature of the 19th century and common to the locality. As such, the tramway remains are ascribed a landscape value of **Low – 2**.
- 2.57 The development would result in the loss of the former tramway course as it passes through the site. With reference to historic maps of the mid-late 19th century, the tramway appears to have joined with another just to the west of Lower Colliers Row, along which the Cwm Pit railway would have been accessed. The tramway, as illustrated on the OS map of 1868 is c. 220m long. The part within the site is c. 100m long and therefore development will result in the loss of 45% of this feature. In this regard, and in accordance with Cadw 2007, this loss would result in a direct physical impact of **Considerable – 4**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

Trackway

- 2.58 The HER (Ref. GGAT 02859.0 m) records part of a trackway crossing the site from north to south. The track is described as following the contour for c. 800m running from the Cwm Glo valley in the north down to Cwm Pit and the valley of the Nant Canaid in the south. The HER speculates that the track may have originated as a drove-way or pack horse track and therefore is probably an element of the pre-late 18th century agricultural landscape of the 16th and 17th centuries. Presently the track has been destroyed in places by industrial activity, most notably at its southern end where it was buried by spoil tips associated with the mine at Cwm Pit. The track has limited evidential value but has some interest as a feature of the pre-industrial agricultural landscape. As such, in accordance with Cadw 2007, the track is considered of local interest and its intrinsic importance is assigned to **Category C**.
- 2.59 The HLCA is partially characterised by its importance as a communication corridor. The track represents a communication route of the pre-industrial era and so relates to this characteristic. As such, the trackway is ascribed a landscape value of **Medium – 3**.
- 2.60 The development would result in the loss of part of the trackway as it passes through the site. In accordance with the HER, the trackway is c. 800m in length. The section that passes through the site is 112m and therefore development will result in the loss of 14% of this feature. In this regard, and in accordance with Cadw 2007, this loss would result in a direct physical impact of **Slight – 2**. This loss is assessed as resulting in a landscape value effect of **Very Slightly Reduced – 1**.

ABSOLUTE IMPACT (LOSS OF AREA): 4.3%
MAGNITUDE & SCORE: Slight – 2

Table EDP 2.2: Summary of effects on HLCA 070.

Element (% loss)	Category	Magnitude	Landscape Value	Landscape Value Effect
Old coal workings south-west of Lower Collier's Row (16%)	B – 3	Moderate – 3	High – 5	Moderately Reduced – 3
Lower Collier's Row drift mines (10%)	C – 2	Slight – 2	Medium – 3	Slightly Reduced – 2
Glyn Dyrys Upper Level tramway (45%)	D – 1	Considerable – 4	Low – 2	Very Slightly Reduced – 1
Track to west (14%)	C – 2	Slight – 2	Medium – 3	Very Slightly Reduced – 1

Overall Magnitude of Direct Physical Impacts on Historic Character Area 070 Cwm Glo: Tramroad, Plateway and Incline Corridor

2.61 Direct physical impacts = absolute impact + scores for each elements / by the number of elements:

- Total Score = 2 (absolute) + 10 (scores) = 12 = **Moderate**.

Historic Character Area 079 A470 (T) Road

Absolute Impact (Loss of Area)

2.62 The total area of the 079 A470 (T) Road is 49.7 hectares (ha). The development, such that it falls within this HLCA comprises an area of 0.36 ha. Overall, the proposed development will have a footprint that is 0.7% of the whole HLCA. This footprint comprises part of the road connection to the A470 via an existing roundabout.

2.63 As such, with reference to Table 2 in Cadw 2007, the absolute impact of the proposed development (loss of area) is therefore **Very Slight** (score = 1).

Relative and Landscape Impacts (Loss of Known Elements or Characteristics)

2.64 The proposed development will have a direct effect on the following elements of the historic landscape which are detailed below. The effect is described and quantified in accordance with Cadw 2007 and summarised in **Table EDP 2.3**.

A470 Dual Carriageway

2.65 The HLCA is characterised primarily as an historic communications corridor, and location of historic collieries that was developed in the late 20th century when the A470 dual carriageway was constructed. The road is the only extant element of the landscape that contributes to the character of the landscape. As a modern structure the road is ascribed negligible historic interest and, in accordance with Cadw 2007, it is ascribed a minor degree of interest and its intrinsic importance is assigned to **Category D**.

- 2.66 The HLCA is characterised by its importance as a communication corridor. The road represents the modern incarnation of this communication route and so relates to this characteristic. As such, the road is ascribed a landscape value of **High – 5**.
- 2.67 The development would not result in any loss of the road, rather it would result in a modification of an existing roundabout on the road where the site access would meet it. In this regard, and in accordance with Cadw 2007, this change would result in a direct physical impact of **Very Slight – 1**. The change is however assessed as not having any effect on the landscape value of the road which would be unchanged.

ABSOLUTE IMPACT (LOSS OF AREA): 0.7%

MAGNITUDE & SCORE: Very Slight – 1

Table EDP 2.3: Summary of effects on HLCA 070.

Element (% loss)	Category	Magnitude	Landscape Value	Landscape Value Effect
A470	D – 1	Very Slight – 1	High – 5	None

Overall Magnitude of Direct Physical Impacts on Historic Character Area 079 A470 (T) Road

- 2.68 Direct physical impacts = absolute impact + scores for each elements/by the number of elements:
- Total Score = 1 (absolute) + 7 (scores) = 8 = **Slight**.

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Section 3

Stage 3: Assessment of Indirect Impacts

Indirect Physical Impacts

- 3.1 Indirect physical impacts area assessed in relation to the HLCAs which interact with the site and those areas of these HLCAs adjacent to it. The impacts comprise two factors:
- The potential for erosion of historic assets from the increased use of footpaths in HLCA 014; and
 - The severance of links between groups of interrelated historic assets within the HLCAs across which the site lies (HLCA014 and HLCA 070).

HLCA 014 River Taff Canal and Railway Corridor

- 3.2 Within HLCA 014 it is anticipated that the proposed development will bring increased visitor numbers to the forest lodges area and adjacent parts of the site, particularly on the proposed heritage trails and, therefore there will be a potential erosive effect on footpaths within the southern part of the HLCA and on key historic assets in this area.
- 3.3 The development will also result in a severance of historic communication routes that run through the HLCA, resulting in an impact upon historic assets through change to the historic, functional aspects of their settings.
- 3.4 Elements subject to erosive and severance effects are listed in **Table EDP 3.1**, below along with their category and the magnitude of the impact. The elements are illustrated on **Plan EDP 2**.

Table EDP 3.1: Assessment of Indirect Physical Impacts on HLCA 014.

Element	Impact	Category and Score	Magnitude and Score
Cwm Pit and Head of Railway Scheduled Monument (GM 607)	Potential erosion from increased visitor numbers using footpaths across the monument as part of the heritage trail. As discussed, footpath surfaces will be built up to avoid damage to the surfaces below.	A – 4	Slight - 2
Cyfarthfa Balance Pond and Leat (GM 608)	Potential erosion from increased visitor numbers using footpaths across the monument as part of the heritage trail. As discussed, footpath surfaces will be built up to avoid damage to the surfaces below.	A – 4	Slight - 2

Element	Impact	Category and Score	Magnitude and Score
Neath Railway and bridges	Erosion from increased number of visitors using bridges and former railway as a footpath.	C - 2	Slight - 2
Gethin Railway	Erosion from increased number of visitors using footpath. Severance from northern extents of former railways (such as Ynys Fach) being lost to development.	C - 2	Moderate - 3
Cyfarthfa Crossing	Erosion from increased number of visitors using footpaths at and adjacent to crossing. Severance from northern extents of former railways (such as Ynys Fach) being lost to development.	C - 2	Moderate - 3
Parish Road	Loss of part of road, severance of historic connection with areas to the north-east.	C - 2	Moderate - 3
Course of the Cyfarthfa Canal	Loss of part of the historic course of the canal resulting in severance of any buried archaeological remains in southern part from extant remains to the north.	A - 4	Slight - 2
Course of the Cwm Pit Railway	Loss of part of the historic course of the railway resulting in severance of archaeological remains in southern part from archaeological remains to the north.	C - 2	Slight - 2

Overall Magnitude of Indirect Physical Impacts on Historic Character Area 014 River Taff Canal and Railway Corridor

3.5 Indirect physical impacts = Category + Magnitude / by the number of elements:

- Total Score = 5 = **Slight**.

HLCA 070 Cwm Glo: Tramroad, Plateway and Incline Corridor

3.6 Within HLCA 070, the development will also result in a severance of historic communication routes that run through the HLCA, resulting in an impact upon historic assets through change to the historic, functional aspects of their settings.

3.7 Elements subject to severance effects are listed in **Table EDP 3.2**, below along with their category and the magnitude of the impact. The elements are illustrated on **Plan EDP 2**.

Table EDP 3.2: Assessment of Indirect Physical Impacts on HLCA 070.

Element	Impact	Category and Score	Magnitude and Score
Glyn Dyrys Upper Level tramway	Development will remove part of tramway course reducing its legibility in the landscape and severing its historic connection to the remains of the Glyn Dyryd Upper Level to the south.	D – 1	Moderate – 3
Trackway	Development will remove part of track reducing its legibility and functionality along part of its course.	C – 2	Moderate – 3

Overall Magnitude of Indirect Physical Impacts on Historic Character Area 070 Cwm Glo: Tramroad, Plateway and Incline Corridor

3.8 Indirect physical impacts = Category + Magnitude / by the number of elements:

- Total Score = 5 = **Slight**.

Indirect Visual Impacts

3.9 The indirect visual impacts of the proposed development for each of the assessed HLCAs are given in **Tables EDP 3.4 – 3.13**. Each table is followed by a brief comment on the character of the visual effects.

Viewpoints and Extent of Visibility

- 3.10 The Preliminary ZTV developed for the LVA (Tir Collective, 2022) establishes that the proposed development will be visible from various places within the Merthyr Tydfil historic landscape (see **Plan EDP 3**). The Scoping Note (**Appendix EDP 1**) sets out how this ZTV was utilised to select which HLCAs would be potentially susceptible to an indirect visual impact and thus considered for Stage 3 of the ASIDHOL.
- 3.11 The viewpoints chosen for the ASIDOHL are listed in **Table EDP 3.3** and are indicated on **Plan EDP 3**. **Images EDP 1 - 22** comprise photographs of the views from selected locations. Also referenced in **Table EDP 3.3** are relevant LVA Viewpoints which illustrate certain HLCAs. These are also located on **Plan EDP 3**. The photographs taken by the author were taken with an Olympus TG-4 16 mega pixel camera, at a focal length of 25 - 100mm.
- 3.12 There is a necessary selectivity in the choice of viewpoints. For obvious reasons, locations have been chosen where the proposed development will be visible.
- 3.13 Consultation with Cadw (Neil Maylan by email 25/05/21) established that urban areas could be excluded from the visual impact assessment. Development of the site would have little influence on the urban landscape or the setting of street-based historic assets and views from these locations (typically as glimpses between buildings) would be restricted to views to the distant wooded hillsides on which the development is located which would

have little relevance to the character of the townscape, as encapsulated by the designation of these HLCAs.

3.14 It is primarily the historic 'resource zone' areas for which views are potentially altered. The 'resource zone' character areas tend to occupy more elevated, open ground, which afford broader or longer-distance views. These were mostly functional landscapes and usually lack elements for which setting was a key concern at the time of their creation and operation. Nevertheless, in the modern day the 'resource zone' landscape affords wide views across the former industrial landscape in the Merthyr Tydfil basin, in which the core, settlement, resource zones and development may be seen together and in context. It is these aspects which the proposed development may alter, and on which this ASIDOHL stage focuses.

3.15 Following the site visit it was ascertained that some of the HLCAs have no public access. For these, views have been obtained as best as possible from adjacent, accessible areas which overlook and include the HLCAs in question and the site. As such, although slightly constrained, it has been possible to assess indirect visual impacts for these and no HLCA has been completely impossible to view. The HLCAs for which no direct access was possible are:

- 021 *Clyn-Mil and Wernlas Opencast Area*;
- 022 *Clyn-Mil, Pencoedcae and Trebeddau*;
- 023 *Clyn-Mil Workings*;
- 024 *Graweth and Pen-y-Lan*; and
- 043 *Garth and Blaen-Y-Garth*.

Table EDP 3.3: Viewpoint information.

HLCA no. and name	Relevant LVA Viewpoint	EDP Photograph references	Grid Reference		Viewpoint description	Viewpoint direction	Altitude (aOD)	Distance to Development
014 River Taff Canal and Railway Corridor.	-	Image EDP 1	304571	204780	View from edge of bank adjacent to Canal Leat (scheduled monument GM608)	North	204m	40m
070 Cwm Glo: Tramroad, Plateway and Incline Corridor	-	Image EDP 2	303992	205660	View from edge of spoil tips at Cwm Glo Pit (scheduled monument GM611)	South	229m	800m
013 Cyfarthfa Castle and Park.	LVA Viewpoint C and MC08	Image EDP 3	304105	207355	View from adjacent to Cyfarthfa Castle.	South	218m	2.25km
		Image EDP 4	304347	207189	View from South-eastern meadow within Cyfarthfa Castle Historic Park and Garden	South	213m	2km
019 Penydarren Tramroad corridor.	LVA Viewpoint F	Image EDP 5	306512	204046	View from public footpath (former Pen-y-Darren tramroad)	West	187m	1.5km
021 Clyn-Mil and Wernlas Opencast Area	-	Image EDP 6	307342	204746	View from high ground at edge of HLCA 077 to the west across HLCA 021	West	372m	2.35km
022 Clyn-Mil, Pencoedcae and Trebeddau.	LVA Viewpoint E	Image EDP 6	307342	204746	View from high ground at edge of HLCA 077 to the west across HLCA 022	West	372m	2.35km
		Image EDP 7	306917	205843	View from edge of HLCA 039 at Ffos y Fran across HLCA 022	South-West	320m	2.3km
023 Clyn-Mil Workings	LVA Viewpoint E	Image EDP 6	307342	204746	View from high ground at edge of HLCA 077 to the west across HLCA 023	West	372m	2.35km
		Image EDP 8	307016	205644	View from edge of earthworks at Ffos y Fran across HLCA 023	South-West	334m	2.3km
024 Graweth and Pen-y-Lan.	-	Image EDP 6	307342	204746	View from high ground at edge of HLCA 077 to the west across HLCA 024	West	372m	2.35km

HLCA no. and name	Relevant LVA Viewpoint	EDP Photograph references	Grid Reference		Viewpoint description	Viewpoint direction	Altitude (aOD)	Distance to Development
025 Nantyrodyn and Bwllfa Workings.	-	Image EDP 9	307086	203867	View from crest of spoil tips at Bwllfa looking towards the site	West	244m	2.18km
026 Cilfach-yr-Encil.	-	Image EDP 10	307331	203572	View from western edge of fields in HLCA towards the site	North-west	291m	2.5km
031 Merthyr Common, Central	-	Image EDP 11	307386	206114	View from western edge of scheduled monument the Sarn Howell Pond and Watercourses (GM494)	South-west	367m	2.8km
035 Pengarnddu	LVA Viewpoint 13	Image EDP 12	307059	208496	View from edge of reservoir at southern end of the HLCA.	South-west	365	4km
039 Ffos-y-Fran.	LVA Viewpoint E	Image EDP 8	307016	205644	View from edge of earthworks at Ffos y Fran.	South-west	334m	2.3km
		Image EDP 13	307240	205759	View from western edge of the scheduled earthworks (GM494) across the HLCA	South-west	366m	2.5km
040 Incline Top.	-	Image EDP 14.	306112	206233	View across playing fields adjacent to the former incline railway.	South-west	266m	1.7km
041 Merthyr Common, North.	-	Image EDP 15	307491	209895	View from slopes at the southern edge of the uplands	South-west	427m	5.5km
043 Garth and Blaen-Y-Garth	LVA Viewpoint MC12	-	-	-	View from higher land to the north across the HLCA	-	-	-
045 Morlais Hill and Castle	LVA Viewpoint 11	-	-	-	View from Morlais Castle scheduled monument (GM028)	-	-	-
050 Gurnos and Galon Uchaf.	-	Image EDP 16	305318	207284	View from roadside at southern end of HLCA	South	246m	2.2km

HLCA no. and name	Relevant LVA Viewpoint	EDP Photograph references	Grid Reference		Viewpoint description	Viewpoint direction	Altitude (aOD)	Distance to Development
051 Vaynor Quarry.	-	-	-	-	No photographs available.	-	-	-
053 Y Graig, Gurnos.	-	Image EDP 17	303870	208134	View from scrubland adjacent to the roadside.	South	259m	3.15km
058 Ty-newydd	-	-	-	-	No photographs available	-	-	-
060 Cefn Cil-Sanws.	LVA Viewpoints 10 and MC D	Image EDP 18	303090	208920	View from upper slope of hillside across the HLCA.	South-east	322m	4.1km
064 Winch Fawr, Pen-y-Heolgerrig, Cwm Du and Upper Cwm Glo Workings.	-	Image EDP 19	304089	204913	View from the edge of the scheduled monument Black Pins (GM609).	East	270m	85m
		Image EDP 20	302181	205987	View from crest of spoil tips above Winch Fawr along hillside to south-east.	South-east	378m	2.28km
069 Cwm Glo, North.	-	-	-	-	No photographs available	-	-	-
071 Upper Collier's Row.	-	Image EDP 21	304062	206047	View from road to east of listed buildings in the general direction of the site.	South	204m	1.1km
072 Waunwylt. Pen-y-Lan and Graig Gethin.	LVA Viewpoint 16	-	-	-	View from high slopes on the southern edge of the HLCA	-	-	-
077 Merthyr Common, South.	LVA Viewpoint 15	Image EDP 22	307911	203453	View from scheduled monument Merthyr Common Round Cairns (GM222) on upland ridge	North-west	445m	3.1km

Table EDP 3.4: Indirect visual effects: 014 River Taff Canal and Railway Corridor.

Characteristic	Status & Score	Impacts	Magnitude & Score
Cyfarthfa Balance Pond and Leat (GM608)	A – 4	Development form and appearance	Moderate - 3
Score (element status category + impact magnitude) divided by the number of elements = $(4+3) / 1 = 7$ (out of a possible maximum score of 10)			
Score added to score for indirect physical impacts to reach total = $7 + 5 = 12$ (on a scale of 1-20)			
Overall magnitude of indirect impact score = $12 \times (28 \div 20) = 16.8 = \textbf{Considerable}$			

- 3.16 **River Taff Canal and Railway Corridor:** The dense woodland across the majority of this character area restricts views across it including outward views from most of the historic assets located within it. In this respect, even though the proposed development will be located within this character area, impacts are predominantly physical and not visual because, away from the edges of the developed areas, assets will be screened by woodland.
- 3.17 An exception is in terms of the scheduled monument Cyfarthfa Balance Pond and Leat (GM608). The setting of the monument and its contribution to its significance is described in the Archaeology and Heritage Baseline Assessment at Paras 4.75 – 4.78. The monument is located within the red line area and immediately adjacent to the development with the ski slope to the north, buildings and structures associated with the indoor activity centre to the north-east and canopy-based structures within the outdoor activity area to the east which would retain its present wooded character. The southern part of the monument would continue to be set adjacent to densely wooded areas.
- 3.18 Development would remove modern and historic spoil tips, wooded and waterlogged areas from the monument's setting but the buildings, structures and spaces that replace them would continue to function in much the same way, as they would also separate the monument from the wider, historically related remains of the former industrial landscape. This would primarily be the case for the monument's setting to the north and north-east, where the ski slope building would cut across the landscape to the north separating the monument from the mining remains at Lower Colliers Row and physically removing some of them.
- 3.19 The ski slope and other buildings would be very prominent in views from the northern end of the monument and would reduce this part of the monument's presence in the landscape. However, at the southern end, which is the best-preserved part of the monument, and the part with the greater evidential value, its setting would be largely unchanged; it would continue to be experienced within woodland and its relationship with the Cwm Pit monument to the south would be unaffected. The outdoor activity centre would include equipment within the tree canopy (such as ropes, wires and platforms) which would be noticeable from the monument and change slightly the character of the monument's setting to the east, introducing elements of no relevance to the monument's function and history.

- 3.20 Furthermore, the proposed heritage trail would result in small scale changes to the monument with modern surfaces applied to the footpath that runs along its embankment, and with handrails and an information board having a physical presence. The small scale of these proposals would not diminish the prominence of the monument which would be as appreciable as it is at present. The structures and path, whilst anticipated to be of a naturalistic appearance, or of an appearance in keeping with the industrial heritage of the locality, would add an additional modern element close to the monument, changing its setting slightly. However, these changes would provide managed and controlled access to the monument and better facilitate its interpretation and would have little relevance to the key aspects of the monument's significance in the wider landscape, such as its historical functional relationships with other archaeological structures.
- 3.21 As such, considering the changes to the setting of the monument, mainly from the buildings proposed in its setting, it is concluded that the extent of change to the monument would result in a small adverse effect.
- 3.22 For the Cwm Pit and Head of Railway Scheduled Monument (GM607) the main area of development including the proposed buildings would be screened by intervening woodland. Visually the proposal would have very little impact upon the scheduled monument. A drainage ditch is proposed that would canalise the water that presently flows past the monument that is eroding part of it. This ditch would be visible adjacent to the monument to the north-west but its imposition would not damage or destroy any aspect of the monument's setting that contributes to its significance. As for the canal leat, the proposed heritage trail would result in small scale changes to the monument with modern surfaces applied to the footpath that runs across it, and with handrails and an information board having a physical presence. However, the trail would enable managed and controlled access to the monument and facilitate its interpretation.
- 3.23 The small scale of these proposals would not diminish the prominence of the monument which would be as appreciable as it is at present and they would have no presence in views towards its stonework façade on its north-west side, which would be appreciable in views from the route from a point outside of the scheduled monument. In fact, the provision of the route would allow for a greater appreciation of the aesthetic, built aspects of the monument which are currently hard to access.
- 3.24 The structures and path, whilst anticipated to be of a naturalistic appearance, or of an appearance in keeping with the industrial heritage of the locality, would add an additional modern element close to the monument, changing its setting slightly. However, these changes would have little relevance to the key aspects of the monument's significance in the wider landscape, such as its historical functional relationships with other archaeological structures nor would they obstruct any appreciation of the monument aesthetic value, as such, the proposed features would have no adverse effect and overall, in light of the enhanced interpretation of the monument a small beneficial effect is assessed for the monument.
- 3.25 Notwithstanding the effect on the Pond and Leat monument, overall effects on the HLCA would only be slight and will not impact significantly on the character of the HLCA, or on a

visitor's appreciation of the historic transport corridor and relict industrial remains that define its character.

Table EDP 3.5: Indirect visual effects: 070 Cwm Glo: Tramroad, Plateway and Incline Corridor.

