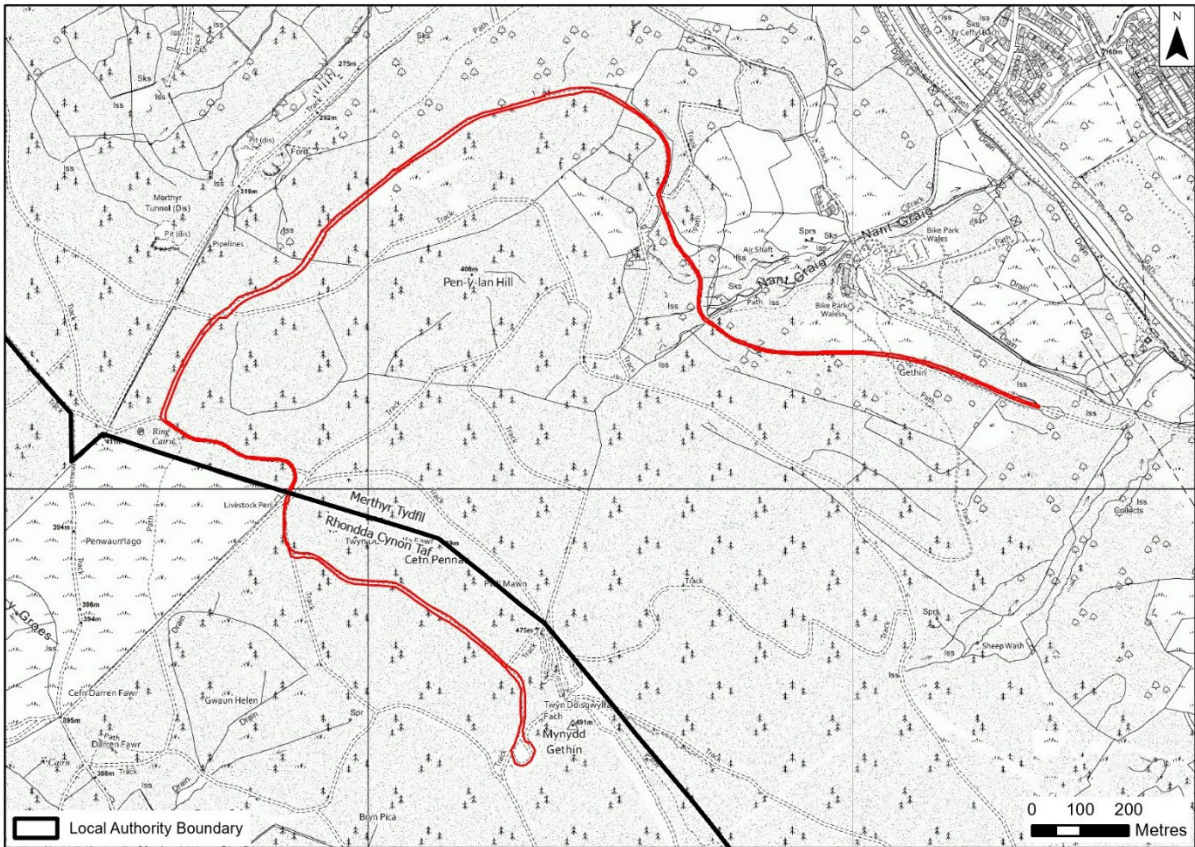


DATE WRITTEN	24th August 2026
REPORT AUTHOR	Judith Jones
CASE OFFICER	Kate Glover
COMMITTEE	Planning and Regulatory
COMMITTEE DATE	2nd September 2026

Application No. P/26/0068	Date 2nd April 2026	Determining Authority MTCBC
Proposed Development	Location	Name & Address of Applicant/Agent
To resurface with tarmac the uplift track that currently serves Bike Park Wales	Gethin Woodland Centre A470 Pentrebach to Rhydycar Northbound Abercanaid Merthyr Tydfil CF48 1YZ	Mr Rowan Sorrell c/o Mr Liam Hopkins The Urbanists Westgate House 11 Womanby Street Cardiff, CF10 1BR



APPLICATION SITE

The site forms part of the mountain bike facility known as Bike Park Wales. The proposed works relate to an established track which provides an 'up-lift' service to customers. This involves the operator using minibuses with trailers to transport customers and their bikes to the top of a hill so riders can ride down their chosen route. The track winds its way along the side of Pen Lan Hill and culminates on Mynydd Gethin. The highest section of the track, approximately 943m in length, is located within the boundary of Rhondda Cynon Taff County Borough Council (RCTCBC).

