

Rhydycar West

Public Rights of Way Note

Introduction

Following meeting with the Rights of Way Department of MTCBC held on 26 September and 30 October 2023, this note has been prepared to extract relevant information from the voluminous submission made in respect of planning application reference P/23/0065 and to allow the PRow section of the council to finalise its consultation response to the application.

Background

Prior to submission of planning application reference P/23/0065, numerous claims were made in respect of rights of way across the application site and an Interim Decision had been issued on 24 January 2023. Accordingly, the planning application was made in the knowledge of these claimed routes and these are documented within Chapter 12 of the Environmental Statement (and elsewhere) along with mitigation in the form stopping up, extinguishment and diversions (to be pursued separately during the detailed design phase).

Since submission of the application a final decision has been made in respect of the claimed routes which confirmed the Orders, subject to some modification.

The Proposal

The submitted planning application is made in Outline and, as such, precise details of routes within and around the development and their surfacing treatment etc comprises a level of detail that would be addressed at the Reserved Matters stage. Likewise, the Woodland Lodges shown in the south of the site will be carefully sited in amongst the woodland and will be able to respect nearby PRowS such that they would remain unaffected. Nonetheless, the Illustrative Masterplan is enclosed in order to provide a clearer indication of what is proposed, including in respect of routes within and around the development.

Environmental Statement Figures LA 12.5.2 and LA 12.5.3 show the existing network of PRow within and around the site with the proposed development superimposed on the top of these routes. Figure LA 12.5.2 shows the claimed routes while Figures LA 12.5.3 shows the routes confirmed by the Interim Decision of 24 January 2023.

Environmental Statement Figure LA.12.5-4 shows the mitigation strategy of alternative routes included within the proposed development. Proposals would divert some routes around the perimeter of the site to maintain access and to ensure the site is connected to surrounding routes. While some of the routes would be removed as a result of the proposed development, a proposed network of public access will be created. Proposed routes would be safe, fit for purpose and would include information boards to explain the heritage and biodiversity of the site. A number of the routes would have appropriate width, gradient and surfacing to enable access by disabled people and young families.

It is our intention for the loss of Parish Road to be mitigated by new routes that would enable them to be used by mechanically Propelled Vehicles – the dashed Purple routes on Figure LA 12.5-4. The route proposed around the western end of the proposed Snow Centre would be steeper than the Parish Road. The length of this route adjacent to the northern and western elevations of the Snow Centre would be a lightly used service road and so would be metalled, while elsewhere the route would have a gravelled surface or similar. While the surfacing will be far better than the current very uneven surface of some sections of Parish Road, it will



not solve the gradient issue. Accordingly, as an alternative, a less steep route around the eastern side of the development is proposed comprising a gravelled surface or similar. By using various tracks within the forest such as Forest Road, this eastern route would allow an equestrian to rejoin the Parish Road further up the hill while avoiding steeper gradients. It is also a route that mountain bikers could use.

All routes shown on Figure LA 12.5-4 would be open to the public 24/7/365.

The Appendix to this note sets out, on a route by route basis, what diversion, extinguishment upgrading works are envisaged, albeit the detail of this will be finally determined at the detailed design stage.

Finally, to provide further illustrative material to help explain the above, please find attached the submitted Site Section Reference Plan along with two sheets providing sections 5-14. Your attention is drawn to section 7 to 13 in particular which include within them sections through the proposed BOATs shown by the Purple notation on Figure LA 12.5-4, described above.

Enclosed:

- HMA- LE- ZZ- DR -A -PL-020 P3 - Illustrative Masterplan
- Environmental Statement Figure LA 12.5.2 – Claimed PRow within the site context
- Environmental Statement LA 12.5.3 – Confirmed PRow within Order Decision
- Environmental Statement LA 12.5.4 – Proposed public routes within site boundary
- HMA- LE-XX- DR -A -97-0000 P3 - Site Section Reference Plan
- HMA- LE-XX- DR -A -97-0002 P2 – Boundary Sections Spa and Snow Centre
- HMA- LE-XX- DR -A -97-0003 P2 – Boundary Sections Resort Road

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Appendix

	Route	Comments
	Footpaths	
1	Troedyrhiw 147	Not affected by the proposed development and will remain along its current alignment and in its current condition
2	Troedyrhiw 63	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
3	Troedyrhiw 47	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
4	Troedyrhiw 64	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
5	Troedyrhiw 180	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
6	Troedyrhiw 54	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
7	Troedyrhiw 133	Diverted to run East or West along the purple route shown on Figure LA 12.5-4
8	Troedyrhiw 72	Section to be extinguished, level with and north of the proposed car park. As this point the route would divert onto T145. (NB part of T72 is supported by a bridge in one section - that bridge be unaffected by the development.)
9	Troedyrhiw 145	Upgrade to bridleway as needed in northern section of site. Southern section is unaffected by development and will remain along its current alignment and in its current condition
10	Troedyrhiw 158	Not affected by the proposed development and will remain along its current alignment and in its current condition
11	Troedyrhiw 144	Not affected by the proposed development and will remain along its current alignment and in its current condition
12	Troedyrhiw 147	Not affected by the proposed development and will remain along its current alignment and in its current condition
13	Troedyrhiw 66	Not affected by the proposed development and will remain along its current alignment and in its current condition
14	Troedyrhiw 151	Not affected by the proposed development and will remain along its current alignment and in its current condition
15	Troedyrhiw 157	Not affected by the proposed development and will remain along its current alignment and in its current condition
16	Troedyrhiw 152	Not affected by the proposed development and will remain along its current alignment and in its current condition
17	Troedyrhiw 159	Not affected by the proposed development and will remain along its current alignment and in its current condition
18	Troedyrhiw 155	Not affected by the proposed development and will remain along its current alignment and in its current condition
19	Troedyrhiw 195	Not affected by the proposed development and will remain along its current alignment and in its current condition



20	Troedyrhiw 46	Not affected by the proposed development and will remain along its current alignment and in its current condition
21	Troedyrhiw 167	Not affected by the proposed development and will remain along its current alignment and in its current condition
22	Troedyrhiw 160	Not affected by the proposed development and will remain along its current alignment and in its current condition
23	Troedyrhiw 181	Extinguished in its entirety
24	Troedyrhiw 116	Extinguished in its entirety
25	Troedyrhiw 142	Extinguished in its entirety
Restricted byways and byways open to all traffic		
1	Troedyrhiw 45	Diverted to run along the purple route shown on Figure LA 12.5-4
2	Troedyrhiw 175	Options: a) Divert to run along the purple route shown on Figure LA 12.5-4 b) Divert to T145 just south of proposed car park c) Divert to T144 and then T145 at southern boundary of application site. Sections of diverted route to be upgraded as necessary to ensure BOAT status maintained.
3	Troedyrhiw 184	Extinguished in its entirety
4	Troedyrhiw 69	Not affected by the proposed development but likely to be upgraded due to proximity to proposed development
5	Troedyrhiw 44	Not affected by the proposed development and will remain along its current alignment and in its current condition
6	Troedyrhiw 126	Not affected by the proposed development but likely to be upgraded due to proximity to proposed development
Routes not referred to on submitted plans		
1	Footpath Troedyrhiw 68	Not affected by the proposed development and will remain along its current alignment and in its current condition
2	Bridleway Troedyrhiw 49	Extinguished or: a) Divert to run along the purple route shown on Figure LA 12.5-4 b) Divert to T145 just south of proposed car park c) Divert to T144 and then T145 at southern boundary of application site. Sections of diverted route to be upgraded as necessary to ensure BOAT status maintained.