Characteristic	Status & Score	Impacts	Magnitude & Score
Cwm Glo Pit and Ironstone Tip (GM611)	A – 4	Development form and appearance	Very Slight – 1
Mining earthworks on moorland at southern end of HLCA	C – 2		Very Slight – 1
Score (element status category + impact magnitude) divided by the number of elements = (4+1) + (2+1) / 2 = 4 (out of a possible maximum score of 10)			
Score added to score for indirect physical impacts to reach total = 4 + 5 = 9 (on a scale of 1-20)			
Overall magnitude of indirect impact score = 9 x (28 ÷ 20) = 12 = Moderate			

- 3.26 **Cwm Glo: Tramroad, Plateway and Incline Corridor:** As for HLCA 014 this character area is predominantly covered by dense woodland. As such, aside from occasional glimpsed views between trees, from the majority of the HLCA, the proposed development would not be visible. Furthermore, a proportion of the HLCA, located in its western part is situated on north-east slopes above the Cwm Glo valley and would be screened from the development by the landform to the south-east (as reflected in its lack of interaction with the ZTV).
- 3.27 Two locations are identified where views to the development would be possible. Firstly, there are views south from the southern corner of the scheduled monument Cwm Glo Pit and Ironstone Tip (GM611), which are from an elevated location at the crest of a large spoil tip and would include views of the ski slope and hotel and water park buildings on the development's northern edge. Secondly, from the scrub covered moorland at the southern end of the HLCA, the ski slope would be visible on the adjacent hillside, being located immediately adjacent to this area. This area is only occupied by fragmentary mining earthworks such as moorland shafts that are of limited heritage significance.
- 3.28 The setting of the Cwm Glo scheduled monument and its contribution to its significance is described in the Archaeology and Heritage Baseline Assessment at Paras 4.92 - 4.97. In this respect the development would replace a distant swathe of the woodland visible to the south of the monument. This woodland is considered to be a neutral aspect of the monument's setting and serves to restrict views from the monument to associated archaeological earthworks in the valley and wider landscape to the south.
- 3.29 The development would introduce modern built form into the wider setting of the monument and thus change its present woodland setting to a more developed form. The buildings would be prominent and would separate the monument from former industrial features at the southern end of the HLCA and within HLCA 014. However, they would not affect any of the surrounding historic assets which have a strong functional and historical association with the monument. Furthermore, the view would only be from the vantage point at the southern edge of the monument and from its western and northern parts the development would not be visible, and the monument's setting would be unchanged.

- 3.30 As such, considering the limited change to the setting of the monument, it is concluded that the extent of change to the HLCA would only be very slight and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of the historic industrial landscape at Cwm Glo which serves to define its character.
- 3.31 From the moorland to the south, the ski slope would be very prominent and would dominate views across this area. However, as noted above historic assets in this area are restricted to isolated and fragmentary mining remains for which views are of little relevance to their significance. Historically the mines in this area would have been accessed from the tramways to the north-east and the track across the hillside, although any visual connection with these routes is now limited on account of scrub vegetation. As noted, the development will physically affect these routes which is reflected in the indirect physical impacts set out above.
- 3.32 Given the minimal importance of visual connections in the landscape to these remains it is concluded that the extent of change to the HLCA would only be very slight and will not impact significantly on the character of the HLCA.

Table EDP 3.6: Indirect visual effects: 013 Cyfarthfa Castle and Park.

Characteristic	Status & Score	Impacts	Magnitude & Score
Grade I listed buildings Cyfathfa Castle and School at Cyfarthfa Castle	A – 4	Development form and appearance	Very Slight – 1
Cyfarthfa Castle Grade II* Historic Park and Garden	A – 4		Very Slight - 2
Score (element status category + impact magnitude) divided by the number of elements = (4+1) + (4+2) / 2 = 5.5 (rounded up to 6) (out of a possible maximum score of 10)			
Overall magnitude of impact score = 6 x (28 ÷ 20) = 8.4 = Slight			

- 3.33 **Cyfarthfa Castle and Park:** Views are possible from Cyfarthfa Castle and from parts of its surrounding parkland that would include the development. The development will appear as a group of large modern buildings set across a small area of distant wooded slopes on the hillsides visible to the south and south-east of the parkland (between 1.9 and 2.5km away). The views to the development would be through gaps between trees and it would be seen above the existing urban development of the town. As described in the Archaeology and Heritage Baseline Assessment at Paras 4.126 – 4.133 the landscape at the site contains former industrial archaeological elements that had a historic, functional association with the Crawshay family, and by association the castle and parkland and, that views would have been possible to the castle from industrial locations within the site. Presently, the industrial remains are derelict, and views restricted by woodland and thus the association is now mainly historical. As such, the industrial remains in and around the site contribute very little to the significance of the castle and park.
- 3.34 Although the development will be eye-catching, on account of its distance from the site, it will be seen across a small area and views to the hillsides to the south from the castle and park will continue to invoke the historic connection between the estate and the extent of its mining empire. The development will have no effect on the more important and more tangible associations in the more immediate landscape between the castle, parkland, iron

works to the south-west and industrial era housing in the town. Nevertheless, the development, albeit glimpsed, will be noticeable and appear as a new modern feature across distant wooded hillsides, which form a backdrop in views across the park, from locations within the park and, from the castle itself, in views across the parkland to the south. In this respect, its presence may distract slightly from views across the park in which its aesthetic quality can be appreciated. Nonetheless, it should be considered that the views out from the park also include many modern buildings and so are not of an unspoilt rural or industrial era landscape.

- 3.35 In this regard, it is concluded that the extent of change to the HLCA would only be very slight, in terms of change to the setting of the castle and, slight, in terms of change to the setting of the park (from where the development would be more widely visible). The development will not impact significantly on the character of the HLCA, or on a visitor's appreciation of the castle, its surrounding parkland and their aesthetic quality and historic connections in the landscape which serves to define the HLCAs character.
- 3.36 **019 Pen y Darren Tramroad Corridor:** The tramroad corridor HLCA is an elongated area focussed on the course of the Pen y Darren tramroad along which the first ever steam locomotive ran in 1804. For the most part, with the exception of the scheduled monument, The Trevethick Tunnel, the route is now only persevered either in the modern street system or as a Public Right of Way (PRoW).
- 3.37 It is only from part of the HLCA (**Image EDP 5**) that the proposed development would be clearly visible in more than a glimpsed view. This part comprises a stretch of the former tramroad course that now runs along a PRoW. No remains are present of the tramroad, and it now exists entirely as a historic course. The development would be visible on the hillsides 1.5km to the north-west across the Taff valley with other modern development in the foreground. This view is of little relevance to the heritage significance of the tramroad (and by association the HLCA) in this area and, as the development will in no way alter the course of the route or the experience of traversing it, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.38 **021 Clyn-Mil and Wernlas Opencast Area:** This HLCA was not visited as it consists of private farmland; however a viewpoint from the east was available (**Image EDP 6**) which allowed for views across it with the site included in the background at 2.35km from the site (with the HLCA itself located 1km to the east of the site). As such it was possible to appraise what visual impact the development might have.
- 3.39 The HLCA comprises a former industrial mining landscape which was subject to opencast extraction in the 20th century. Following this, the landscape was remediated and restored as farmland, which reflects its present appearance. In that the HLCA's heritage interest is entirely now historical and, that its farmland is a modern construct, changes in the content of views across this landscape are considered to have little or no relevance to its historic character. As such, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.

Table EDP 3.7: Indirect visual effects: 022 Clyn-Mil, Pencoedcae and Trebeddau.

Characteristic	Status & Score	Impacts	Magnitude & Score
Post-medieval farmland at Pen-coedcae	C – 2	Development form and appearance	Very Slight – 1
Post-medieval farmland at Cwmblocks Farm	C - 2		
Score (element status category + impact magnitude) divided by the number of elements = (2+1) + (2+1) / 2 = 3 (out of a possible maximum score of 10)			
Overall magnitude of impact score = 3 x (28 ÷ 20) = 4.2 = Slight			

- 3.40 **022 Clyn-Mil, Pencoedcae and Trebeddau:** This HLCA was not visited as it consists of private farmland; however several viewpoints from the east were available (**Images EDP 6 and 7**) which allowed for views across it with the site in the background from locations 2.35 and 2.3km from the site (with the HLCA located 1.3km to the east of the site). As such it was possible to appraise what visual impact the development might have.
- 3.41 The character area comprises post-medieval agricultural land with two farmsteads as well as relict industrial features such as former tramways (now preserved as paths and tracks). The farmland adjoins reclaimed land in HLCA 021 as well as further post-medieval farmland in HLCA 023. In views across the HLCA it is apparent that the development would be present occupying wooded slopes on the hillside on the opposite side of the Taff Valley, and thus introducing large modern buildings into the otherwise wooded hillside, albeit with other modern development also present in the foreground.
- 3.42 Whilst the land at the site has no direct historical or functional association with the post-medieval farmland in the character area, it is experienced as a continuation of the countryside on the hillsides on the opposite side of the valley. The development would break up this continuity, adding a very slight urbanising effect to the wider setting of the character area. However, given that most of the hillside will be unchanged in its appearance, the extent of change is very slight, and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of its historic industrial aspects and farmland character.

Table EDP 3.8: Indirect visual effects: 023 Clyn-Mil Workings.

Characteristic	Status & Score	Impacts	Magnitude & Score
Enclosed upland landscape with drystone walls	C – 2	Development form and appearance	Very Slight – 1
Surface remains related to early extractive industry	B – 3		
Ancient woodland	C – 2		
Score (element status category + impact magnitude) divided by the number of elements = (2+1) + (3+1) + (2+1) / 3 = 3.33 (rounded down to 3) (out of a possible maximum score of 10)			
Overall magnitude of impact score = 3 x (28 ÷ 20) = 4.2 = Slight			

- 3.43 **023 Clyn-Mil Workings:** This HLCA was not visited as it consists of private farmland, however several viewpoints from the east were available (**Images EDP 6 and 8**) which allowed for views across it with the site in the background from locations 2.35 and 2.3km

from the site (with the HLCA located 1.6km to the east of the site). As such it was possible to appraise what visual impact the development might have.

- 3.44 The HLCA is characterised by upland enclosed with tall, drystone walls with ancient woodland in its lower, south-west corner. The landscape contains surface works comprising pits, patch workings and spoil tips some of which relates to an early extractive industry. In this way, it is similar to HLCA 039 and the scheduled mine workings in that area.
- 3.45 In views across the HLCA it is apparent that the development would be present occupying wooded slopes on the hillside on the opposite side of the Taff Valley, and thus introducing large modern buildings into the otherwise wooded hillside, albeit with other modern development also present in the foreground.
- 3.46 Whilst the land at the site has no direct historical or functional association with the upland landscape of the character area, the site is experienced as a continuation of the countryside on the hillsides on the opposite side of the valley and contains former industrial earthworks including early surface works that have a very slight shared historic integrity with those in the HLCA. The development would break up the continuity of the countryside, adding a very slight urbanising effect to the wider setting of the character area. However, given that most of the hillside will be unchanged in its appearance, the extent of change is very slight, and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of its upland character or historic industrial earthworks.

Table EDP 3.9: Indirect visual effects: 024 Graweth and Pen-y-Lan.

Characteristic	Status & Score	Impacts	Magnitude & Score
Post medieval agricultural landscape including stone wall enclosures and ruined buildings	C – 2	Development form and appearance	Very Slight – 1
Score (element status category + impact magnitude) divided by the number of elements = (2+1) / 1 = 3 (out of a possible maximum score of 10)			
Overall magnitude of impact score = 3 x (28 ÷ 20) = 4.2 = Slight			

- 3.47 **024 Graweth and Pen-y-Lan:** This HLCA was not visited as it consists of private farmland, however a viewpoint from the east was available (**Image EDP 6**) which allowed for views across it with the site in the background from 2.35 km from the site (with the HLCA located 1.7km to the east of the site). As such it was possible to appraise what visual impact the development might have.
- 3.48 The HLCA is characterised by post-medieval farmland enclosed with drystone walls and containing ruined agricultural buildings. It is conspicuous in containing barely any relict industrial features.
- 3.49 In view across the HLCA it is apparent that the development would be present occupying wooded slopes on the hillside on the opposite side of the Taff Valley, and thus introducing large modern buildings into the otherwise wooded hillside, albeit with other modern development also present in the foreground.

- 3.50 Whilst the land at the site has no direct historical or functional association with the post-medieval farmland in the character area, it is experienced as a continuation of the countryside on the hillsides on the opposite side of the valley. The development would break up this continuity, adding a very slight urbanising effect to the wider setting of the character area. However, given that most of the hillside will be unchanged in its appearance, the extent of change is very slight, and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of its post-medieval agricultural character.

Table EDP 3.10: Indirect visual effects: 025 Nantyrodyn and Bwllfa Workings.

Characteristic	Status & Score	Impacts	Magnitude & Score
Large industrial spoil tips	C -2	Development form and appearance	Very Slight - 1
Relict industrial structures and course of incline	C - 2		
Minor post-medieval fields and ruined settlement	D - 1		
Score (element status category + impact magnitude) divided by the number of elements = (2+1) + (2+1) + (1+1) / 2.6 (rounded up to 3) (out of a possible maximum score of 10)			
Overall magnitude of impact score = 3 x (28 ÷ 20) = 4.2 = Slight			

- 3.51 **025 Nantyrodyn and Bwllfa Workings:** The HLCA is characterised by post-medieval upland enclosed with tall, drystone walls in its upper parts and, further downslope to the south-west, by former industrial works including mine entrances, ruined buildings, the course of an incline railway and large, prominent spoil tips associated with the Plymouth Iron Company.
- 3.52 In views from the HLCA (from 2.18km to the east of the site) it is apparent that the development would be quite prominent on the opposite side of the Taff Valley occupying wooded slopes on the hillside. As such it would introduce large modern buildings into the otherwise wooded hillside, albeit with other modern development also present in the foreground.
- 3.53 The land at the site has a similar character to that in the HLCA where former industrial remains are set within a landscape of scrub and fields, albeit more dominated by woodland. In this respect, it presents a continuation of land of similar character on the hillsides on the opposite side of the valley and its former industrial earthworks have a very slight shared historic integrity with those in the HLCA. The development would break up the continuity of this landscape, adding an increase in the modern urban development that already occupies the visible valley floor.
- 3.54 However, given that views out are of little direct relevance to the heritage significance of the industrial features that dominate the character area and, that most of the hillside opposite will be unchanged in its appearance, the extent of change is very slight, and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of its post-medieval fields or historic industrial earthworks.

Table EDP 3.11: 026 *Cilfach-yr-Encil*.

Characteristic	Status & Score	Impacts	Magnitude & Score
Post medieval agricultural landscape of irregular enclosures	C – 2	Development form and appearance	Very Slight – 1
Score (element status category + impact magnitude) divided by the number of elements = $(2+1) / 1 = 3$ (out of a possible maximum score of 10)			
Overall magnitude of impact score = $3 \times (28 \div 20) = 4.2 = \text{Slight}$			

- 3.55 **026 Cilfach-yr-Encil:** In a similar way to HLCA 024 the HLCA is characterised by a pocket of post-medieval farmland enclosed with banks and containing ruined agricultural buildings. It is conspicuous in containing barely any relict industrial features.
- 3.56 In views from the HLCA (from 2.5km to the south-east of the site) it is apparent that the development would be present in views occupying wooded slopes on the hillside on the opposite side of the Taff Valley, and thus introducing large modern buildings into the otherwise wooded hillside, albeit with other modern development also present in the foreground.
- 3.57 Whilst the land at the site has no direct historical or functional association with the post-medieval farmland in the character area, it does represent a continuation of the countryside on the hillsides on the opposite side of the valley. The development would break up this continuity, adding a very slight urbanising effect to the wider setting of the character area. However, given that most of the hillside will be unchanged in its appearance, the extent of change is very slight, and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of its post-medieval agricultural character.
- 3.58 **031 Merthyr Common, Central:** The HLCA is a large upland area characterised by industrial era water management and extractive features notably by reservoirs, leats, canals and aqueducts of the Dowlais Free Drainage System which dates from the early 19th century. Part of the preserved system is a scheduled monument, the *Sarn Howell Pond and Watercourses* (GM494).
- 3.59 Only a limited part of the HLCA intersects with the ZTV, most notably its western edge where the ZTV falls across part of the scheduled monument. Views from the scheduled area (**Image EDP 11**) allow for a partial view to the distant hillsides on which the development would be partially visible, at a distance of 2.8km to the south-west, with the earthworks of the Ffos y Fran monument prominent in the foreground. Being as the monument and HLCA is principally characterised by relict industrial features, views out to the distant landscape are of little relevance to the significance of these features or to the highly industrial character of the HLCA.
- 3.60 As such, a distant increase in modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the heritage significance of the scheduled monument (and by association the HLCA) and, as the development will have no effect on any archaeological features that are functionally or historically associated with

the monument and other relict remains in the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.

- 3.61 **035 Pengarnddu:** The HLCA is an elongated area on the edge of the uplands of Merthyr Common. It is characterised by a former industrial-era transport corridor associated with limestone quarries as well as water management features, including reservoirs of the Dowlais Free Drainage System which date from the early 19th century, and remains related to the contracted industrial settlement on Pengarnddu.
- 3.62 The development would be distant when viewed from all parts of this HLCA, in particular from the northern end (5.3km from the site), appearing as a very distant area of modern development on the hillside at the limited of the viewshed to the south. From most locations the development would be seen with much of the modern town present in the foreground and so would not introduce a new form into the view. Furthermore, modern masts, and buildings at Pengarnddu are present in views, and from the southern end, so is the A456 roadway. As such, distant modern development would have little influence on the character of the HLCA, which already contains considerable modern development, and, for its relict industrial features, views out to the distant landscape are of little relevance to the significance of these features anyway.
- 3.63 As such, a distant view to modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monument and other relict remains in the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.64 **039 Ffos-y-Fran:** The HLCA is a large upland area which, is mostly occupied by an extensive, modern opencast coal mine which dominates its northern extent. Its southern part is occupied by parts of two scheduled monuments, the *Sarn Howell Pond and Watercourses* (GM494) and the *Deserted Iron Mining Village, Ffos y Fran* (GM496). This part of the HLCA is characterised by spoil tips, quarries as well as earthwork remains related to settlement of the 19th century related to local extractive industries.
- 3.65 These monuments are set within an upland landscape that is heavily modified by industrial activity from the 18th and 19th centuries to the present. Further west and south-west is the rugged farmland of HLCA 023. As industrial era monuments, their setting makes a contribution to their significance in so much as it contains functionally related features, and, through the openness of adjacent areas, which allow for an appreciation of the earthwork remains which characterise the monuments.
- 3.66 The HLCA intersects with the ZTV along its western and south-western edge although for the most part this is with the banks of the opencast mine which are private property and regardless of this fact are a modern construct. From both scheduled monuments (**Images EDP 8 and 13**) views are possible to the distant hillsides on which the development would be visible (from 2.3 to 2.5 km to the south-west). In this respect the development would represent an increase in modern buildings within the wider setting

of the monument, in particular (GM496) as it would be most clearly visible from the south-western edge of the monument.

- 3.67 However, these monuments, and the HLCA are principally characterised by relict industrial features, and therefore views out to the distant landscape, which was not directly associated with the industrial features in the HLCA, are of little relevance to the significance of these features or to the highly industrial character of the HLCA.
- 3.68 As such, a distant increase in modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the heritage significance of either scheduled monument (and by association the HLCA) and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monument, and other relict remains in the HLCA, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.69 **040 Incline Top:** The HLCA is an elongated area primarily characterised by historic industrial era transport routes and settlements. Its main focus is on the course of the Pen y Darren incline and Dowlais railway, with the incline preserved as a footpath. For the most part, the HLCA is dominated by modern development including housing and industrial areas.
- 3.70 It is only from part of the HLCA, comprising modern playing fields located adjacent to part of the former incline, (**Image EDP 14**) that the proposed development would be clearly visible in more than a glimpsed view, being located 1.7km to the south-west. The development would be prominent on the hillsides to the south-west across the Taff valley with substantial amounts of modern development in the foreground. This view is of little relevance to the heritage significance of the incline (and by association the HLCA) in this area and, as the development will in no way alter the course of the route or the experience of traversing it, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.71 **041 Merthyr Common, North:** The HLCA is a large upland area characterised by industrial era water management and minor extractive features notably containing several reservoirs and leats of the Dowlais Free Drainage System which dates from the early 19th century.
- 3.72 The development would be very distant when viewed from this HLCA, appearing as a distant area of modern development on the hillside at the limited of the viewshed 5.5km to the south. The development would be seen with much of the modern town present in the foreground and so would not introduce a new type of built form into the view. Being as the HLCA is principally characterised by relict industrial features, views out to the distant landscape are of little relevance anyway to the significance of these features.
- 3.73 As such, a distant view to modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monument and other relict remains in the HLCA it is

concluded that the development's presence in the view would result in no visual impact upon the HLCA.

- 3.74 **043 Garth and Blaen-y-Garth:** This HLCA was not visited as it consists of private farmland, however viewpoint MC12 of the LVA is situated directly to the north of the HLCA and includes it in the foreground with the site visible to the south. As such it was possible to appraise what visual impact the development might have. The HLCA is located 4.6km from the site boundary at its nearest point.
- 3.75 The HLCA is located on the edge of the upland of Merthyr Common. It comprises agricultural land which includes medieval/post-medieval enclosures in an irregular pattern, domestic and agricultural buildings as well as industrial era water management and extractive features.
- 3.76 Only a limited part of the HLCA intersects with the ZTV, most notably its higher, eastern parts on the edge of the uplands. The development would be distant when viewed from this part of the HLCA, appearing as a distant area of modern development on the hillside at the limited of the viewshed to the south. The development would be seen with much of the modern town present in the foreground and so would not introduce a new form into the view. As such, distant modern development would have little influence on the character of the HLCA, and, for its relict industrial features, views out to the distant landscape are of little relevance to the significance of these features anyway.
- 3.77 As such, a distant view to modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monument and other relict remains in the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.78 **045 Morlais Hill and Castle:** The HLCA comprises the open, grassed landscape of Morlais Hill which is mostly occupied by a golf course. At the summit of the hill are the ruined remains of a medieval castle set within an Iron Age enclosure with a Bronze Age ring cairn further to the east. Both of these assets are scheduled monuments (GM563 and GM028) and are main components of the HLCA. The hillsides also contain a relict field system as well as later post-medieval agricultural features associated with Castle Farm. Industrial-era features are minimal aside from the route of a former tramroad.
- 3.79 The ZTV only intersects with part of the HLCA, most notably its higher summits and south facing slopes. Viewpoint 11 of the LVA illustrates the view towards the site from the castle from 4.4 km to the north of the site. The development would be seen as a distant area of modern development on the hillside on the west side of the Taff Valley to the south. It would be seen with a large part of the modern town present in the foreground and so would not introduce a new type of built form into the view, with the development forming another area of modern buildings in the distance, much as the Trago Mills building does at present.

- 3.80 Evidently views out were a key aspect of the castle and governed its choice of position in the landscape. However, the present view is very much of a modern landscape and the development would not alter the accessibility or extent of these views. As such, the inclusion of an additional, distant modern development would have no effect on the significance of the scheduled monument and little influence on the character of the HLCA. The ZTV indicates that the development would not be visible from the ring cairn monument and so there would be no visual effect on it.
- 3.81 The post-medieval farmland that characterises much of the HLCA only extends as far as the edge of the town to the south and so, the land at the site does not reflect a continuation of this countryside, rather being seen as distant wooded hills on the far side of the town that are of little relevance to the agricultural landscape preserved in the HLCA. As such, a distant view to modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monuments and other relict remains in the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.82 **050 Gurnos and Galon Uchaf:** The HLCA is an area of modern urban housing estates, education and commercial buildings set around modern, landscaped open spaces. Formerly the area contained the course of a Roman road, and an industrial era transport corridor, water management features and minor extractive industry. These historic features have since been over-built.
- 3.83 It is only from parts of the HLCA, comprising the edges of open spaces (e.g. **Image EDP 16**) that the proposed development would be clearly visible in more than a glimpsed view between buildings. The development would be prominent on the hillsides to the south across the Taff valley, between 2.4 and 3 km from the site, but with substantial amounts of modern development in the foreground. This view is of little relevance to the heritage significance of the HLCA which is primarily historic and, as the development will not affect any related industrial features it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.84 **051 Vaynor Quarry:** This HLCA comprises a large active stone quarry, situated 4.2km to the north of the site, and was not accessible. The ZTV only interacts slightly with the HLCA and so it was deemed likely that only distant views to the development might be possible from this area which would have little relevance to its historic character as a quarry. As such, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.85 **053 Y Graig, Gurnos:** Most of this character area was not accessible due to it predominantly being located on private land, although it was possible to achieve a view to the site from the roadside on its eastern edge from a point 3.15 km to the north of the site.

- 3.86 The HLCA is characterised by an area of scrub woodland and rough pasture that was formerly farmland. It was ascertained that partial views to the development would be possible, with the development present as a modern feature on the hillsides, beyond the town to the south, with considerable modern development in the foreground. However, it was also apparent that much of this view would be screened by trees located within Cyfarthfa Park, which lies to the immediate south-east.
- 3.87 As such, a distant and partial view to the development, which would be seen with the modern urban landscape in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any landscape features that are related to the scrub land preserved within the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.88 **058 Ty-newydd:** The HLCA is characterised by the preservation of post-medieval agricultural fields defined by drystone walls. However, it is apparent that planning permission has been granted (planning reference: P/20/0121) for residential development across this HLCA. An ASIDHOL Assessment (EDP, 2019) assessed that development would result in the loss of 46% of the land within the HLCA, resulting in a loss of many of its historic features and characteristics. As such, following its development, the HLCA will be of a different appearance to how it is presently.
- 3.89 Consequently, photographs of the HLCA in its present form would be unrepresentative and have not been include in this assessment. Based on the ZTV, it is anticipated that views would be possible from remaining post-medieval fields to the north of the new housing development that include the site as a very distant area of new buildings, being as it would be located 4.2km to the south, on a far hillside on the west side of the Taff valley. The development would be indistinct in such views and seen with the extent of the town in the foreground including the prominent new development within the HLCA.
- 3.90 As such, a very distant view to modern development, which would be seen with considerable modern development in the foreground, would be of little relevance to the remaining character of the HLCA and it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.91 **060 Cefn Cil-Sanws:** The HLCA is an unenclosed upland area characterised by minor industrial era extractive features, a former rifle range and historic religious associations. A large part of the HLCA is occupied by a modern golf course.
- 3.92 The HLCA gives a good vantage point across the whole of the Merthyr basin but the development would be very distant when viewed from this HLCA, appearing as a distant area of modern development on the hillside on the far side of the modern town, 4.1km to the south-east. The development would be seen with much of the modern town present in the foreground and so would not introduce a new type of built form into the view, being seen rather in much the same way as the large Trago Mills buildings and buildings of the Cyfarthfa Retail Park are. Being as the HLCA is partially characterised by relict industrial features, views out to the distant landscape are of little relevance to the significance of these features.

- 3.93 As such, a distant view to modern development, which would be seen with much of the modern town in the foreground, would be of little relevance to the character the HLCA and, as the development will have no effect on any archaeological features that are functionally or historically associated with the monument and other relict remains in the HLCA it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.

Table EDP 3.12: Indirect visual effects: HLCA 064 Winch Fawr, Pen-yr-Heolgerrig, Cwm Du and Upper Cwm Glo Workings

Characteristic	Status & Score	Impacts	Magnitude & Score
Scheduled Monument Black Pins early ironstone workings (GM609)	A – 4	Development form and appearance	Very Slight – 1
Industrial-era spoil tips and quarries	C – 2		
Score (element status category + impact magnitude) divided by the number of elements = (4+1) + (2+1) / 2 = 4 (out of a possible maximum score of 10)			
Overall magnitude of impact score = 4 x (28 ÷ 20) = 5.6 = Slight			

- 3.94 **HLCA 064 Winch Fawr, Pen-yr-Heolgerrig, Cwm Du and Upper Cwm Glo Workings:** This large HLCA is set across two separate areas of land, a larger area to the north-west which encompasses grassed and scrub covered slopes on the north-east side of Mynydd Aberdare above Heolgerrig and Clwydyfagwr and a smaller area located c. 10m to the west of the site that encompasses the scheduled monument Black Pins early ironstone workings (GM609) and adjacent land.
- 3.95 The HLCA is characterised by 18th and 19th century extractive features related to the Cyfarthfa Ironworks. Of these, two areas of remains are of such high significance that they are designated as scheduled monuments (GM609 and GM554) with both monuments representing areas of earthworks related to early iron mining. A third scheduled monument comprises a discrete feature, the Cwmdu Air Shaft and Fan (GM460). The HLCA also contains a Grade II listed ventilation shaft (80960).
- 3.96 Otherwise, the HLCA is characterised by a dense distribution of industrial archaeological remains including spoil tips, mine entrances, quarries, open cast workings, pits, airshafts water management features, former transport features such as tramroad courses and buildings, such as former industrial buildings at Cwm Du. Although it is primarily the HLCA's industrial remains that define its heritage significance, it also contains boundaries and clearance features related to the underlying post-medieval agricultural landscape as well as Bronze Age cairns located on the high western edge of the HLCA.
- 3.97 Located on the same hillside as the site, but for the most part further to the north-west, due to intervening spurs of land the ZTV only intersects with the HLCA to a very limited degree. In the north-western part it encompasses higher parts of the north-east facing hillside, between 2.1 and 2.7 km to the north-west of the site, but does not extend to the scheduled monuments or listed building in this part of the HLCA. In the part to the west of the site the ZTV only just clips the edge of the HLCA. However, following a visit to the Black Pins monument and appraisal of views from it, 85m west of the site, (**Image EDP 19**) it is considered likely that, whilst the top of the ski slope may be of limited visibility, the other

parts of the development, such as the hotel buildings will probably be visible rising above the woodland on the hillsides below to the east.

- 3.98 For the north-west part, a view was achieved (**Image EDP 20**) from the crest of a spoil tip looking south-east, 2.28 km to the north-west of the site. In this view it is likely that the very top of the ski slope will be visible in the distance rising above the hillside. This will introduce a noticeable modern structure into the view which otherwise is of countryside and the former industrial landscape. The land at the site is of a similar character to the HLCA with a similar history related to Cyfarthfa Ironworks and so has a shared historic integrity – both areas are scrub and/or wooded areas of rough disused land that are heavily populated by industrial archaeological features of a similar era and historic purpose. The introduction of modern development into this landscape would impose on the continuity of this landscape and, where it is visible, disrupt its shared integrity. As such, the presence of the development in this view, although very minor is considered to result in a very slight impact upon the HLCA.
- 3.99 The setting of the Black Pins scheduled monument and its contribution to its significance is described in the Archaeology and Heritage Baseline Assessment at Paras 4.83 – 4.86. In respect of the monument's setting, the development would replace a swathe of the woodland visible to the east of the monument with modern buildings. Whilst surrounding woodland is considered to be a negative aspect of the monument's setting and serves to restrict views from the monument the development would not alleviate this effect as it would only remove one specific area to the east, rather than the woodland which directly surrounds and encroaches upon the monument.
- 3.100 The development would introduce modern built form into the wider setting of the monument and thus change its present woodland setting to a more developed form. The buildings would be prominent, although only part of the development would be visible. The development would not separate the monument from directly related archaeological features, as its related tramroads and leats are located to the north-east and the historically related monument GM554 would be unaffected. Furthermore, the view would only be from the vantage point at the eastern edge of the monument's spoil tips and from its western parts the development would not be visible, and the monument's setting would be unchanged. Furthermore, the proposed heritage trail would include a location from where the monument can be viewed from outside of its scheduled area along with an interpretation board, thus facilitating a greater opportunity to understand and appreciate the monument.
- 3.101 As such, considering the limited change to the setting of the monument, it is concluded that the extent of change to the HLCA would only be very slight and will not impact significantly on the character of the HLCA, or on a visitor's appreciation of the historic industrial landscapes that are encompassed within the HLCA.
- 3.102 **069 Cwm Glo North:** The HLCA comprises valley bottom and sides associated with the Cwm Glo valley that is densely wooded across most of its extent, located 830m from the site to the north-west at its nearest point. It was noted that the ZTV barely interacts with this area and, on visiting, that due to vegetation no views to the development would be

possible from this HLCA. As such, it was concluded that there would be no visual impacts upon this HLCA.

- 3.103 **071 Upper Collier's Row:** The HLCA is focused on a row of ten Grade II listed miner's cottages that date from the late 18th to early 19th century and encompasses their associated gardens, lanes and an area of small allotment enclosures situated to the immediate south.
- 3.104 The ZTV only lightly interacts with this HLCA and it is doubtful whether the development would be actually visible from anywhere within the area. It would certainly not be visible from any of the cottages themselves due to intervening buildings, walls, hedges and trees. A view (**Image EDP 21**) was noted in the general direction of the site from the roadside to the east of the cottages, 1.1 km to the north of the site, where, at most, the top of the ski slope may be visible. If visible it would be seen just above a modern building, modern fencing and trees and would not impose strongly into the view. This view is of little relevance to the historic character of the HLCA and the added presence of the development within it would not change the settings of any of the listed buildings. As such, it is concluded that the development's presence in the view would result in no visual impact upon the HLCA.
- 3.105 **072 Waunwylt, Pen-y-Lan and Graig Gethin:** The HLCA contains a post-medieval landscape of fields bounded by dry stone walls and former settlement remains interspersed with ancient woodland that is now predominantly shrouded by coniferous forestry plantations, and which has been utilised for modern leisure activity such as bicycle trails.
- 3.106 The ZTV indicates how, for the whole area, views to the development would be restricted to occasional glimpses between trees from some of the more open areas. Viewpoint 16 of the LVA is taken from a high vantage point just to the south of the HLCA, 1.5km south of the site boundary. The view illustrates the HLCA's forested nature but also that the development would be visible from this location. In this regard the development would appear as a group of modern structures but with the built-up area of the town directly behind it.
- 3.107 Views that include the development would be extremely limited from the HLCA due to trees and from the vantage point on its southern edge the town itself already create a swath of modern development in the view to that the development would not introduce a new form into an otherwise undeveloped landscape. Furthermore, most of its features of historic interest are themselves hidden by woodland and cannot be readily experienced as a relict historic landscape and the presence of the development would not make them harder to experience. As such, given these factors it is assessed that the presence of the development would have little relevance to the historic character of the HLCA and it is concluded that it would result in no visual impact upon the HLCA.

Table EDP 3.13: Indirect visual effects: 077 – Merthyr Common, South.

Characteristic	Status & Score	Impacts	Magnitude & Score
Upland ridge	D – 1	Development form and appearance	Very Slight – 1
Score (element status category + impact magnitude) divided by the number of elements = $(1+1) / 1 = 2$ (out of a possible maximum score of 10)			
Overall magnitude of impact score = $2 \times (28 \div 20) = 2.8 = \text{Very Slight}$			

- 3.108 **077 Merthyr Common, South:** The HLCA comprises a large, open upland expanse crossed by tracks. Its key elements of historic interest are a group of Bronze Age cairns and barrows which form a linear cemetery along the ridge which forms a spine from north-south across the upland. The HLCA also contains other later earthworks feature such as the remains of a medieval long hut and a pillow mound.
- 3.109 Due to the nature of the landform the ZTV only falls across the western side of the HLCA reflecting visibility towards the site from the western part of the ridge and high points at the southern end of the HLCA. The high ridge includes several Bronze Age barrows which are, collectively a scheduled monument, *Merthyr Common Round Cairns* (GM222). These barrows are set within a very open landscape, and it is this quality of openness (allowing for an appreciation of the group and their landscape context) as well as their visual connections with other more distant prehistoric barrows (such as those located to the west on Mynydd Aberdare) that are elements of their setting that contribute to their significance.
- 3.110 From the barrow group, the development would be visible as an area of modern buildings set at a lower level, amongst woodland on the opposite side of the Taff Valley, 3.1km to the north-west. It would be set adjacent to other modern development in the valley and so would not introduce a new built form into the scene and, its presence would not impede any visual connection between the barrows and more distant contemporary monuments. As such, for the barrows the development would not result in any change within their setting that equates to an adverse effect on their significance.
- 3.111 However, though the barrow group would be unaffected, the development would be highly prominent from the ridge, and the trackways which cross it on its western side and would distract to a limited degree from the experience of traversing the ridge and openness of the upland scene. As such, it is concluded that the development would result in a very slight change to the HLCA but would not impact significantly on the character of the HLCA, or on a visitor's appreciation or interpretation of the barrow cemetery that is a key aspect of its historic character.

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Section 4

Stage 4: Evaluation of Relative Importance

4.1 The following tables comprise the evaluation of relative importance of the character areas assessed within this study as receiving an impact from the proposed development. This takes three parts:

- The relative importance of the area affected by the proposed development in relation to the whole of the three HLCAs in which would be located (**Tables EDP 4.1 – 4.3**);
- The relative importance of the HLCAs affected in relation to the whole of the Merthyr Tydfil historic landscape (**Tables EDP 4.4 – 4.14**); and
- The relative importance of the HLCAs affected in relation to the national context (**Table EDP 4.15**).

(a) The relative importance of the area affected by the proposed development in relation to the whole of the three HLCAs in which would be located

Table EDP 4.1: Evaluation of relative importance: area of the proposed development in relation to the whole of HLCA 014 River Taff Canal and Railway Corridor.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low/Fair 2	Very Low/ Poor 1	None 0
Rarity				X		
Representativeness		X				
Documentation			X			
Group Value		X				
Survival			X			
Condition				X		
Coherence			X			
Integrity				X		
Potential			X			
Amenity					X	
Associations			X			
Score = 30 out of possible maximum of 55: $30 \div 55 \times 100 = 27$						
Grade of overall value = 54 = Considerable						
The development will occupy 25% of the HLCA with 11.4% subject to total redevelopment. The area affected is typically representative of the character area as a whole in terms of its known archaeology. <i>River Taff Canal and Railway Corridor</i> is a large character area, with similar characteristics to other HLCAs on the western side of the Taff Valley where intensive industrial extraction took place in the 18 th , 19 th and 20 th centuries mainly for the Cyfarthfa Ironworks. It has considerable historic landscape interest and preserves several features, such as scheduled mining structures and parts of the Cyfarthfa canal that are key to the registered landscape as a whole. The historic elements present, transportation features, mining tips and mine locations, are representative of the HLCA and coherent and, mostly related to other unaffected features elsewhere in the area, although for the most part are in relatively poor condition and are hard to						

interpreted given conditions in the site (dense vegetation). Its contribution to the historic landscape as a whole is Considerable.

Table EDP 4.2: Evaluation of relative importance: area of the proposed development in relation to the whole of HLCA 070 Cwm Glo: Tramroad, Plateway and Incline Corridor.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity				X		
Representativeness		X				
Documentation				X		
Group Value			X			
Survival			X			
Condition				X		
Coherence			X			
Integrity				X		
Potential			X			
Amenity					X	
Associations				X		
Score = 27 out of possible maximum of 55: $27 \div 55 \times 100 = 49$						
Grade of overall value = 49 = Considerable						
The development will occupy only 6.1% of the HLCA which will be subject to total redevelopment. The area affected is typically representative of the character area as a whole in terms of its known archaeology. Cwm Glo: Tramroad, Plateway and Incline Corridor is a large character area, with similar characteristics to other HLCAs on the western side of the Taff Valley where intensive industrial extraction took place in the 18 th , 19 th and 20 th centuries mainly for the Cyfarthfa Ironworks. It has considerable historic landscape interest and preserves several features, such as scheduled mining remains and transport routes that are key to the registered landscape as a whole. The historic elements present, transportation features, possible early mines, 19 th century mining locations, are representative of the HLCA and fairly coherent and, some are related to other unaffected features elsewhere in the area, although for the most part are in relatively poor condition and are hard to interpreted given conditions in the site (dense vegetation). Its contribution to the historic landscape as a whole is Considerable.						

Table EDP 4.3: Evaluation of relative importance: area of the proposed development in relation to the whole of HLCA 079 A470 (T) Road.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity						X
Representativeness					X	
Documentation						X
Group Value						X
Survival						X
Condition						X
Coherence					X	
Integrity					X	
Potential						X
Amenity						X
Associations						X
Score = 10 out of possible maximum of 55: $10 \div 55 \times 100 = 18$						

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Grade of overall value = 5= Low						
The development will occupy only 0.7% of the HLCA which will be subject to modification rather than total redevelopment. The area affected comprises a junction on the existing road which characterises the HLCA. A470 (T) Road is a large character area, but of very limited historical value in relation to the wider historic landscape, bar its historical associations with past transport routes. The very minor part of the road that will be redeveloped makes a contribution to the historic landscape as a whole of Low.						

(b) The relative importance of the HLCAs affected in relation to the whole of the Merthyr Tydfil historic landscape

Table EDP 4.4: Evaluation of relative importance: HLCA 014 River Taff Canal and Railway Corridor in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity	X					
Representativeness		X				
Documentation			X			
Group Value		X				
Survival			X			
Condition				X		
Coherence		X				
Integrity				X		
Potential			X			
Amenity		X				
Associations		X				
Score = 38 out of possible maximum of 55: $38 \div 55 \times 100 = 69$						
Grade of overall value = 69= High						
Main north-south communication corridor canal, tramroad, industrial and public railroad corridor; 18th and 19th century extractive features, principally pits, levels and mines and associated water management features; industrial housing; important historic and cultural associations; Ancient Woodland						
The HLCA includes some rare features including three scheduled monuments, remains of early canal and early mine workings and has an association with the history of the Cyfarthfa works. In general, it represents well the industrial heritage which is representative of the MTLOHI and many of its features are functionally and historically associated with others in the wider landscape. Archaeological remains survive but are generally in poor condition with invasive woodland an issue. However, the landscape is coherent and clearly a former industrial landscape although this is hard to interpret in many locations due to tree cover. There is potential for landscape study and the landscape also has potential for amenity use.						

Table EDP 4.5: Evaluation of relative importance: HLCA 070 Cwm Glo: Tramroad, Plateway and Incline Corridor in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity		X				
Representativeness		X				
Documentation				X		
Group Value		X				
Survival			X			
Condition				X		
Coherence		X				
Integrity				X		
Potential			X			
Amenity		X				
Associations			X			
Score = 35 out of possible maximum of 55: $35 \div 55 \times 100 = 63$						
Grade of overall value = 63 = High						
Nationally important industrial landscape associated with Cyfarthfa Ironworks; industrial transport corridor: tramroad, plateway and incline corridor; industrial extractive landscape of pits, shafts, levels and tins within the Cwm Glo Valley and along Nant Llwyn-yr-Eos; industrial water management and drainage; relict industrial and agricultural settlement.						
The HLCA includes some rare features including a scheduled monument and remains of early mine workings and has an association with the history of the Cyfarthfa works. In general, it represents well the industrial heritage which is representative of the MTLOHI and many of its features are functionally and historically associated with others in the wider landscape. Archaeological remains survive but are generally in poor condition with invasive woodland an issue. However, the landscape is coherent and clearly a former industrial landscape although this is hard to interpret in many locations due to tree cover. There is potential for landscape study and the landscape also has potential for amenity use.						

Table EDP 4.6: Evaluation of relative importance: HLCA 079 A470 (T) Road in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity					X	
Representativeness				X		
Documentation			X			
Group Value				X		
Survival				X		
Condition				X		
Coherence		X				
Integrity			X			
Potential						X
Amenity						X
Associations				X		
Score = 21 out of possible maximum of 55: $21 \div 55 \times 100 = 38$						
Grade of overall value = 38 = Moderate						

North-south road transport corridor, late 20th century; former railway corridor (second half of 19th century); former industrial extractive landscape associated with the steam coal trade.

The HLCA is predominantly characterised by a modern road and, archaeological remains are rare. It contains little that is representative of the industrial history of the MTLOHI apart from in an historic sense. Survival of pre 20th century remains is uncommon although the linear form and later road network is coherent and references the area earlier transport history. Being a modern road network there is no potential for landscape study or amenity use.

Table EDP 4.7: Evaluation of relative importance: 013 Cyfarthfa Castle and Park. in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity	X					
Representativeness						X
Documentation		X				
Group Value	X					
Survival	X					
Condition	X					
Coherence	X					
Integrity		X				
Potential			X			
Amenity		X				
Associations	X					
Score = 45 out of possible maximum of 55: $45 \div 55 \times 100 = 82$						
Grade of overall value = 82 = Very High						
Ironmaster's seat, historic park and garden; visual connectivity to associated ironworks and industrial extractive landscape; later museum and school; recreational area; historic and artistic associations.						
Cyfarthfa Castle and Park are unique within the LOHI and have a strong association with much of the archaeology present in the wider landscape including many key features of the MTLOHI (such as the remains of Cyfarthfa Ironworks). The buildings and park survive well and are still in use and their history and original function is very coherent and interpretable. There is limited potential for further landscape research in this area. It is already in amenity use.						

Table EDP 4.8: Evaluation of relative importance: HLCA 022 Clyn-Mil, Pencoedcae and Trebeddau in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity				X		
Representativeness		X				
Documentation			X			
Group Value			X			
Survival				X		
Condition				X		
Coherence				X		
Integrity					X	
Potential				X		

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Amenity					X	
Associations			X			
Score = 25 out of possible maximum of 55: $25 \div 55 \times 100 = 45$ Grade of overall value = 45 = Considerable						
Agricultural enclosure; site of late 18th/19th century coal and iron ore workings; site of industrial transport and water management features; post-medieval farmsteads and industrial stables; limited reclamation. The HLCA contains only limited industrial archaeological remains, but as post-medieval farmland formerly influenced by industrial activity is highly representative of the MTLOHI. Industrial Remains do not survive well and are in a poor condition and the former industrial landscape is not especially coherent against the agricultural landscape which is ongoing. There is limited potential for further landscape study and, as private farmland, very little amenity value.						

Table EDP 4.9: Evaluation of relative importance: HLCA 023 Clyn-Mil Workings in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity			X			
Representativeness		X				
Documentation			X			
Group Value			X			
Survival				X		
Condition				X		
Coherence			X			
Integrity				X		
Potential			X			
Amenity					X	
Associations			X			
Score = 29 out of possible maximum of 55: $29 \div 55 \times 100 = 53$ Grade of overall value = 53 = Considerable						
Area of enclosed upland; remains of early ironstone and coal workings, largely surface workings; industrial tramroad network and water management; Ancient Woodland; drystone and hedged bank field boundaries; close association with adjacent areas. The HLCA contains some low-value industrial archaeological remains and, as enclosed upland formerly influenced by industrial activity is highly representative of the MTLOHI. Industrial Remains do not survive well and are in a poor condition and the former industrial landscape is not especially coherent. There is limited potential for further landscape study and, as private farmland, very little amenity value.						

Table EDP 4.10: Evaluation of relative importance: HLCA 024 Graweth and Pen-y-Lan in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity		X				
Representativeness				X		
Documentation					X	
Group Value			X			
Survival		X				
Condition		X				
Coherence	X					
Integrity		X				
Potential				X		
Amenity					X	
Associations						X
Score = 30 out of possible maximum of 55: $30 \div 55 \times 100 = 55$						
Grade of overall value = 55 = Considerable						
Surviving area of post-medieval evolved irregular small agricultural enclosures with relatively small-scale industrial influence (coal and as in iron ore) for the area.						
The HLCA contains very few industrial archaeological remains, which is unusual for the MTLOHI and is also rare in that it includes well-preserved post-medieval farmland. In this respect it is not especially representative as most parts of the LOHI contain industrial era archaeology. The post-medieval fields and farmland survives well and is functional and the post-medieval landscape is therefore quite coherent. There is limited potential for further landscape study and, as private farmland, very little amenity value.						

Table EDP 4.11: Evaluation of relative importance: HLCA 025 Nantyrodyn and Bwllfa Workings in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity				X		
Representativeness		X				
Documentation			X			
Group Value			X			
Survival				X		
Condition				X		
Coherence			X			
Integrity			X			
Potential				X		
Amenity				X		
Associations			X			
Score = 29 out of possible maximum of 55: $29 \div 55 \times 100 = 53$						
Grade of overall value = 53 = Considerable						
Minor post-medieval enclosure and settlement (ruinous); extractive industrial landscape: trial and coal levels; agricultural/industrial tracks/possible tramway and incline corridor; Ancient Woodland						
The HLCA contains some low-value industrial archaeological remains and, as enclosed upland formerly influenced by industrial activity, is highly representative of the MTLOHI. Industrial remains						

do not survive well, although spoils tips are very pronounced at Bwllfa, and many features are in a poor condition and the former industrial landscape is not especially coherent. There is limited potential for further landscape study and, as private farmland, very little amenity value.

Table EDP 4.12: Evaluation of relative importance: HLCA 026 Cilfach-yr-Encil in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity		X				
Representativeness				X		
Documentation					X	
Group Value			X			
Survival		X				
Condition		X				
Coherence	X					
Integrity		X				
Potential				X		
Amenity					X	
Associations						X
Score = 30 out of possible maximum of 55: $30 \div 55 * 100 = 55$						
Grade of overall value = 55 = Considerable						
Surviving area of pre-industrial evolved irregular small agricultural enclosures with little industrial influence.						
The HLCA contains almost no industrial archaeological remains, which is unusual for the MTLOHI and is also rare in that it includes well-preserved post-medieval farmland. In this respect it is not especially representative as most parts of the LOHI contain industrial era archaeology. The post-medieval fields and farmland survives well and is functional and the post-medieval landscape is therefore quite coherent. There is limited potential for further landscape study and, as private farmland, very little amenity value.						

Table EDP 4.13: Evaluation of relative importance: HLCA 064 Winch Fawr, Pen-yr-Heolgerrig, Cwm Du and Upper Cwm Glo Workings in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity	X					
Representativeness		X				
Documentation			X			
Group Value		X				
Survival			X			
Condition				X		
Coherence			X			
Integrity				X		
Potential			X			
Amenity			X			
Associations		X				
Score = 36 out of possible maximum of 55: $36 \div 55 * 100 = 65$						
Grade of overall value = 65 = High						

Nationally and internationally important industrial extractive landscape associated with the Cyfarthfa Ironworks: levels (Cwmdu Drift,), pits, mine shafts, collieries, quarries, open cast workings spoil tips, airshafts and industrial buildings (such as the stables and other buildings at Cwmdu Pit); water management and drainage: leats, drains, ponds reservoirs; transport corridor: tracks, inclines and tramroads; agricultural: relict boundaries, clearance cairns, and sheep dip; religious, funerary and ritual; Bryn-y-Badell Bronze Age round cairn.

The HLCA includes some rare features with three scheduled monuments, including two areas of early ironstone extraction and has an association with the history of the Cyfrathfa works. In general, it represents well the industrial heritage which is representative of the MTLOHI and many of its features are functionally and historically associated with others in the wider landscape. Archaeological remains survive but are generally in poor condition with invasive woodland an issue in many places. However, the landscape is coherent and clearly a former industrial landscape although this is hard to interpret in many locations due to vegetation and the chaotic appearance of many of the area's earthworks. There is potential for landscape study and the landscape also has some potential for amenity use.

Table EDP 4.14: Evaluation of relative importance: HLCA 077 – Merthyr Common, South in relation to the whole historic landscape.

Criterion Value/Score	V. High/ V. Good 5	High/ Good 4	Mod/Med 3	Low 2	Very Low/ Poor 1	None 0
Rarity	X					
Representativeness					X	
Documentation					X	
Group Value				X		
Survival			X			
Condition				X		
Coherence			X			
Integrity				X		
Potential			X			
Amenity		X				
Associations						X
Score = 26 out of possible maximum of 55: $26 \div 55 * 100 = 47$						
Grade of overall value = 47 = Considerable						
An important relict pre-historic funerary and ritual landscape: Bronze Age Cairns; Common Land; open mountain sheepwalk, little above ground industrial exploitation.						
The HLCA contains almost no industrial archaeological remains, which is unusual for the MTLOHI and is also rare in that it includes a group of Bronze Age barrows that are a scheduled monument. In this respect it is not especially representative as most parts of the LOHI contain industrial era archaeology. The barrows survive fairly well and are set within a well-preserved open upland landscape which allows for an appreciation of them and their coherence. There is limited potential for further landscape study and, as open upland, high amenity value as the land is freely accessible.						

(C) The relative importance of the HLCAS affected in relation to the national context

- 4.2 Merthyr Tydfil is an industrial landscape which incorporates remains embracing the whole of the generating process for iron: raw material extraction and supply; production; and associated settlement.
- 4.3 Of the 58 registered historic landscapes in Wales, many contain relict remains of mineral or stone extraction. These include: HLW C 2 Holywell Common and Halkyn Mountain (lead mining); HLW D 1 Black Mountain and Mynydd Myddfai (stone quarrying for lime); HLW Gw 6 Dinorwig (slate quarrying); HLW G 9 Nantlle Valley (slate quarries, copper mines); HLW C 6 Vale of Llangollen (stone quarrying). However, there are four registered landscapes whose overarching characteristic is of post medieval industrial remains. These are: HLW G 3 Blaenau Ffestiniog (slate mining); HLW Gt 4 Clydach Gorge (ironworking, limestone quarries, lime-working); The Rhondda HLW MGI 5 (coal mining); and Blaenavon HLW Gt 1.
- 4.4 Of these, Blaenavon is perhaps the most comparable landscape. Although it occupies a much more compact area than Merthyr Tydfil, there are many shared characteristics: early 16th and 17th century mineral workings and processing, followed by later 18th and 19th century production of coal, iron and steel. Blaenavon also includes opencasts, mines, quarries, spoil tips, transport systems, preserved collieries and ironworks and related industrial settlement. Blaenavon is included on the UNESCO list of World Heritage Sites.
- 4.5 ASIDOHL guidance states that decreasing rarity (i.e. the existence of similar land parcels in other historic landscapes) is not a reason to downgrade the value of a character area within the national context. It is therefore considered that the assessments given in **Tables EDP 4.4 to 4.14** above also accurately reflect the character areas' value in national terms, as summarised below in **Table EDP 4.15**.

Table EDP 4.15: Character area value in relation to the national context.

Character Area	Value
HLCA 014 River Taff Canal and Railway Corridor	High
HLCA 070 Cwm Glo: Tramroad, Plateway and Incline Corridor	High
HLCA 079 A470 (T) Road	Moderate
HLCA 013 Cyfarthfa Castle and Park	Very High
HLCA 022 Clyn-Mil, Pencoedcae and Trebeddau	Considerable
HLCA 023 Clyn-Mil Workings	Considerable
HLCA 024 Graweth and Pen-y-Lan	Considerable
HLCA 025 Nantyrolyn and Bwlfa Workings	Considerable
HLCA 026 Cilfach-yr-Encil	Considerable
HLCA 064 Winch Fawr, Pen-yr-Heolgerrig, Cwm Du and Upper Cwm Glo Workings	High
HLCA 077 – Merthyr Common, South	Considerable

Average, overall value of all the Historic Character Areas (or part(s) thereof) affected

- 4.6 The final calculation of Stage 4 determines the average overall value for each character area affected. This combines the values from the evaluation of relative importance in

relation to the whole HLCA (where specific parts are directly affected) with the evaluation of relative importance in relation to the whole historic landscape and the value in relation to the national context and finds the average of these scores for each affected HLCA. The results of this calculation are given in **Table EDP 4.16** below.

Table EDP 4.16: Average, overall value of all the Historic Character Areas (or part(s) thereof) affected

Character Area	Value
HLCA 014 River Taff Canal and Railway Corridor	62 - High
HLCA 070 Cwm Glo: Tramroad, Plateway and Incline Corridor	56 - Considerable
HLCA 079 A470 (T) Road	22 - Moderate
HLCA 013 Cyfarthfa Castle and Park	82 - Very High
HLCA 022 Clyn-Mil, Pencoedcae and Trebeddau	45 - Considerable
HLCA 023 Clyn-Mil Workings	53 - Considerable
HLCA 024 Graweth and Pen-y-Lan	56 - Considerable
HLCA 025 Nantyrodyn and Bwlfa Workings	53 - Considerable
HLCA 026 Cilfach-yr-Encil	56 - Considerable
HLCA 064 Winch Fawr, Pen-yr-Heolgerrig, Cwm Du and Upper Cwm Glo Workings	71 - High
HLCA 077 – Merthyr Common, South	47 - Considerable

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Section 5

Assessment of Overall Significance of Impact

Stage 5: Assessment of Overall Significance of Impact

- 5.1 **Table EDP 5.1** presents a summary of the ASIDHOL findings in relation to each HLCA as derived from Table 13 in the ASIDHOL assessment guidance. A score related to the value of the HLCA is combined with a score based on the overall (averaged) impact of the proposed development on that HLCA and a score related to the impact upon the wider MTLOHI from development within that HLCA. The total score from this exercise, is referred to Table 14 in the ASIDHOL assessment guidance to give an overall grading of the effect of the proposed development within the HLCA in question on the MTLOHI. For reference, Table 14 is reproduced below at **Table EDP 5.2**.

Table EDP 5.1: Summary of ASIDHOL Findings.

HLCA	014	070	079	013	022	023	024	025	026	064	077
Value (Stage 4)	7	6	2	9	4	5	5	5	5	7	4
Direct and Indirect Impact (Stages 2 & 3)	5	4	1	2	2	2	2	2	2	2	1
Reduction in Value of MTLOHI	3	2	1	1	1	1	1	1	1	1	1
Total Score	15	12	4	12	7	8	8	8	8	10	6
Grading	Moderate	Moderate	Slight	Moderate	Slight	Slight	Slight	Slight	Slight	Moderate	Slight

Table EDP 5.2: Cadw, 2007 - TABLE 14.

ASIDHOL2 STAGE 5: OVERALL SIGNIFICANCE OF IMPACT	
Score	Grading
26-30	Very Severe
21-25	Severe
16-20	Fairly Severe
10-15	Moderate
4-9	Slight
0-3	Very Slight

- 5.2 It is apparent that the proposed development's impacts are primarily to the HLCAs that the development mainly occupies (014 and 070). Even then, on account of the limited area of the development in relation to the total area of the HLCA's and the fact that impacts upon

the most highly significant historic assets (comprising scheduled monuments) in these HLCAs are physically very minimal and limited in terms of change to their settings that will affect their significance, impacts are assessed within the Medium category in Table 13 of the guidance.

- 5.3 Other impacts are assessed as low as all other HLCAs are affected only visually and then, only through the development being visible in their wider setting, typically adjacent to or against the backdrop of existing modern development within the town. Views of the development will generally have little implication for the preserved remnants of the historic landscape that make up the character of the HLCAs that are assessed.
- 5.4 Those HLCAs (013 and 064) that are assessed as receiving a Moderate effect solely due to indirect effects are those which score highly on their contribution to the overall significance of the MTLOHI and thus have an elevated score, although these are towards the lower end of the Moderate category.
- 5.5 Adding the total scores and dividing by the number of HLCAs affected gives a score of 8.9 which would result in an effect at the upper end of the Slight category that could be applied as an overall impact assessment upon the MTLOHI.

Mitigation

- 5.6 In accordance with the Cadw guidance, the assessment has avoided consideration of any mitigation of historic environment impacts or benefits delivered by the proposals in the form of conservation or enhanced interpretation of historic assets in the ASIDHOL assessment calculations.
- 5.7 However, also in keeping with the guidance, this section includes a statement on enhancements proposed that should be considered alongside the impacts outlined above.
- 5.8 Conservation works are proposed at three of the scheduled monuments and a single Grade II listed building either in the site or in its locality. The works are designed to conserve and enhance the heritage significance of the three monuments by eliminating environmental factors that are currently eroding and gradually destroying the monuments and instigating controlled plans for their management which will govern their future conservation. The works will be informed and led by a series of Monument Management Plans prepared and issued by Cadw in 2021 (Cadw, 2021a, b & c).
- 5.9 These works include drainage that will canalise a water course that presently flows directly past the Cwm Pit and Head of Railway Scheduled Monument (located within HLCA 014). This water course is presently eroding the adjacent track bed and threatening to undermine the monument's stone revetment walls. It has been highlighted as a management issue at the monument by Cadw (Cadw, 2021b). The drainage proposal will divert water through a channel located just beyond the scheduled monument area, where it flows past the monument, creating a buffer between the water flow and the monument's revetment wall.

- 5.10 Other works will include management of woodland, clearance of dumped materials and repair of masonry and brick work at the scheduled monument *Cwm Pit and Head of Railway* and the scheduled monument *Cyfarthfa Balance Pond and Leat*. Woodland management will also be instigated at the *Black Pins* scheduled monument as well as provision to restrict access to the monument for motorbikes.
- 5.11 The proposed development includes provision for walking routes that cross parts of the two scheduled monuments *Cwm Pit and Head of Railway* and *Cyfarthfa Balance Pond and Leat* which will be part of a wider Heritage Trail. These will allow for controlled and managed public access to these monuments in order to facilitate their interpretation with the aim being to deliver a positive benefit with the development. The routes have been carefully considered and chosen to afford better and more managed access to the monuments in a way that would not result in increased erosion to the fabric of the structures. In this respect the routes will utilise existing informal footpaths with their surfaces built up from the present ground surface with a geo-textile layer to protect the fabric of the monuments and, utilise timber boardwalks to bridge depressions, and timber steps at slopes.
- 5.12 Measures are also proposed to mitigate impacts upon non-designated historic assets within the site by way of archaeological recording. Given the nature of the site's archaeological resources as a series of earthworks, following the clearance of vegetation a programme of topographic survey is proposed that will record the surface impressions of features before their loss. It is anticipated that the following non-designated historic assets would be recorded in this way:
- Glyn Dyrys Upper Level tips to west of A470 Tip;
 - The Parish Road;
 - Lower Collier's Row drift mines;
 - Area of the former Glyn Dyrys Pit and the Glyn Dyrys Tip; and
 - Old coal workings south-west of Lower Collier's Row.
- 5.13 A phase of intrusive archaeological investigations would follow on. This would comprise trenching and/or excavation at some of these historic assets, with a scope dictated by the significance of the remains recorded by the topographic survey and agreed in advance with the LPA's archaeological advisor, GGAT. In accordance with PPW 21 and TAN 24 these works would serve to mitigate impacts upon archaeology within the site through preservation by record, creating a lasting record and archive of these features.

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Section 6

Summary and Conclusions

- 6.1 The effects of the proposed development on the MTLOHI fall mainly within its southern, south-western and south-eastern parts.
- 6.2 The most significant effects are, as might be expected, to HLCAs which are directly, physically affected by development and, which have a high instance of industrial-era archaeology. HLCAs 014 and 070 are of a similar character, both containing archaeological remains related to the extractive industry and its associated transport corridors. Some of this archaeology probably dates from the earliest mining within the locality which occurred at least as early as the 16th and 17th centuries, but, the majority of it dates from the intensive exploitation of the locality for coal and ironstone from the late 18th to early 20th centuries, mainly (at least until the end of the 19th century) to supply the Cyfarthfa Ironworks. Both HLCAs are also heavily vegetated with invasive woodland and scrub growth a major erosive factor that is having a direct impact on archaeological earthworks, and which shrouds many features, making them and the functional landscapes of which they were a part largely illegible.
- 6.3 In both HLCAs, the best preserved or most historically significant features have been designated as scheduled monuments; however, both also contain numerous earthworks and buried archaeological features of lesser value many of which are interrelated and associated with systems with a with shared function related to mine working. The provision of walking routes will create managed and sensitive access to two of the most significant scheduled monuments (GM608 and GM607) in the site, allowing for a greater degree of interpretation of these assets that will have only a very limited physical impact on them. These and, four others in the locality (including one located in HLCA 064) will also be subject to change within their settings that will affect their heritage value.
- 6.4 Development will, in its footprint, remove various non-designated archaeological features. This includes earthwork remains of mining at Glyn Dyrys and Lower Colliers Row including remains located in an area suspected to contain early mine workings. It will also cut across historic, former transport corridors that define a key aspect of the heritage value of the two HLCAs, comprising the course of the post-medieval Parish Road, the 18th century Cyfarthfa Canal and the 19th century Cwm Pit Railway, although for the canal and railway the areas affected appear to no longer have any (or very few) extant remains above-ground associated with them. For all of these remains, it should be considered that due to the vegetation conditions at the site many of the assets and the related landscapes in which they lie, are now largely illegible and all have suffered erosion and are in a poor physical condition.
- 6.5 Where preservation in situ cannot be achieved, direct effects on archaeological earthworks and buried remains located in the footprint of the development can be mitigated through archaeological recording. A scheme for archaeological mitigation will be developed in response to the impacts through consultation with the local planning authorities' archaeological advisor, GGAT. Furthermore, the development plans (if agreed) propose to

carry out conservation works at the scheduled monuments that will be indirectly affected. These works will aim to preserve and safeguard their physical remains which are currently under threat from invasive vegetation, subsidence and water erosion. As noted above, the ASIDHOL2 process does not provide for the assessment of beneficial effects and so these works are not reflected in the Stage 3 scoring for this assessment. The direct beneficial effect to scheduled monument from conservation measures will be fully articulated in the Environmental Statement Chapter which will be submitted with the planning application.

- 6.6 Notwithstanding a very minor effect on the A470 Road corridor, an HLCA of little relevance to the overall value of the LOHI, all other effects identified are indirect and based on slight visual changes to setting of HLCAs. The highest scored effect identified has been to HLCA 013 which contains the Grade I listed building Cyfarthfa Caste and its associated Grade II* listed parkland. Whilst development will change the wider setting of these assets and become present in views across the park, views that historically linked the estate to its land holdings and mine workings, it will be distant and seen with the modern town in the foreground. As such, the impact itself is minor: however, the high value of these assets and the resulting contribution to the value of the MTLOHI has resulted in a moderate effect in terms of the ASIDHOL2 calculations.
- 6.7 Similarly, another indirect effect is assessed to HLCA 064 a landscape character area very similar in character to HLCA 014 and 070 in that it is also dominated by former industrial earthworks related to mine working. Whilst from most of the HLCA, views to the development will not be possible, it will be appreciable from some vantage points including from the scheduled monument The Black Pins, which lies close to the site's western boundary and, will change the nature of the HLCA's setting across a landscape of very similar characteristics to that occupied by the site.
- 6.8 Other indirect effects are minor and primarily on account of the development being visible from across the Taff Valley from land to the east. Whilst the development will have some visibility from many locations across the Merthyr basin, from most places it will be distant and seen in the context of existing modern development in the town and lining the Taff Valley and therefore have little relevance to the HLCAs that are far from the site, especially those predominantly characterised by industrial archaeology. The HLCAs where an impact has been assessed are those that are nearest to the site, located on the opposite side of the Taff to the east.
- 6.9 Overall, following development, all of the HLCAs affected will retain their positive contribution to the historic character of the MTLOHI as none of them will be affected such that they lose all or even a large proportion of their former industrial archaeological features. Primarily, it is the remnants of the industrial landscape that contribute to the MTLOHI and even the HLCAs most substantially affected will continue to strongly preserve and reflect the LOHI's important industrial history. As such, and given the calculation presented in Section 5, it is assessed that overall, the proposed development would result in a Slight impact upon the significance of the MTLOHI. This impact should be considered alongside the benefits offered that aim to offset and mitigate impacts through conservation and, enhanced interpretation of the historic environment through managed and sensitive access to key scheduled monuments.

Section 7 References

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Roberts, R, 2003, Historic landscape characterisation: Merthyr Tydfil/Merthyr Tudful, Part 1 and 2: landscape characterisation and management, GGAT Report 03/009, Swansea

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Roberts, R, and Graham, E, 2008, Southeast Wales Industrial Ironworks Landscapes, Year 4: Extraction Areas. Unpublished GGAT report no. 2008/014

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Images



Image EDP 1: View the bank of the Cyfarthfa Pond and Leat scheduled monument east across the adjacent part of HLCA 014 illustrating its densely wooded character which screens views.



Image EDP 2: View from HLCA 070: View south from the edge of spoil tips at *Cwm Glo Pit* (scheduled monument GM611) towards woodland where, 800m from this point the northern edge of the development would be visible as a group of modern buildings.



Image EDP 3: View from HLCA 013: View to the south from adjacent to Cyfarthfa Castle, where the development would be visible on the far wooded hillsides 2.25km from this point, appearing as a group of modern buildings with the ski slope the furthest up the slope.



Image EDP 4: View from HLCA 013: View to the south from the south-eastern meadow within Cyfarthfa Castle Historic Park and Garden, 2km from the site, where the development would be visible across the hillside in the view as a block of large modern buildings.



Image EDP 5: View from HLCA 019: View west from the PROW that is the former Pen-y-Darren tramroad from 1.5km from the site where the development would be visible as a group of modern buildings on the wooded slopes of the hillside on the opposite side of the valley.



Image EDP 6: View from HLCA 077: View to the west looking across HLCA 024 with 021 and 022 in the background 2.3km from the site, where the development would be visible as a group of large modern buildings on the wooded slopes on the western side of the Taff valley.



Image EDP7: View from HLCA 039: View south-west from the edge of HLCA 039 across 022 illustrating its character. The development would be located 2.3km from this point and would be visible across part of the wooded hillsides that form the background, as a group of large modern buildings.



Image EDP 8: View from HLCA 039: View south-west across HLCA 023 from edge of Ffos y Fran scheduled monument. The development would be located 2.3km from this point and would be visible across part of the wooded hillsides that form the background, as a group of large modern buildings.



Image EDP 9: View from HLCA 025: View west from the crest of the spoil tips at Bwllfa towards the site. The development would be visible 2.18km from this point appearing as an additional group of large modern buildings across part of the wooded hillside on the opposite side of the valley.



Image EDP 10: View from HLCA 026: View north-west from the western edge of post-medieval farmland towards the site. The development would be visible 2.5 km from this point appearing as an additional group of large modern buildings across part of the wooded hillside on the opposite side of the valley.



Image EDP 11: View from HLCA 031: View to the south-west with earthworks of the Ffos y Fran scheduled monument in the foreground. The development would be partially visible on the distant wooded slopes, 2.8 km from this point, with the earthworks in the foreground obscuring its visibility.



Image EDP 12: View from HLCA 035: View south-west towards the site from edge of the reservoir at southern end of HLCA with the development, located 4km from this point, appearing as a distant group of indistinct modern buildings.



Image EDP 13: View from HLCA 031: View south-west across HLCA 039 from the edge of *Sarn Howell Pond and Watercourses* scheduled monument, 2.5km from the site. Development would be visible as a group of large modern buildings across part of the distant wooded slopes.



Image EDP 14: View from HLCA 040: View south-west across playing fields adjacent to the course of the incline, 1.7km from the site. The development would appear as a group of large modern buildings across part of the wooded hillside that is present in the view.



Image EDP 15: View from HLCA 041: View south-west across HLCAs 041 and 035 from high ground on the edge of the Merthyr Common northern uplands, 5.5km from the site. Development would appear as a very distant and indistinct group of modern buildings set on the distant hillside.



Image EDP 16: View from HLCA 050: View south from the roadside across modern school buildings towards site, from 2.2km. Development would be visible as a group of further modern buildings across part of the visible hillside.



Image EDP 17: View from HLCA 053: View south from scrub land towards the site, located 3.15km from this point, with the trees of Cyfarthfa Park in foreground which would partially obscure views of the development.



Image EDP 18: View from HLCA 060: View south-east from a high point on the moor towards the site from 4.1km. Development would be visible as a distant black of modern buildings on the hillside at the centre right of the image.



Image EDP 19: View from HLCA 064: View east from edge of spoil tips at the Black Pins scheduled monument towards the site. Development would be 85m from this point and it is likely that the hotels and other structures on its northern side would be visible amongst trees on the slopes below.



Image EDP 20: View from HLCA 064: View south-east across spoil tips above Winch Fawr along the hillside towards the site. Development would be located 2.28 km from this point and, due to the landform in between, would probably only comprise a view of the top of the ski slope structure.



Image EDP 21: View from HLCA 071: View south from the road adjacent to the cottages at Upper Colliers Row in the general direction of the site, which lies 1.1km from this point. If visible, development would comprise part of the ski slope building rising just above trees and set against the distant hillside that is just visible in this view



Image EDP 22: View from HLCA 077: View north-west towards the site from the scheduled barrow cemetery at the crest of the upland ridge on Merthyr Common. Development would be 3.1km from this point and would be visible as a group of large modern buildings on the hillside on the western side of the valley below, adjacent to existing modern buildings.

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Appendix EDP 1 Scoping Report

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Rhydycar West

ASIDHOL Scope

edp2324_r003c

1. Introduction

- 1.1 The site falls within the *Merthyr Tydfil Landscape of Outstanding Historic Interest* (MTLOHI) – see **Plan EDP 1** below. The plan shows the development's red line boundary as well as a blue line indicating the wider ownership boundary.
- 1.2 Given that the development will be subject to an Environmental Impact Assessment (EIA), in accordance with Planning Policy Wales 11 and Section 7.6 of TAN 24, the assessment will have recourse to the Register of Landscapes of Historic Interest in Wales. In this regard, it will follow established guidance for the assessment of the significance of the impact of development on historic landscape areas in the Register Assessment of the Significance of the Impact of Development on Historic Landscapes (ASIDHOL2). This assessment process is set out in the Cadw guidance, *A Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process revised* (2nd edition) (2007).
- 1.3 The MTLOHI is defined by its 18th and 19th century industrial heritage and, regardless of recent land reclamation, and the sanitisation of surrounding waste tips, the town and its environs still retain its industrial landscape character as one of the most significant Welsh towns of the Industrial Revolution. The MTLOHI contains numerous individual archaeological elements including the remains of large ironworks, coal and ironstone mining industry, waterpower, communication systems (such as early tramroads), tips and terraced housing. As well as its economic significance, the area also has importance as a religious, literary and political centre.
- 1.4 The MTLOHI is made up of 79 Historic Landscape Character Areas (HLCAs). Of these the site is located across part of three HLCAs. A further three HLCAs are located in close proximity to the site.
- 1.5 This note sets out a scope for the ASIDHOL assessment in accordance with the staged process set out in the Cadw guidance.
- 1.6 In terms of EDP's specific approach, it will draw on existing approved ASIDHOLs as a model and template for the assessment. These have gone through peer-review by Cadw and Glamorgan-Gwent Archaeological Trust (GGAT) and in cases, CCW/NRW), and have been part of successful planning applications. In particular, we will draw on those for the MTLOHI. These include the recent ASIDHOL for the Trefechan development (report reference: **edp5809_r003**, reviewed and approved by Neil Maylan). We will also draw on the numerous ASIDHOLs within MTLOHI compiled by Andrew Pearson, who will be advising on the format and approach.

- 1.7 We anticipate the Stage 2 element will be complex and will need a tailored approach to a palimpsest industrial landscape. For this, we will draw on the ASIDOHL for the Glyn Rhonwy pumped storage project (Llanberis), also by Dr Pearson¹. This adopted a GIS-based approach to the comprehensive mapping of historic assets, such that impacts could be precisely quantified. The resultant document passed review by Cadw, GGAT and NRW, and was part of a submission that was granted planning approval by PINS.

2. Assessment Scope

Stage 1 – Contextual information

- 2.1 In accordance with the list of information within the 2007 Cadw guidance (Page. 16), the following contextual information will be provided at Stage 1:
- (a) Plan of development that will include all temporary bunding and off-site works (to be confirmed);
 - (b) Statement as part of EIA;
 - (c) The site has a planning history as well as a history of proposed remediation. This can be commented on if necessary although details are provided in the Archaeology and Heritage baseline so reference can be made to this instead of replicating the information;
 - (d) List of references to be provided;
 - (e) Relevant planning policy and legislation;
 - (f) Not relevant;
 - (g) Data confidence/limitations statement;
 - (h) Statement of qualification and client/contractor relationship; and
 - (i) List of sources, site visit dates and locations and ASIDHOL2 stages to be completed.

Stage 2 – Assessment of Direct physical impact of development.

- 2.2 Direct impacts, which could be positive as well as negative, on HLCAs are anticipated to result from the following likely proposed activities:
- Cut and fill, to prepare the ground for development;

¹ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010072/EN010072-000452-Vol3E%20Appendix%206.1%20ASIDOHL.pdf>

- Foundation design of the buildings and proposed ski slope;
- Preparation of the ground surface (soil stripping) for roads and paths within the site;
- Bunding – both as permanent spoil storage and temporary storage during construction;
- Works related to landscape management and improvements within the wider ownership boundary such as the laying of footpaths and conservation work at scheduled monuments; and
- Beneficial effects to the significance of off-site historic assets from improved management and conservation of other historic assets that form a part of their setting.

2.3 At present, the exact nature and location of the activities listed above is yet to be confirmed, however an indicative masterplan (subject to refinement) has been prepared and is available at **Appendix EDP 1**. On this basis, it is anticipated that the following HLCAs (shown on **Plan EDP 1**) will certainly be directly affected by the proposals and thus will be considered in this stage of the ASIDHOL2 assessment. These are summarised briefly below:

014 River Taff Canal and Railway Corridor

2.4 This large, linear HLCA broadly represents an historic communications corridor following the Taff Valley. It encompasses an early parish road, the 18th century Cyfarthfa Canal, the Glamorganshire canal and former tramroads, railways and roads. It also includes extensive remains related to coal and ironstone mining including the site of several major collieries, and the former industrial housing at George Town.

070 Cwm Glo: Tramroad, Plateway and Incline Corridor

2.5 This HLCA is characterised by an historic transport corridor related to the industrial landscape. It includes earthwork remains, related to a network of incline railways and tracks, that connected mine workings and tips, within the Cwm Glo valley, and slopes below Blaen Canaid to the rail, tramroad and canal corridor to the east. The HLCA also includes various features related to extraction including levels, shafts, pits and waste tips alongside water management features.

079 A470 (T) Road

2.6 This HLCA encompasses the road corridor of the A470 which dates from the late 20th century, but which follows an earlier late 19th century railway corridor closely related to the export of steam coals from the mines to the ports to the south.

Stage 3 – Assessment of Indirect impacts of development

- 2.7 The potential for indirect impacts on HLCAs from development can only be fully understood following the fix of the proposals. It is anticipated that impacts (defined by ASIDOHL as indirect physical and indirect visual) which could be positive or negative, could arise from the following:
- Potential change to the settings of historic assets such that it results in an effect on their significance. This would include any effects arising from the 'severance, fragmentation, dislocation or alteration of the functional connections between related elements' such as the functional relationship between extant elements of the former industrial landscape;
 - Beneficial effects to the significance of off-site historic assets from improved management and conservation of other historic assets that form a part of their setting;
 - The risk of damage to historic assets from increased public access resulting from the proposals; and
 - Damage to historic assets off site from construction, such as from dust or vibration.
- 2.8 Due to the potential that the visual presence of the development would result in change to the setting of historic assets, the proposals could result in an indirect impact on multiple HLCAs within the MTLOHI. However, it is likely that that HLCAs which are distant from the site would be unaffected, such that the most likely scenario would be that the assessment is focused on adjacent HLCAs. A Zone of Theoretical Visibility (ZTV) for the scheme has been used as a means of defining the Stage 3 scope, coupled with site visits this will enable the true ZTV to be determined. This process will be undertaken in conjunction with the photoviewpoint produced for the Landscape and Visual Impact Assessment aspect of the project.
- 2.9 The Stage 3 assessment will be produced by a combination of desk and field-based studies, with the tabulated calculations supported by informal and formal photography, the latter comprising wireframe and photomontage images from key locations.
- 2.10 At this stage, however, it is anticipated that Stage 3 would certainly assess impacts upon the HLCAs noted above under Stage 2 (in that parts of these would also be subject to indirect effects) and, in addition, the following HLCAs:
- HLCA 013 Cyfarthfa Castle and Park*
- 2.11 This HLCA is located to the north of the site. It encompasses the house and gardens of Cyfarthfa Castle (Grade 1 listed) and Park (Grade II*) which are the primary historic assets. Views out to the site may be possible and related to the HLCA's history.

HLCA 019 Penydarren Tramroad Corridor

- 2.12 This HLCA is located to the east of the site. It encompasses a transport corridor and industrial archaeology associated with the Pen y Darren locomotive.

HLCA 021 Clyn-Mil and Wernlas Opencast Area

- 2.13 Area of historic mining activity located on the opposite side of the valley to the site.

HLCA 022 Clyn-Mil, Pencoedcae and Trebeddau

- 2.14 Area of agricultural enclosures and historic mining activity located on the opposite side of the valley to the site.

HLCA 023 Clyn-Mil Workings

- 2.15 Broad upland area of historic mining activity located on the opposite side of the valley to the site.

HLCA 024 Graweth and Pen-y-Lan

- 2.16 Area of post-medieval agricultural enclosure and upland areas within minimal industrial heritage located on opposite side of the valley to the site.

HLCA 025 Nantyrodyn and Bwllfa Workings

- 2.17 Broad upland area of historic mining activity located on the opposite side of the valley to the site.

HLCA 026 Cilfach-yr-Encil

- 2.18 Area of post-medieval agricultural enclosure within minimal industrial heritage located on opposite side of the valley to the site.

HLCA 031 Merthyr Common, Central

- 2.19 Important former industrial mining area associated with Dowlais and Penydarren works on upland opposite the site.

HLCA 035 Pengarnddu

- 2.20 Industrial settlement with water management features and military history located to the north-east of the site.

HLCA 39 Ffos-y-Fran

- 2.21 Important former industrial mining area associated with Dowlais works on upland opposite the site.

HLCA 40 Incline Top

- 2.22 Transport corridor and settlement at top of incline railway with mining archaeology, located on opposite side of the valley to the site.

HLCA 41 Merthyr Common, North

- 2.23 Broad upland area of historic mining and water management activity located on the far north of the site.

HLCA 43 Garth and Blaen-Y-Garth

- 2.24 Area of post-medieval agricultural enclosure and upland areas within minimal industrial heritage located to far north of the site.

HLCA 45 Morlais Hill and Castle

- 2.25 Defensive and industrial landscape irregular field and early religious archaeology located to far north of the site.

HLCA 50 Gurnos and Galon Uchaf

- 2.26 Open areas within urban landscape formerly associated with Penydarren ironworks located within Merthy Tydfil to the north of the site.

HLCA 51 Vaynor Quarry

- 2.27 Modern extractive landscape to the far north-west of the site.

HLCA 53 Y Graig, Gurnos

- 2.28 Small open area of scrub woodland and pasture to the north of the site.

HLCA 58 Ty-newydd

- 2.29 Area of post-medieval agricultural enclosure and upland areas within minimal industrial heritage located on land far to the north-west of the site.

HLCA 60 Cefn Cil-Sanws

- 2.30 Broad upland area of historic mining activity located on the hilltops to the north-west of the site.

064 Winch Fawr, Pen-y-Heolgerrig, Cwm Du and Upper Cwm Glo Workings

- 2.31 This extensive HLCA, located to the west and north-west of the site, encompasses an upland landscape characterised by the remains of ironstone and coal extraction associated with the Cyfarthfa Ironworks. The HLCA comprises the mining remains at Cwm Du Pit and the Black Pins which date from the 18th – early 20th centuries. The HLCA also includes extensive mining remains at Winch Fawr which lie several kilometres to the north-west of the site.

069 Cwm Glo, North

- 2.32 This small HLCA is located to the north-west of the site. It encompasses a landscape related to post-medieval settlement and agriculture which was only partially affected by industrial activity. The HLCA includes the remains of post-medieval farmsteads and of the Cwm Glo Chapel, all of which have associations with the early history of non-conformist Christianity. Industrial remains include the earthwork remains of the Cwm Glo colliery, remains related to the Cwm Du Drift Mine and reservoirs and leats at Coed Cae.

071 Upper Collier's Row

- 2.33 This small HLCA is located to the north of the site. The area is focussed on 19th century workers' houses present at Upper Colliers Row and also includes surrounding enclosures, allotments and other settlement features. The main feature of the HLCA is the row of extant, 19th century Grade II listed workers' houses.

072 Waunwyllt. Pen-y-Lan and Graig Gethin

- 2.34 HLCA to the south of the site comprising what is now mostly coniferous woodland, but which contains post-medieval agricultural landscape remains, such as dispersed settlement sites and enclosures defined by dry-stone walls as well as later 19th century coal mines.

074 Blaen-Canaid and Hendre-Fawr

- 2.35 HLCA to the west of the site comprising an upland landscape of post-medieval fields and farmsteads which probably have medieval precursors, and which have historic associations with early non-conformist Christianity. The HLCA contains prehistoric monuments such as Bronze Age cairns and burial mounds and well as some remains related to 19th century extractive industries. The HLCA is predominantly covered in coniferous forestry plantations.

HLCA 77 Merthyr Common, South

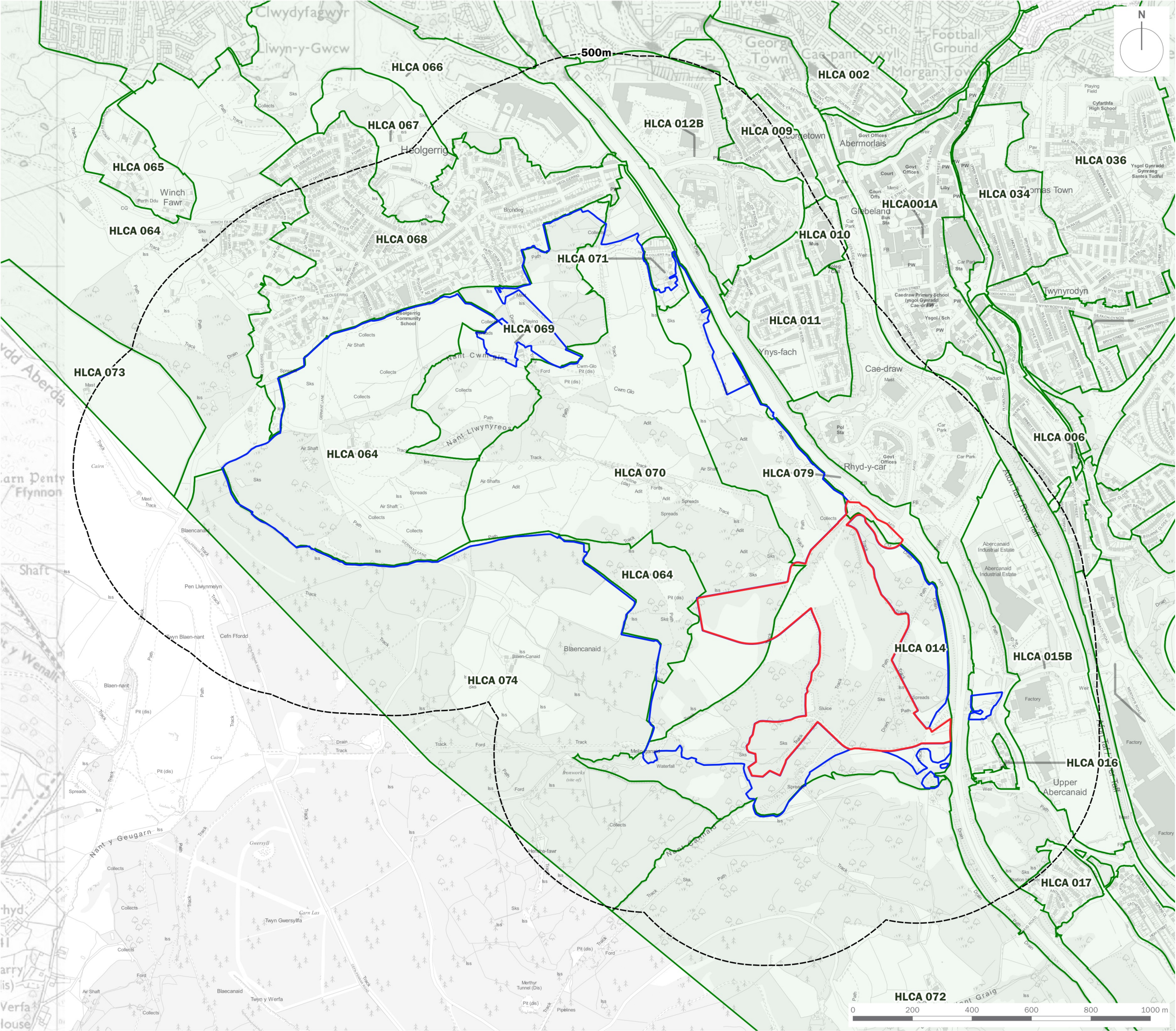
- 2.36 Open upland landscape containing various prehistoric funerary monuments such as cairns and limited industrial features located on the valley to the north-east of the site.
- 2.37 Stages 4 and 5 are part of the assessment process and follow on from Stages 2 and 3. The ADIDHOL would include both stages, representing a full consideration of impacts upon the MTLOHI.
- 2.38 In respect of Stage 4, we propose to draw where possible from existing approved ASIDOHLs for MTLOHI. These contain an appraisal of the relevant HLCAs across the 11 importance criteria which have already been subject to peer review. For HLCAs where such an appraisal does not exist, or where we choose to depart from these subjective scorings, EDP will present new or revised tables.
- 2.39 We would welcome Cadw and GGAT's inputs during the compilation of the ASIDOHL, and on a preliminary draft.

Appendix EDP 1
Masterplan

(Holder Mathis Architects – P4 SO 30/04/21 WS)



Plan EDP 1
Historic Landscape Character Area
(edp6530_d037a 21 January 2022 EJ/RS)



Proposed Development Area

Ownership Boundary (Site)

500m Study Area

Historic Landscape Character Area

client			
Mervel Ltd			
project title			
Rhydyar West, Merthyr Tydfil			
drawing title	Plan EDP 1: Historic Landscape Character Area		
date	21 JANUARY 2022	drawn by	EJ
drawing number	edp2324_d037a	checked	RS
scale	1:12,500 @ A3	QA	RB

edp

the environmental dimension partnership

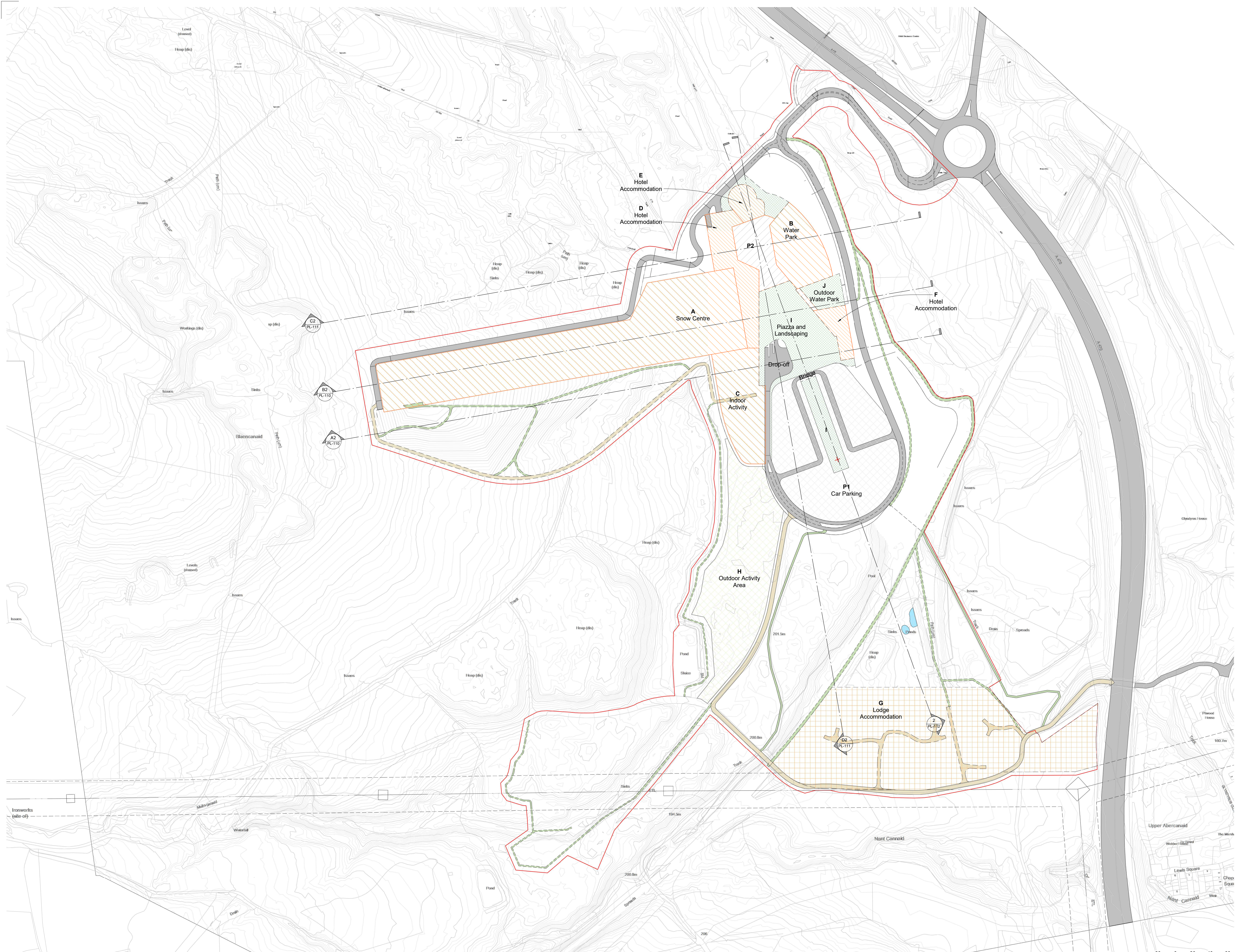
Registered office: 01285 740427 - www.edp-uk.co.uk - info@edp-uk.co.uk

Appendix EDP 2

Development Proposals

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A	Snow Centre		Use Class	D2: Assembly and Leisure
	Land take Footprint		27,600m ²	
	Gross Building Area		39,200m ²	
	Length / Width (min)		400.0m / 90.0m	
	Length / Width (max)		424.0m / 93.5m	
	Level (min / max)		283.5m AOD / 287.5m AOD	
	Height (min / max)		15.0m / 17.0m	
B	Water Park		Use Class	D2: Assembly and Leisure
	Land take Footprint		4,900m ²	
	Gross Building Area		7,500m ²	
	Length / Width (min)		91.3m / 57.2m	
	Length / Width (max)		97.1m / 61.3m	
	Level (min / max)		203.0m AOD / 213m AOD	(localised high point for ride tower up to 218m AOD)
	Height (min / max)		8m / 20.5m	
C	Indoor Activity Centre		Use Class	D2: Assembly and Leisure
	Land take Footprint		5,800m ²	
	Gross Building Area		8,700m ²	
	Length / Width (min)		129.6m / 47.5m	
	Length / Width (max)		134.5m / 54.7m	
	Level (min / max)		206.5m AOD / 212.5m AOD	(with localised high point for rides of 220m AOD)
	Height (min / max)		11.5m / 20.0m	
D	Hotel Accommodation		Use Class	C1: Hotel plus ancillary
	Land take Footprint		4,900m ²	
	Gross Building Area		15,500m ²	
	Max Rooms:		up to 198	
	Length / Width (min)		154.8m / 25.2m	
	Length / Width (max)		161.6m / 28.5m	
	Level (min / max)		217.0m AOD / 224.5m AOD	
Height (min / max)		22.0m / 32.0m		
E	Hotel Accommodation		Use Class	C1: Hotel plus ancillary uses
	Land take Footprint		1,275m ²	
	Gross Building Area		7,000m ²	
	Maximum Rooms:		up to 100	
	Length / Width (min)		39.8m / 27.0m	
	Length / Width (max)		42.8m / 40.3m	
	Level (min / max)		223.4m AOD / 231.9m AOD	
Height (min / max)		28.4m / 39.4m		
F	Hotel Accommodation		Use Class	C1: Hotel plus ancillary uses
	Land take Footprint		1,400m ²	
	Gross Building Area		4,900m ²	
	Maximum Rooms:		up to 120	
	Length / Width (min)		58.7m / 31.5m	
	Length / Width (max)		61.7m / 37.3m	
	Level (min / max)		209.8m AOD / 214.8m AOD	
Height (min / max)		16.8m / 21.3m		
G	Lodge Accommodation		Use Class	C1: Hotel plus ancillary uses
	Land take Footprint		32,000m ²	
	Gross Building Area		2,300m ²	
	Maximum Lodges:		up to 30	
	Lodges:			
	Length / Width (min)		7.5m / 8.0m	
	Length / Width (max)		13.0m / 8.0m	
Height (min / max)		3.5m / 4.5m		
Welcome / Management Buildings:				
Length / Width (min)		15.5m / 12.0m		
Length / Width (max)		23.0m / 16.5m		
Height (min / max)		4.0m / 7.0m		
Note that the layout of tracks and lodges within the woodland is indicative, subject to detail design taking into account detailed local topographical and ecological features following a full arboricultural survey				
P1	Surface Car Parking Areas		Use Class	Car Parking
	Land take Footprint		18,500m ²	
	Parking Spaces		650	
Level (min / max)		197m AOD / 199m AOD		
P2	Covered Parking, Service Areas and Ancillary Uses to Hotel and Leisure uses		Use Class	Car Parking
	Land take Footprint		19,00m ²	
	Gross Building Area		8,500m ²	
	Car Parking Spaces		180	
	Max Length / Width		53.5m / 50.5m	
Level (min / max)		201.0m AOD / 206.0m AOD		
Height (min / max)		6.0m AOD / 13.5m		
H	Outdoor Activity Area		Use Class	Outdoor Activity / Amenity Space
	Land take Footprint		15,000m ²	
	Length / Width (min)		53.5m / 50.5m	
I	Piazza and Landscaped Approach		Use Class	Outdoor Activity / Amenity Space
	Land take Footprint		8,900m ²	
	Length / Width (min)		6.0m AOD / 13.5m	
J	Outdoor Water Area		Use Class	Outdoor Activity / Amenity Space
	Land take Footprint		1,500m ²	
	Length / Width (min)		6.0m AOD / 13.5m	
Height (min / max)		6.0m AOD / 13.5m		
		Rev. Status Date Check Description		
P4 30 01/02/22 WS ISSUED FOR PLANNING				
P5 30 17/01/22 WS Amendments incorporating highways, drainage and construction zones				
P2 30 23/09/21 WS Application boundary (red line) amended				
P1 30 30/09/21 WS DRAFT ISSUE				
Rev. Status Date Check Description				

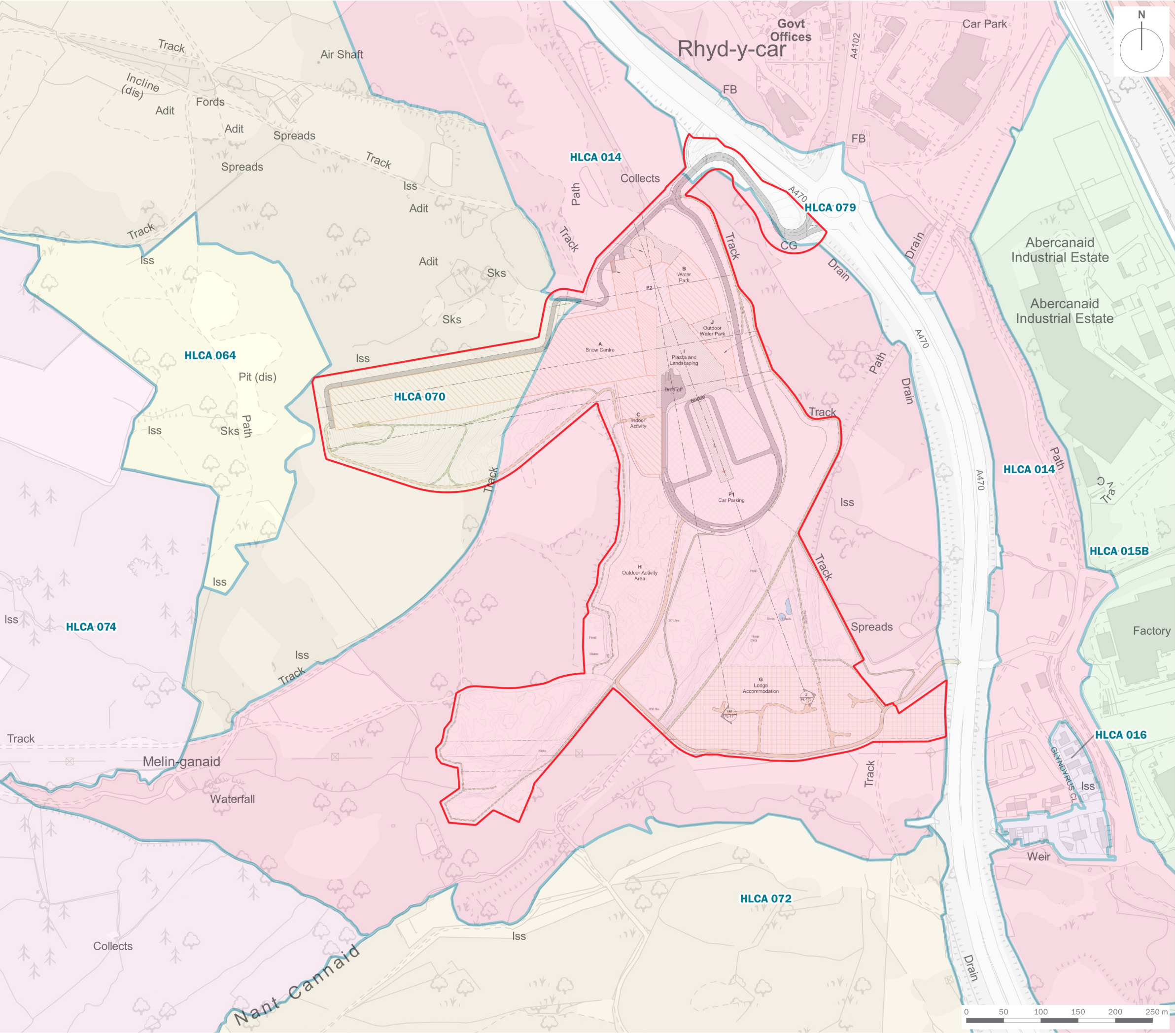
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London Cardiff Munich

Plans

- Plan EDP 1** Proposals in Relation to HLCAs
(edp2324_d038c 20 April 2022 VMS/RS)
- Plan EDP 2** Proposals in Relation to Historic Assets
(edp2324_d039c 11 March 2022 VMS/RS)
- Plan EDP 3** Stage 3: Indirect Visual Effects (Overview)
(edp2324_d040c 11 March 2022 VMS/RS)

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Proposed Development Area

Historic Landscape Character Designations (HLCA)

HLCA 014

HLCA 015B

HLCA 016

HLCA 064

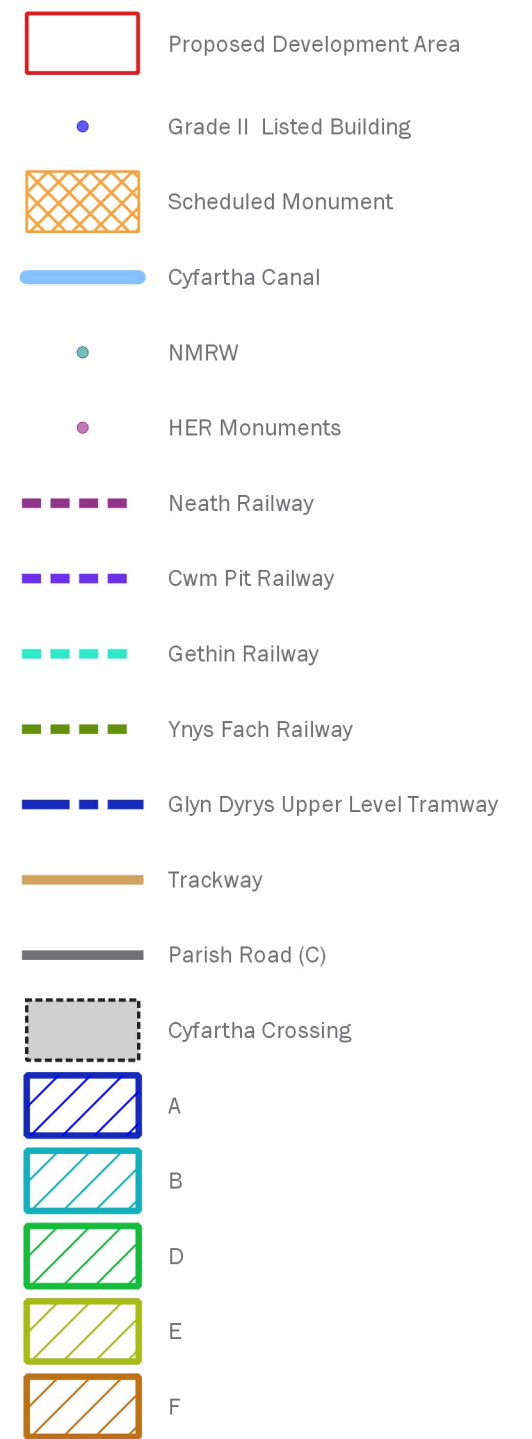
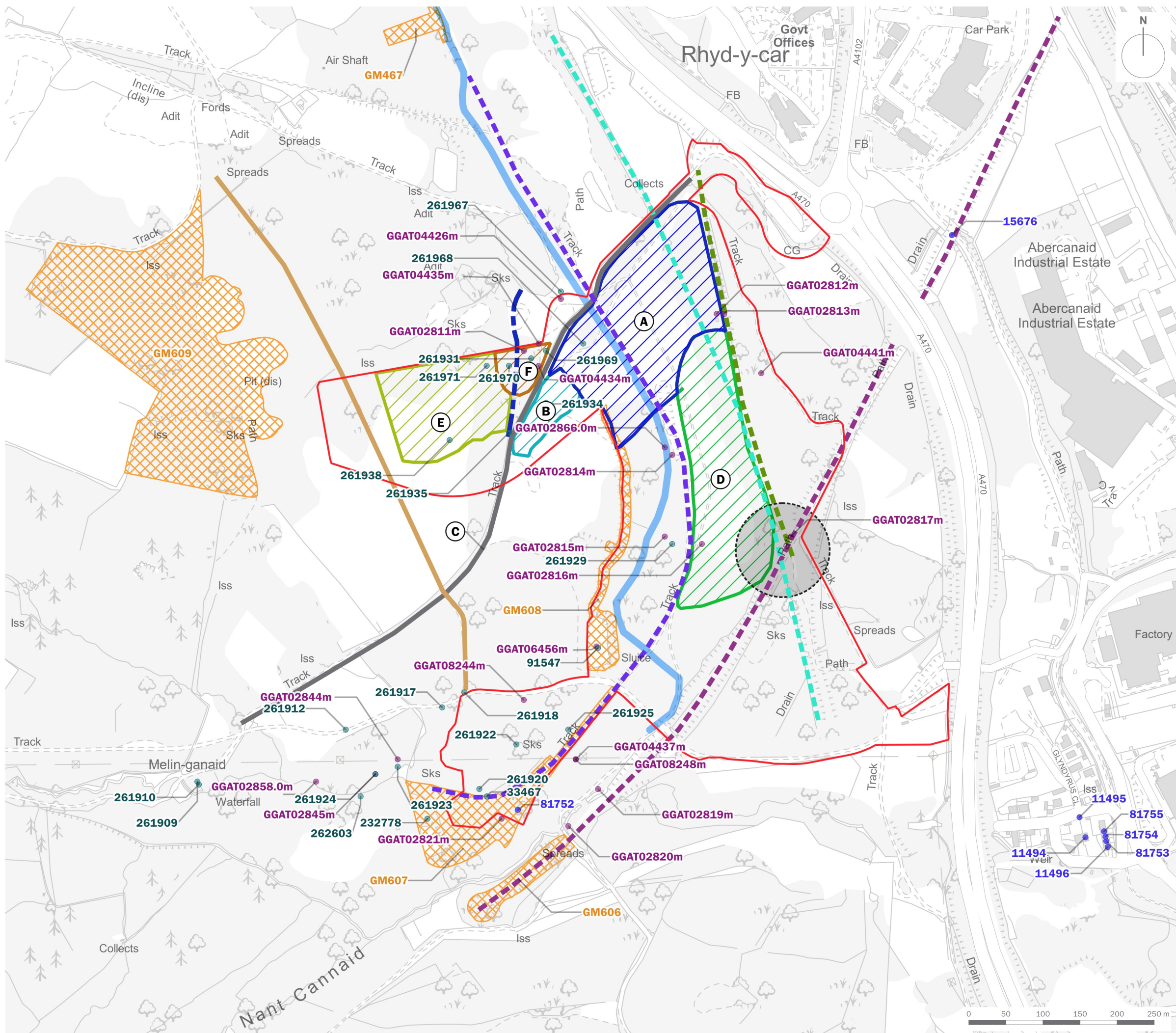
HLCA 070

HLCA 072

HLCA 074

HLCA 079

client			
Marvel Ltd			
project title			
Rhydyar West Leisure Resort, Rhydyar West, Merthyr Tydfil			
drawing title			
Plan EDP 1: Proposals in Relation to HLCAs			
date	20 APRIL 2022	drawn by	VMS
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Marvel Ltd

Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil

Plan EDP 2: Proposals in Relation to Historic Assets

11 MARCH 2022

drawn by **VMS**

drawing number

edp2324_d039c

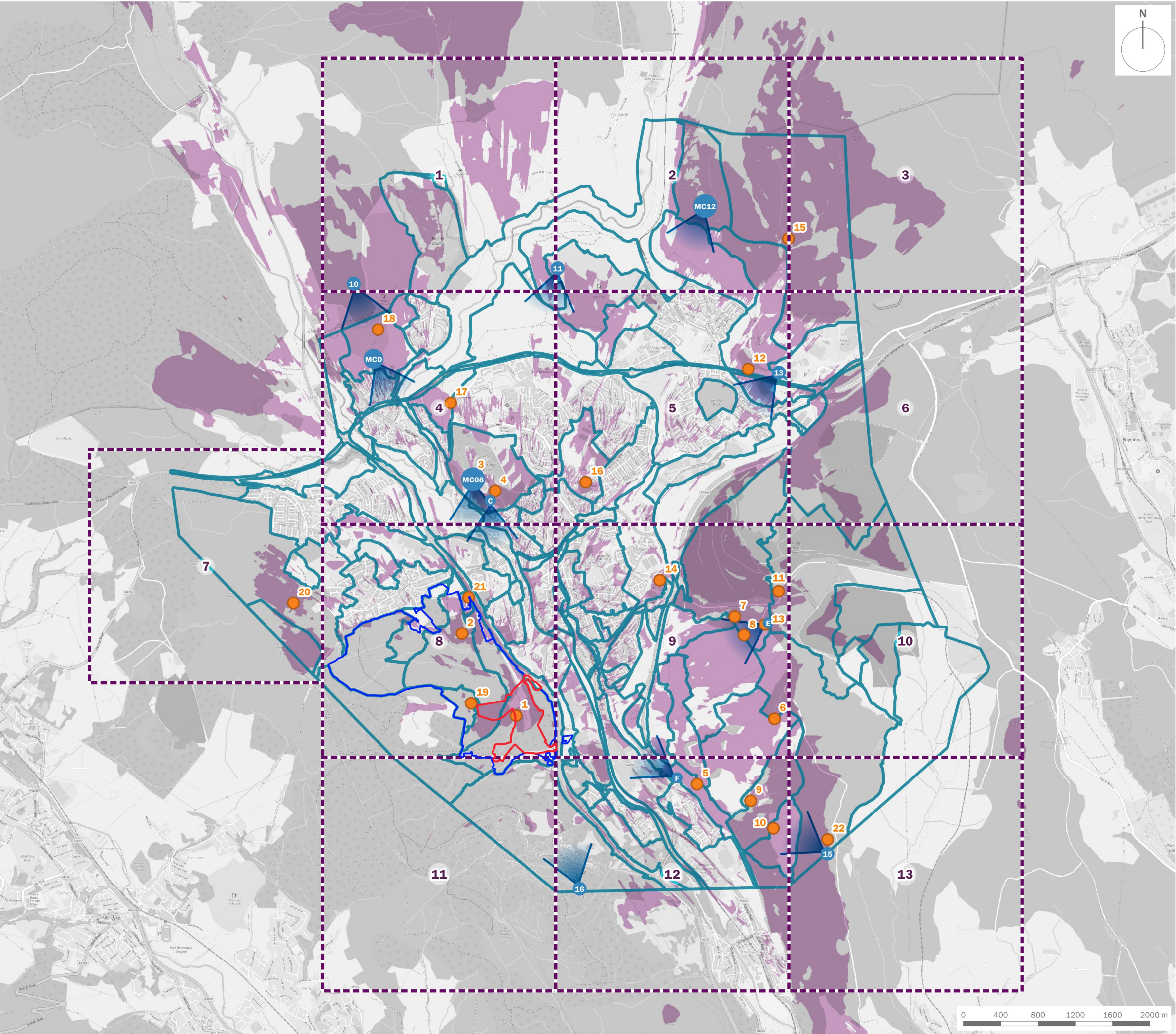
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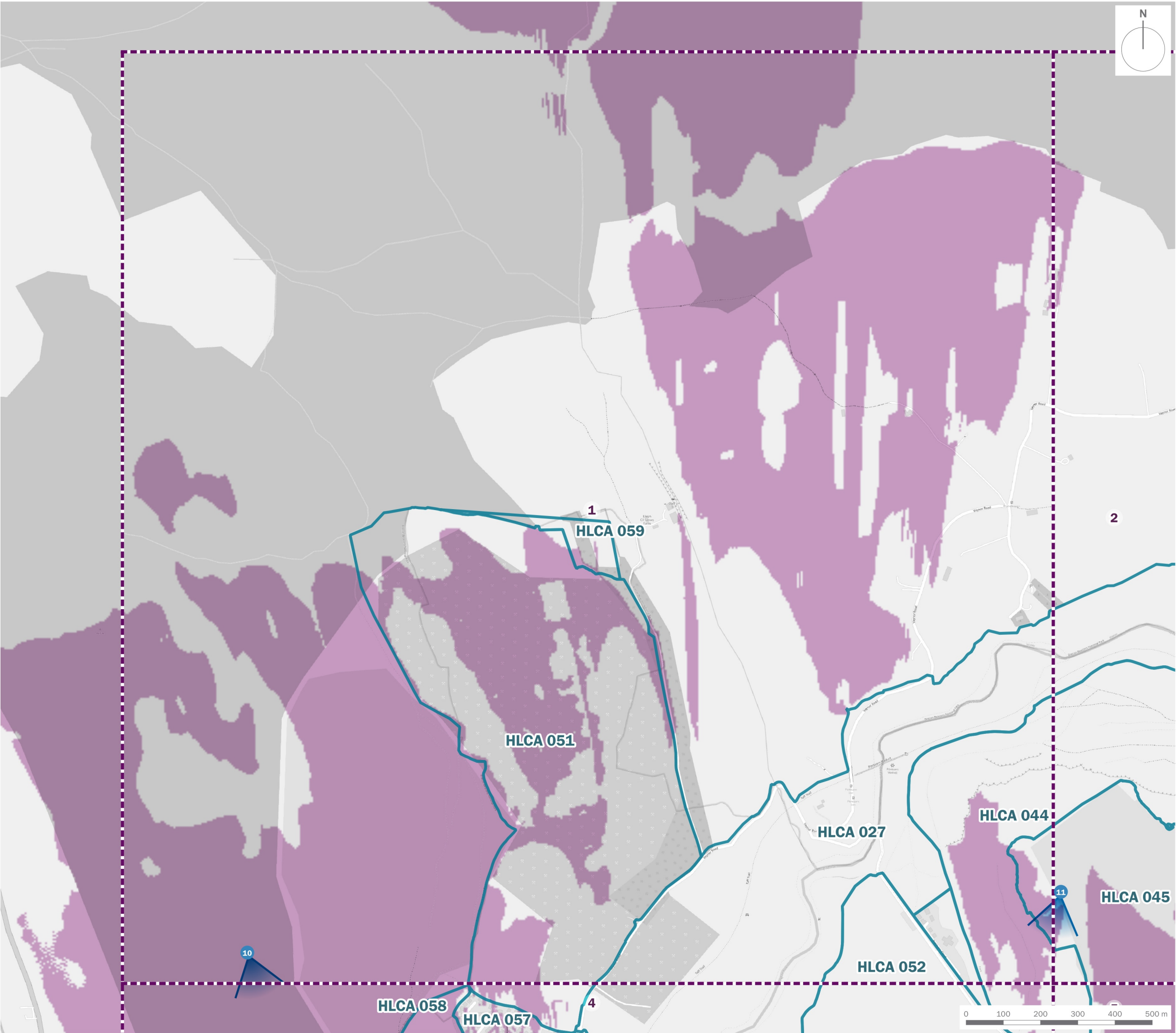
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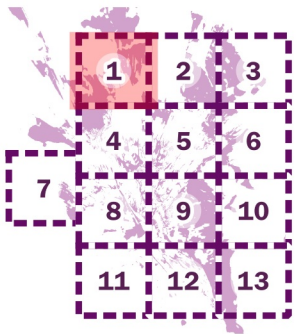


- Proposed Development Area
- Historical Landscape Character Area (HLCA)
- Zone of Theoretical Visibility (ZTV)
- LVA Photoviewpoint Locations
- EDP Photo Locations

client			
Marvel Ltd			
project title			
Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
drawing title			
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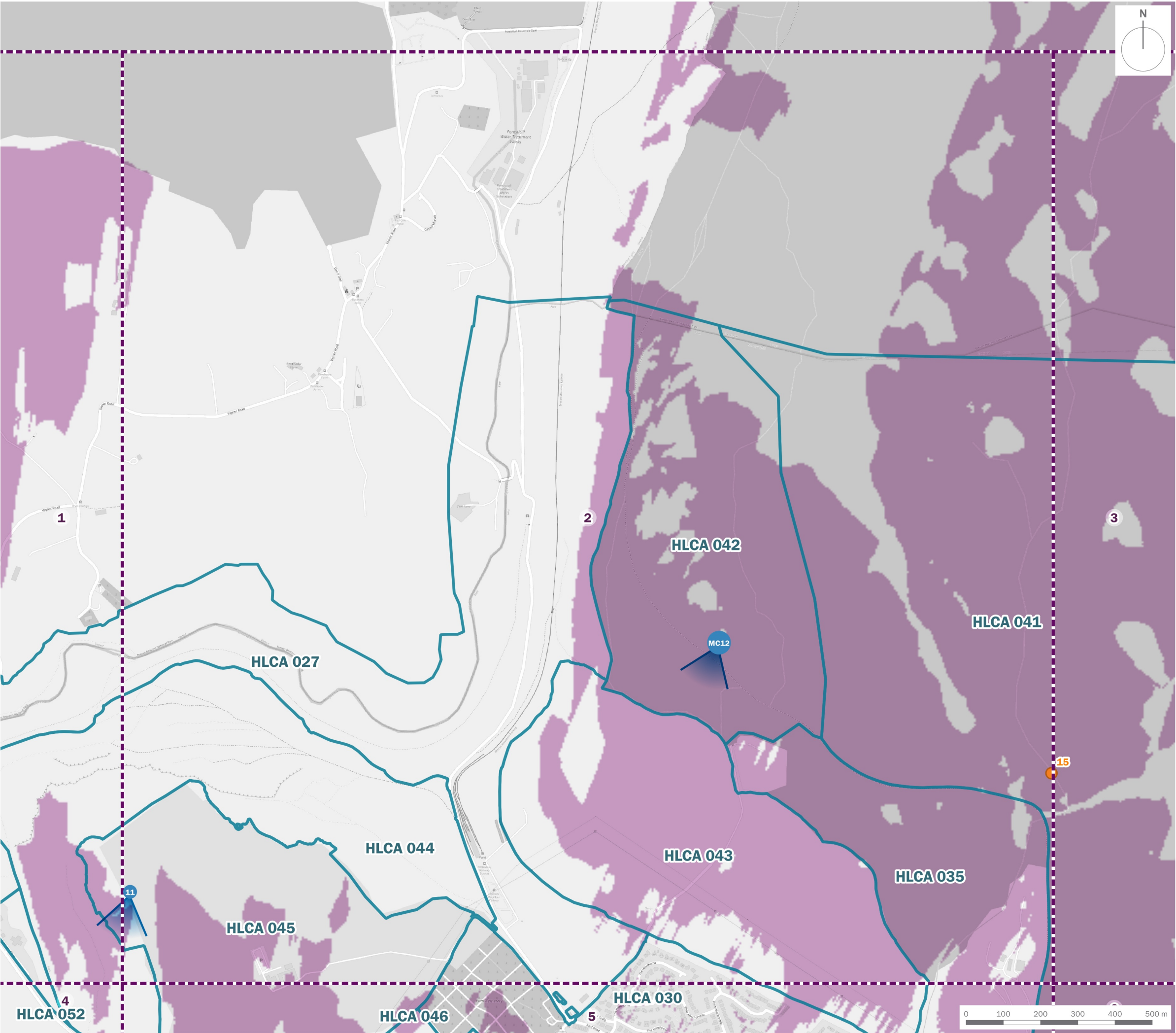


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project title			
Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
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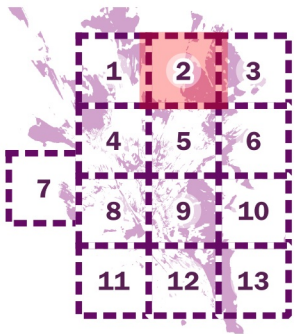


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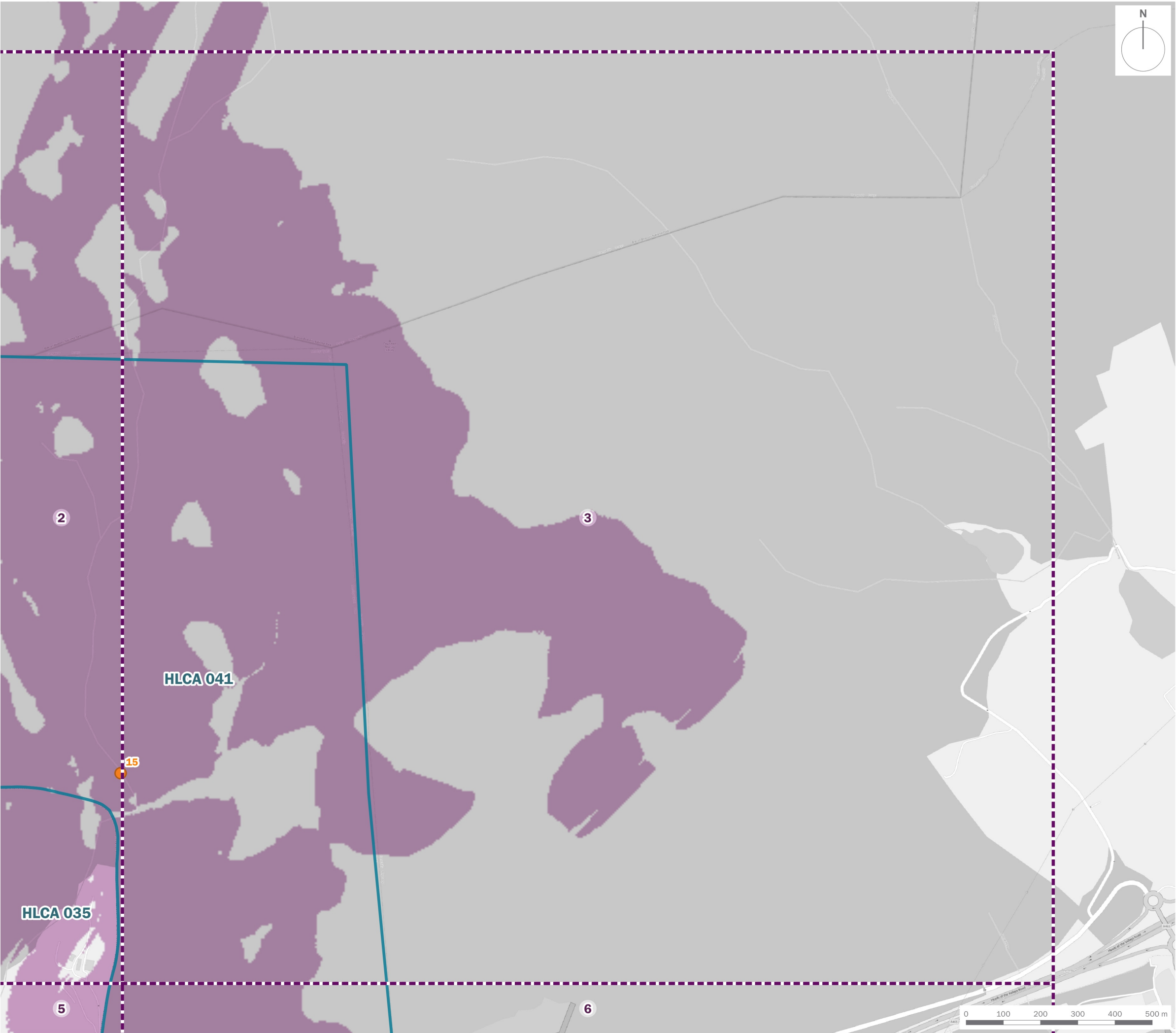
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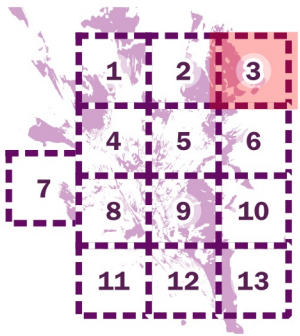
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project title			
Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
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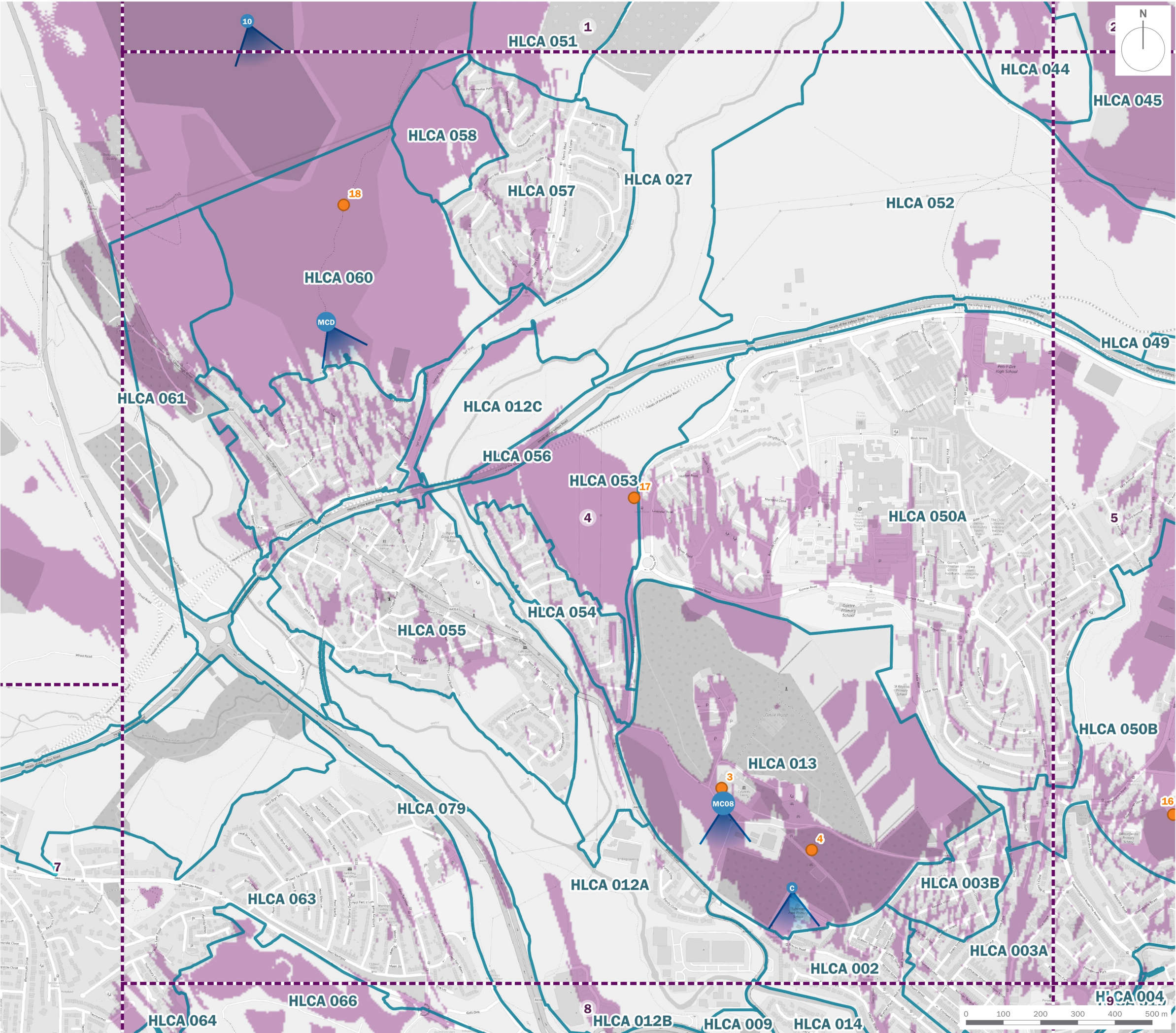
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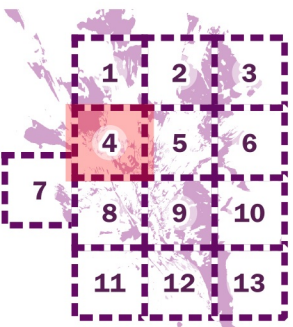
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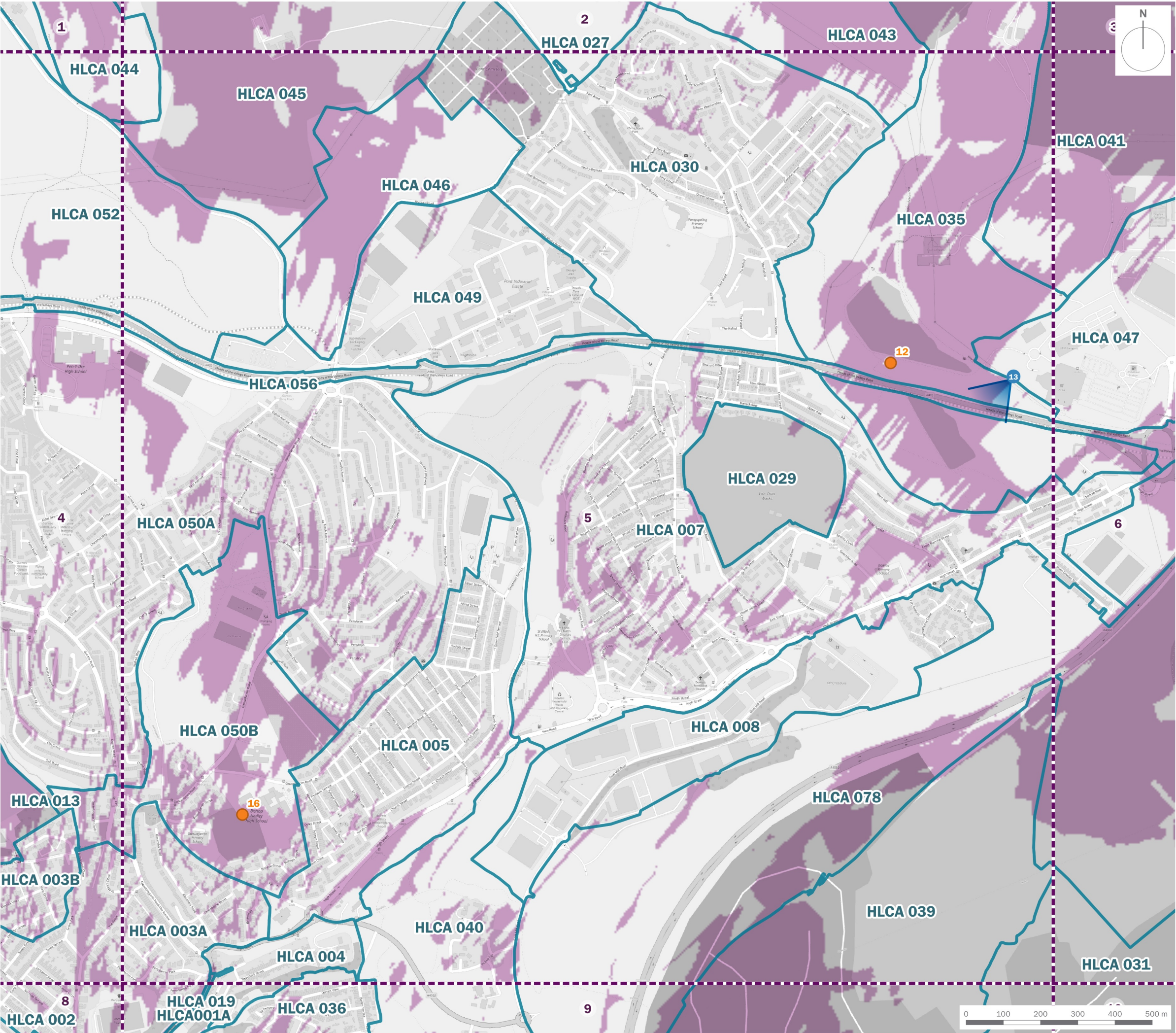
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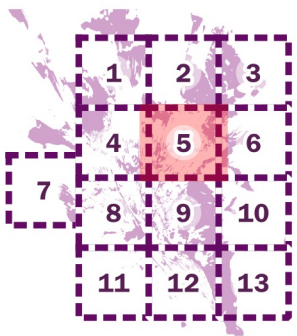
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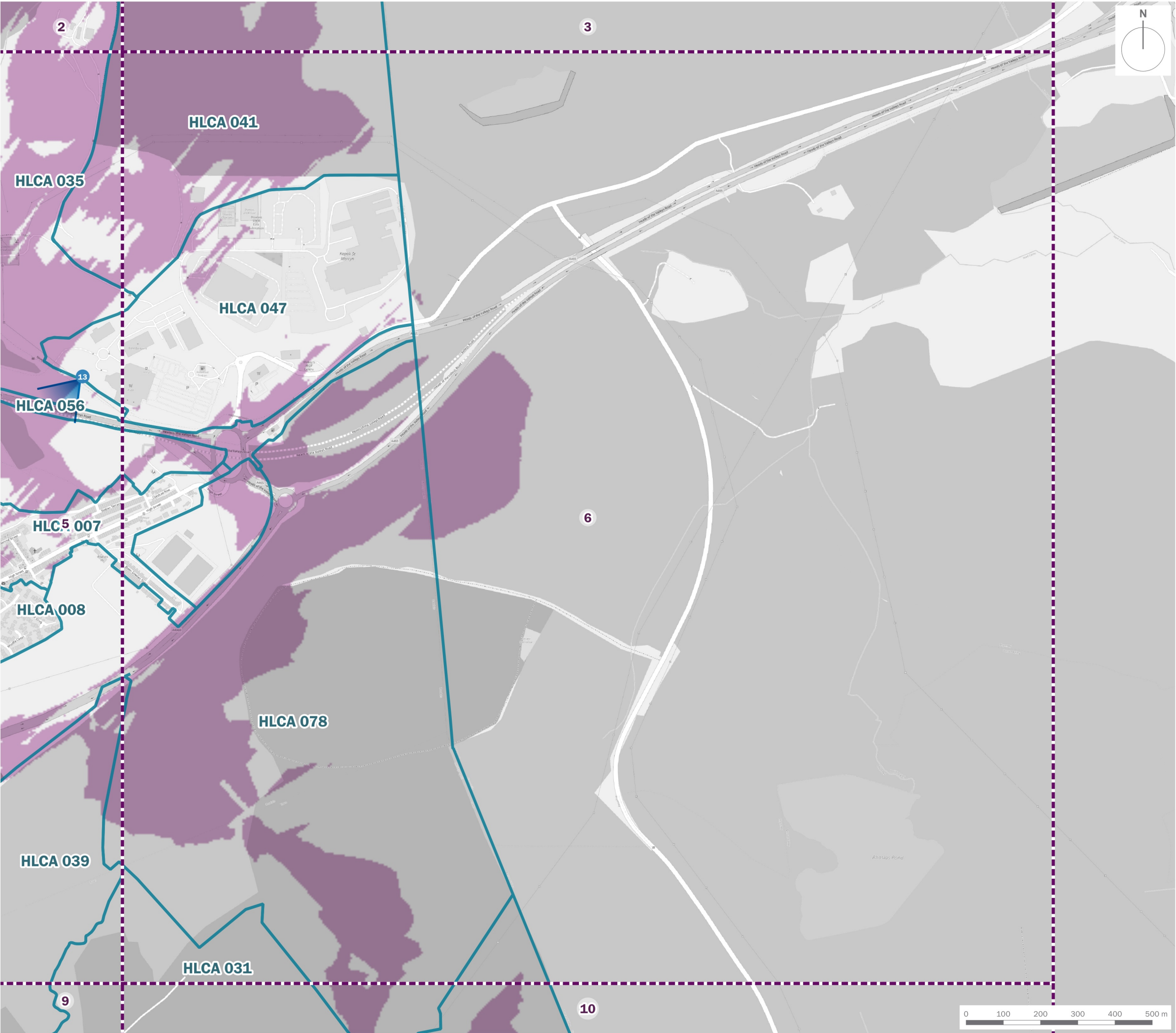
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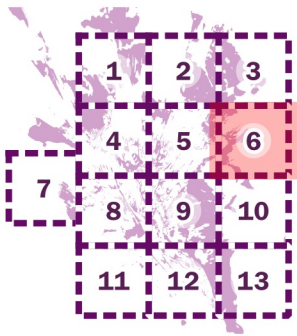
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project title			
Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
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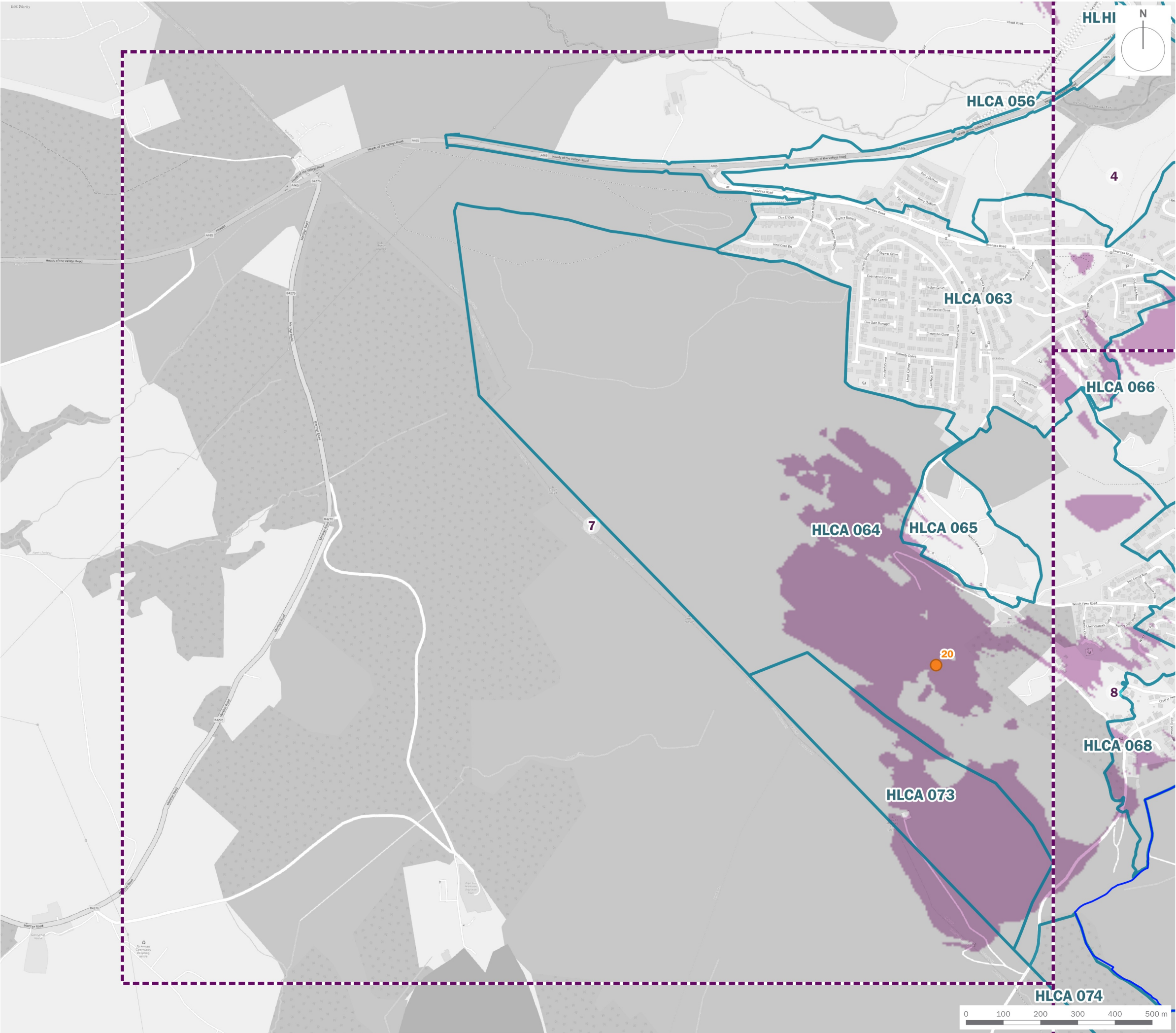
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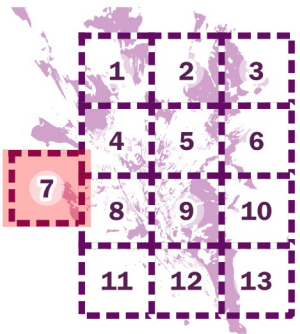
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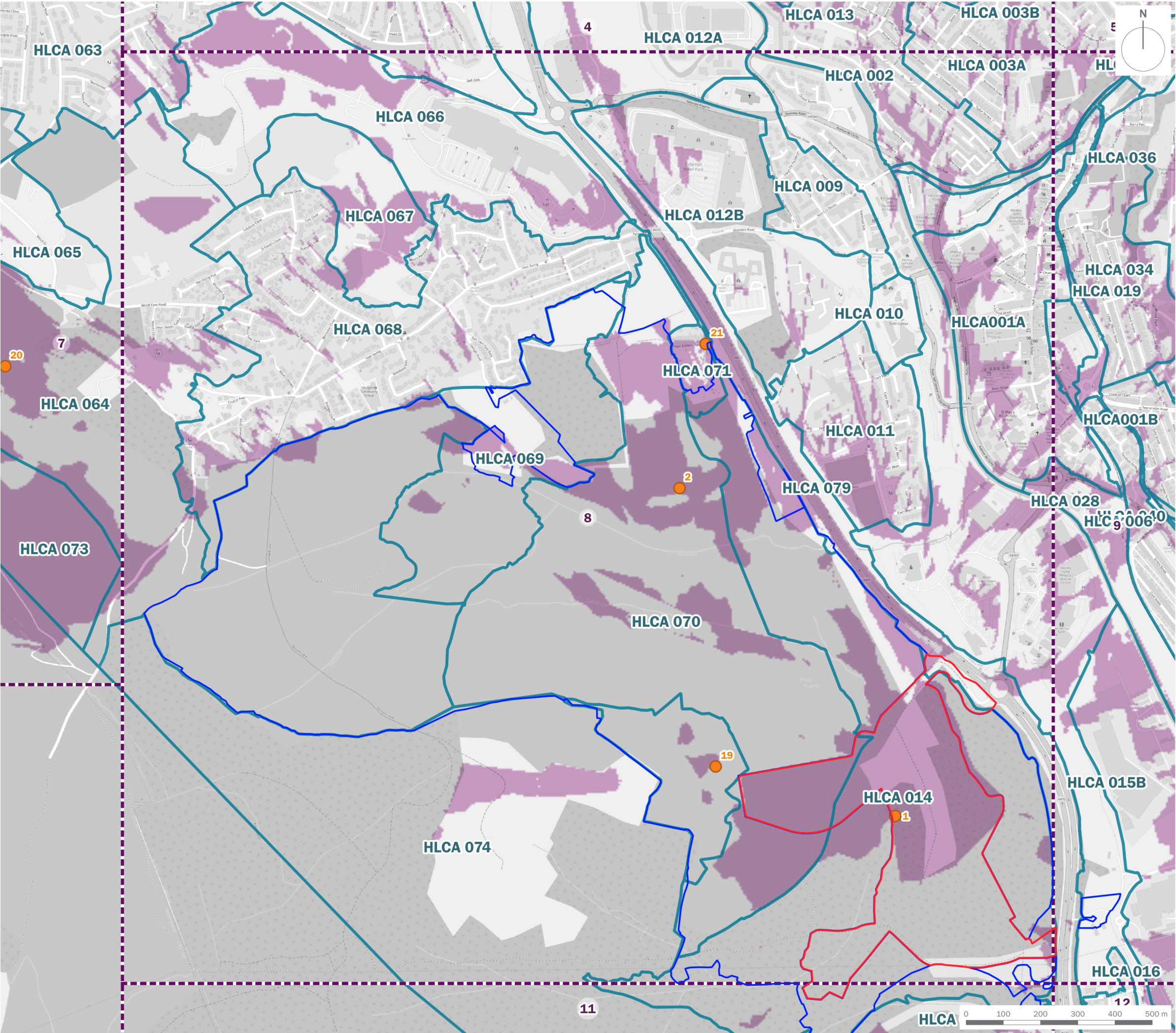
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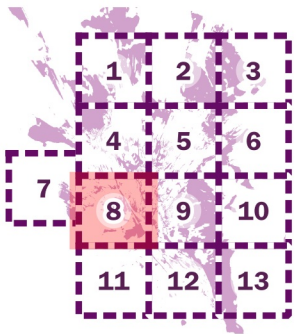
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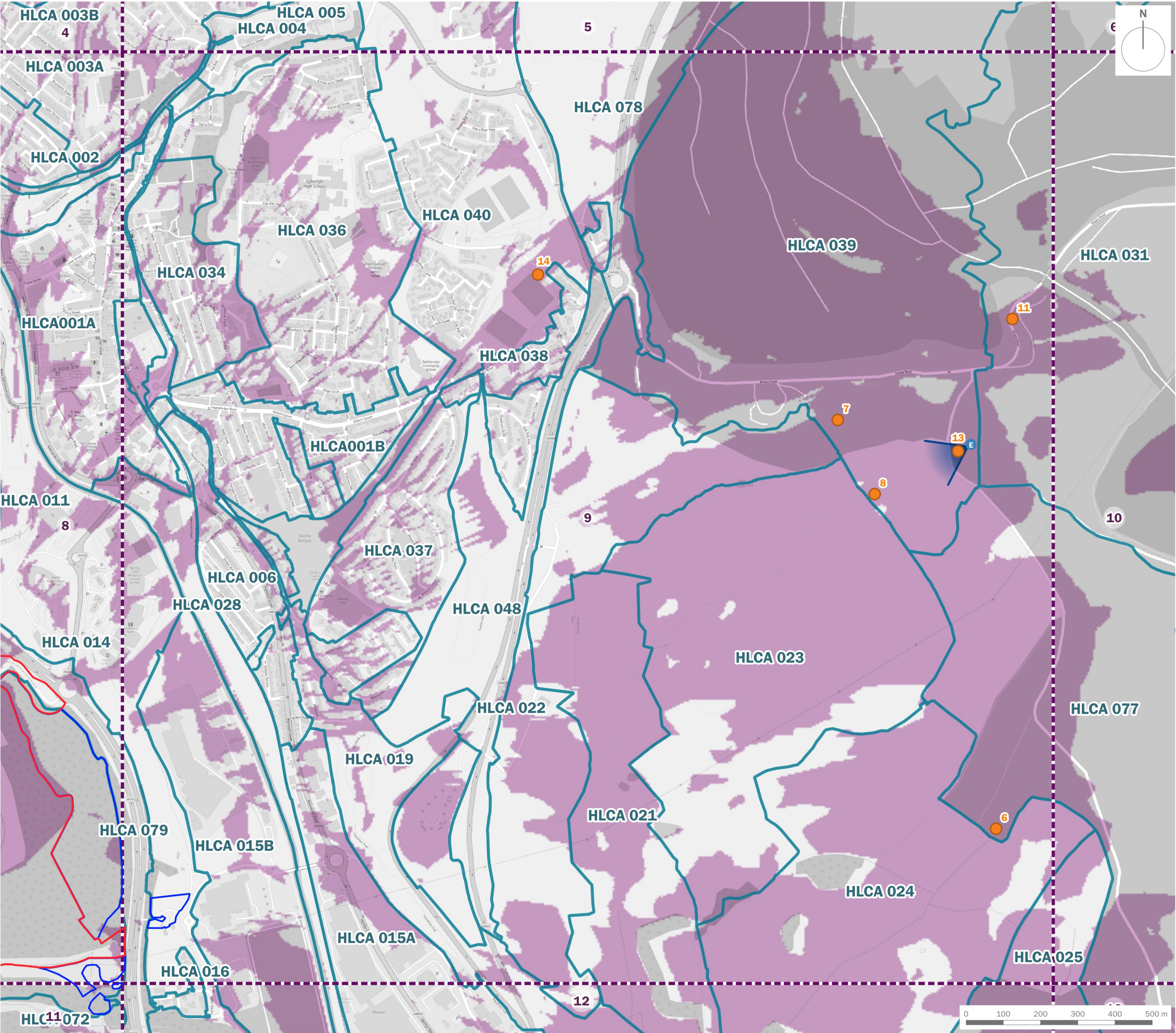
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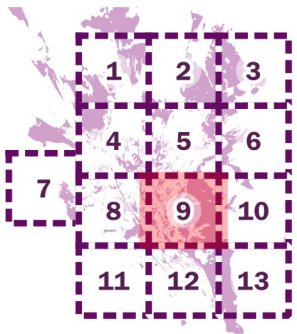
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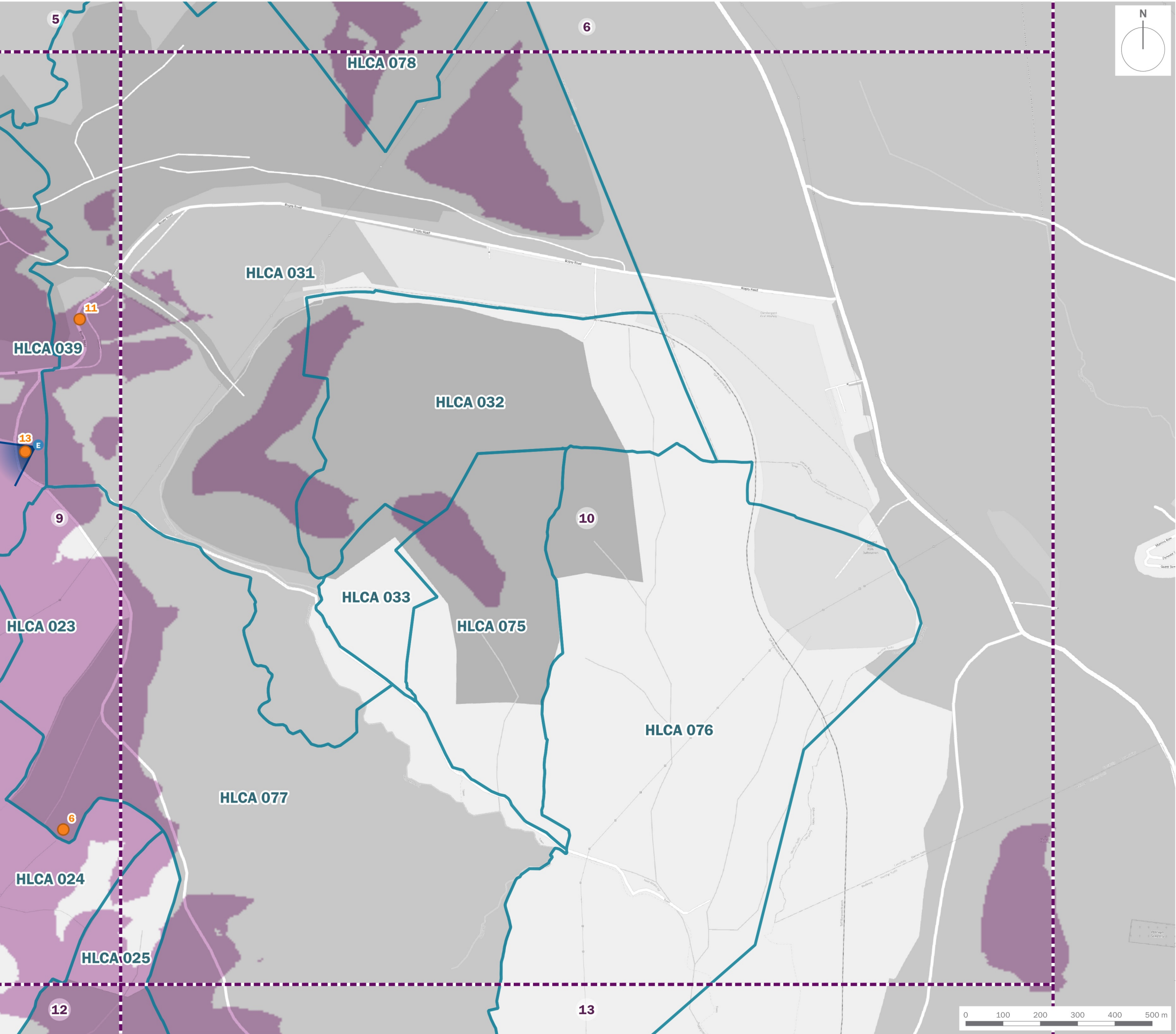
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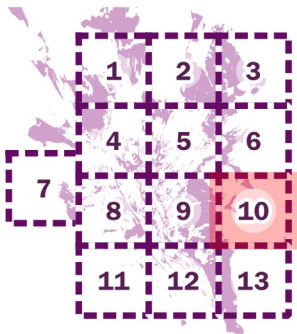
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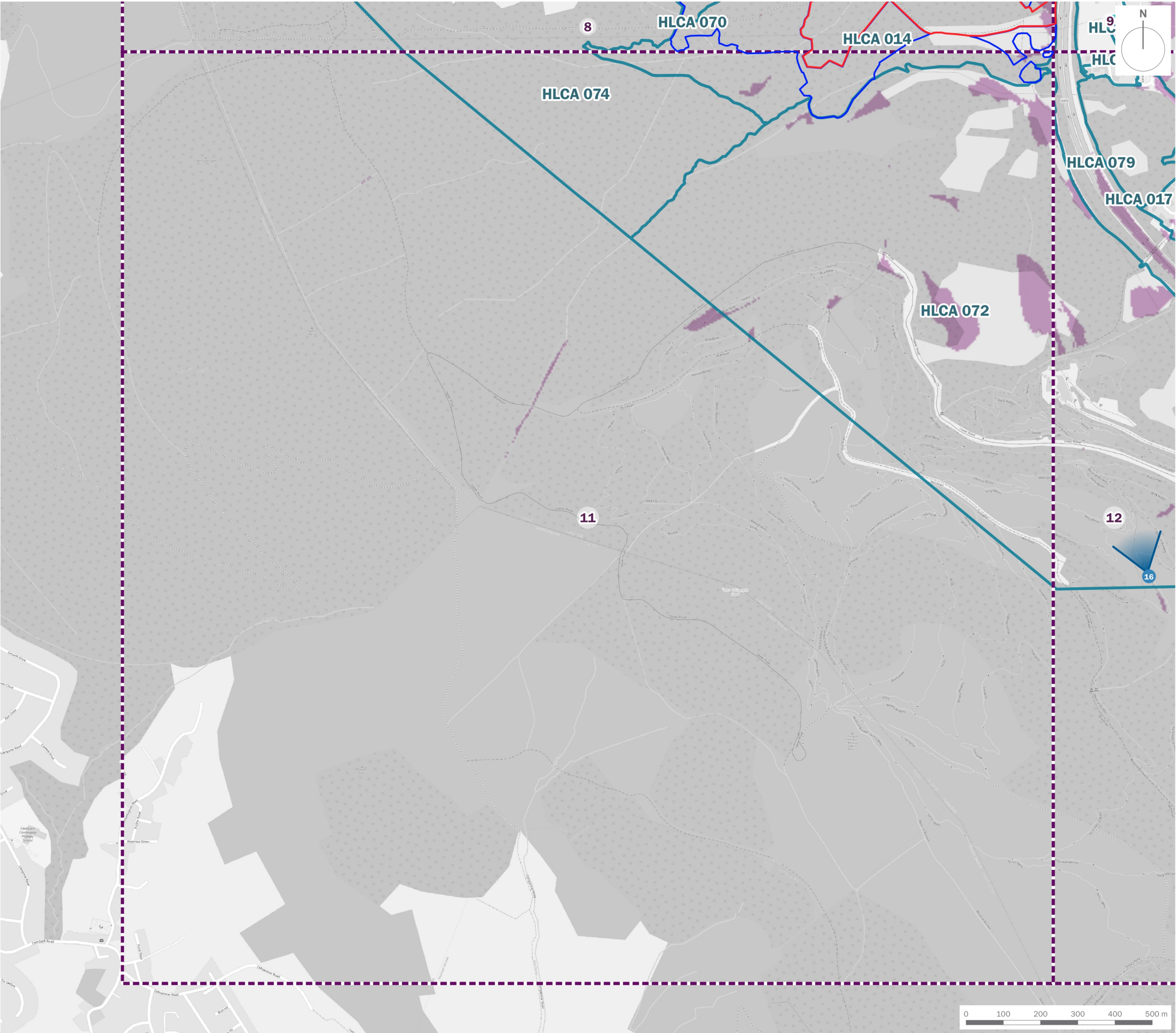
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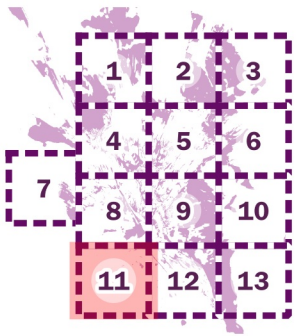
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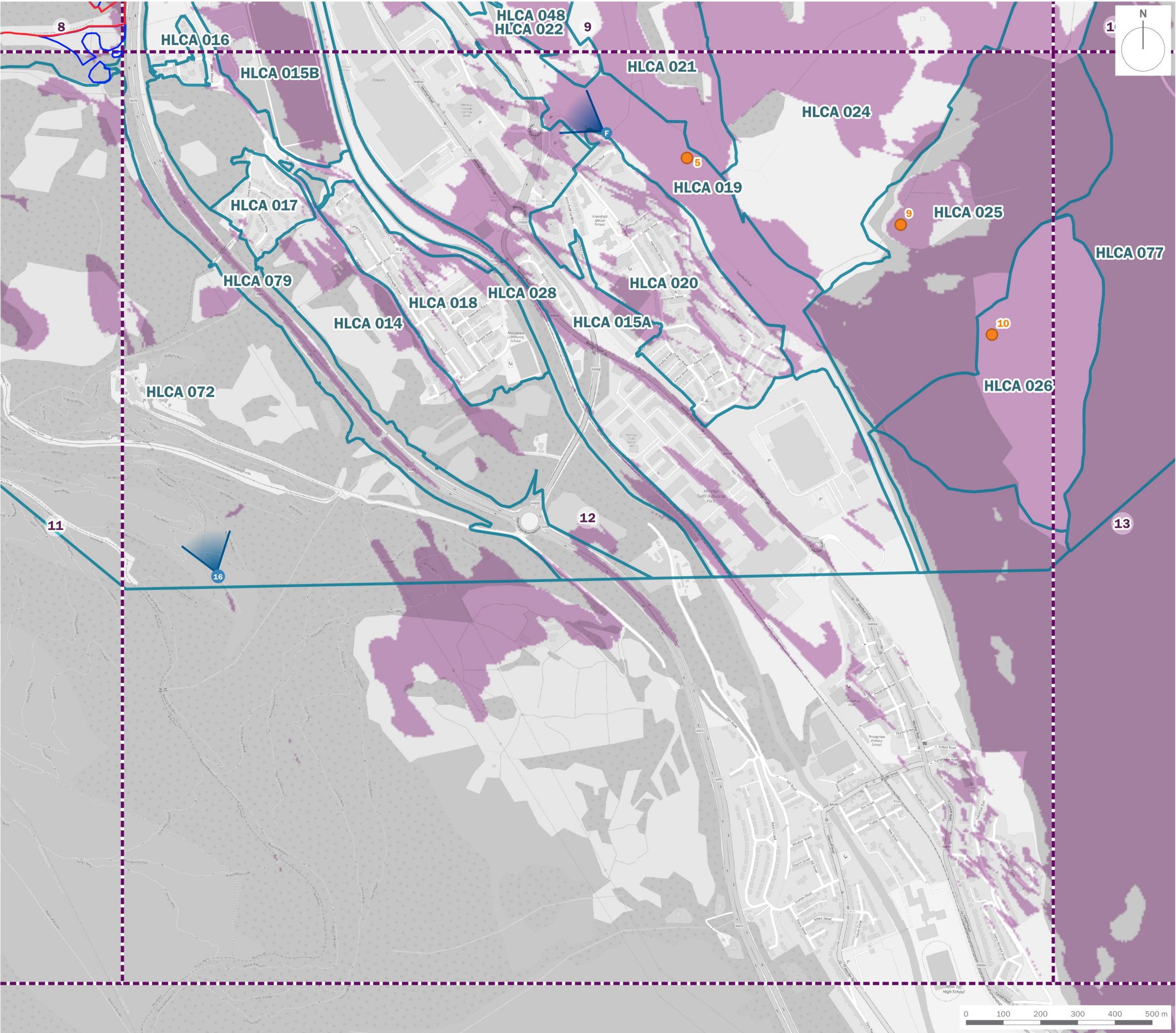
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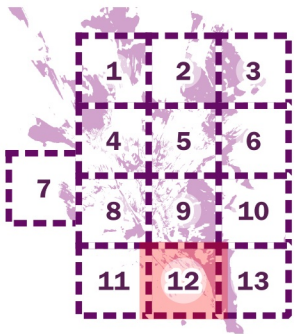
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Marvel Ltd			
project title			
Rhydyar West Leisure Resort, Rhydyar West, Merthyr Tydfil			
drawing title			
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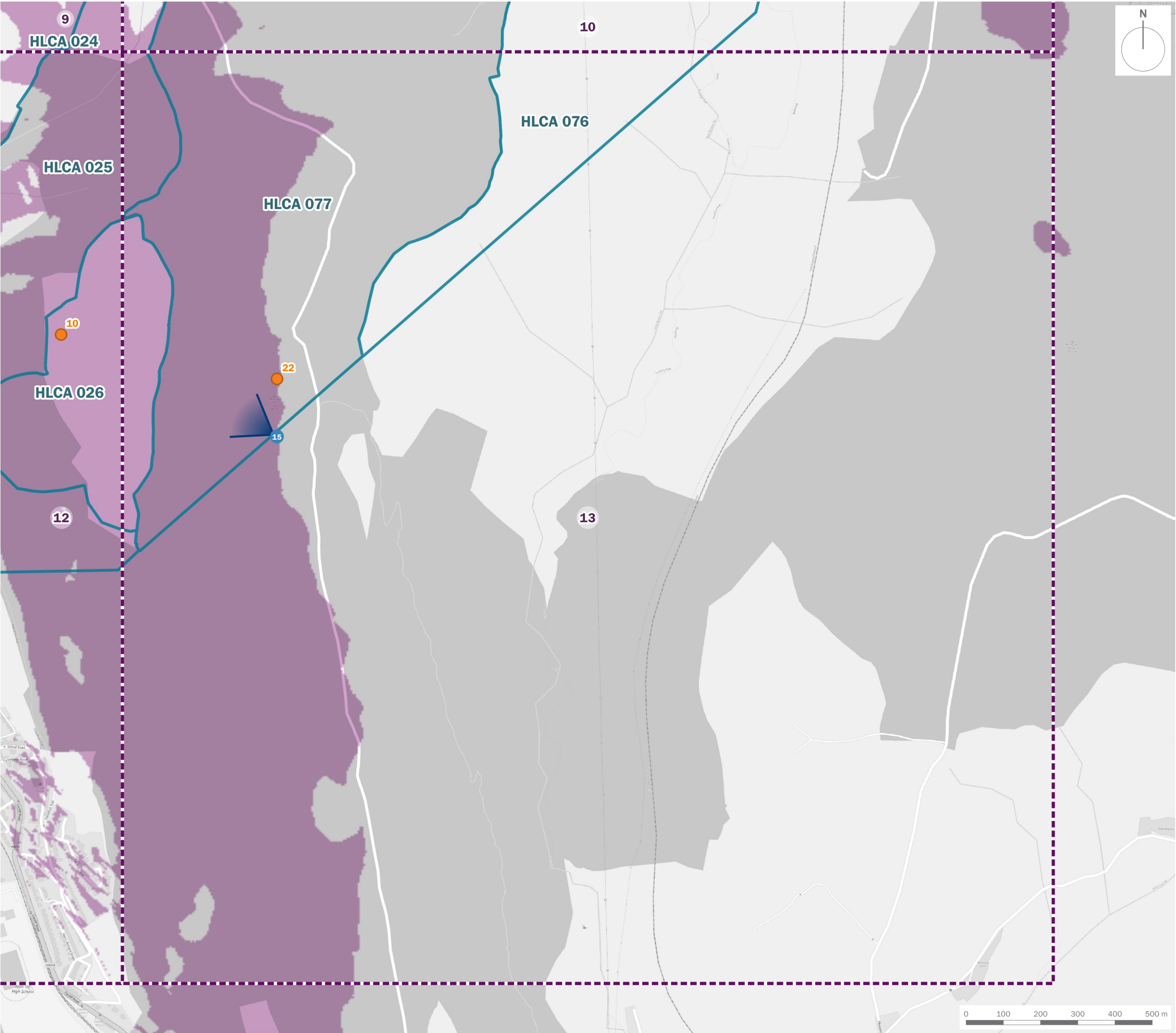
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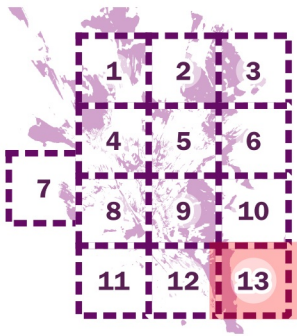
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Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
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project title			
Rhydycar West Leisure Resort, Rhydycar West, Merthyr Tydfil			
drawing title			
Plan EDP 3: Stage 3: Indirect Visual Effects (Sheet 13 of 13)			
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