The track measures approximately 3,830m long and is on average 7m wide, covering an area of approximately 2.68 hectares (ha). There are some small variations to the width, in particular at the beginning of the track where the minibuses turn to pick up new passengers, and in three locations along the route where the track naturally narrows to less than 7m in width.

The land immediately adjacent to the existing track largely comprises existing gravel hardstanding, drainage features, unmade forestry terrain, and compacted soil tracks. It is flanked closely by mature woodland and pockets of scrub vegetation. The track is crossed by bridleways and a footpath, and some sections of the track are shared by the bridleways.

A number of Scheduled Ancient Monuments (SAMs) and the Aberfan Memorial Registered Park and Garden are located within 3km of the site. To the north of the site is the Cwm Glo a Glyndyrys Site of Special Scientific Interest (SSSI). The site is also within and directly adjacent to Special Landscape Area 3 (Merthyr West Flank) (SLA 3), several Sites of Importance for Nature Conservation (SINC), several areas of Ancient Woodland, and a Group Tree Preservation Order (Abercanaid).

The site is positioned entirely outside the defined settlement boundaries of Merthyr Tydfil, therefore the proposal is located in the countryside.

PROPOSED DEVELOPMENT

Full planning permission is sought for the comprehensive resurfacing of the existing internal track. The proposed engineering works would resurface the existing extent of the tracks with 150mm–200mm of quarried stone, 50mm of a finer grade quarried stone, and finished with a 60mm tarmac base course followed by a 40mm tarmac surface course.

The applicant has indicated that the upgrade is required to improve the operational structural capacity of the route, ensuring continuous, safe access for land management, emergency response vehicles, and active recreation users.

The applicant advises that the works would take approximately 5 weeks. No ground clearance is required or tree/vegetation removal is required, and as the works would take place only during daylight hours, no artificial light at night is needed.

Submitted in support of the planning application are the following documents:

- Construction Environmental Management Plan (CEMP)
- Public Rights of Way Crossing Section Drawing
- Drainage Plan
- Uplift Road Route Plan (illustrating locations of pinch points and the wider pick-up area)
- Uplift Section Drawing
- Ecological Statement
- Pre-Application Consultation Report

PLANNING HISTORY

The application site and wider Gethin Woodland Centre site has been subject to extensive planning history linked directly to phases of expansion of the outdoor recreation facility. The relevant planning history is summarised below:

- P/12/0235 Creation of mountain bike centre comprising the erection of a visitor centre building, seventeen forest bike trails, campsite, and associated parking.
Approved: 18 Oct 2012
- P/15/0385 Construction of 23 additional mountain bike trails to expand the existing mountain bike facility.
Approved: 28 Apr 2016
- P/16/0055 Retention of revised car parking layout and erection of two wood clad huts.
Approved: 07 Apr 2016
- P/19/0073 Provision of 36 camping pods, chalets, parking area extensions (196 additional spaces), trail maintenance yard, drainage, and infrastructure works.
Approved: 09 Jan 2020
- P/22/0192 Provision of 29 camping pods, changing village, vehicle workshop, children's play area, drainage, and landscape infrastructure upgrades.
Approved: 17 Feb 2023

Also relevant to this case is the following application that was submitted to RCTCBC which relates to the 943m section of the track that is located within the council's boundary.

- 26/0323/FUL To resurface the uplift track that currently serves the park in a tarmac finish
Approved: 30 Jun 2026

CONSULTATION

Internal consultees

Head of Engineering and Highways:	No objection.
Planning Ecology Officer:	No objection subject to condition.
Head of Drainage:	No objection subject to condition.
Environmental Health Manager:	No objection.
Rights of Way Manager:	No objection.
Planning Policy Officer:	No objection.

External consultees

Glamorgan-Gwent Archaeology:	No objection.
Cadw:	No objection.
Natural Resources Wales:	No objection subject to condition.
Dwr Cymru/Welsh Water:	No objection subject to condition.
Health and Safety Executive:	No objection.
The Mining Remediation Authority:	No objection.
South Wales Police:	No objection.
Dept for Economy and Infrastructure – Transport:	No objection.
Glamorgan-Gwent Archaeology:	No objection.
Rhondda Cynon Taff Planning Dept:	No objection.

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, site notices were displayed within the vicinity of the site on the 28th April 2026, and a public notice published in the Merthyr Express on the 22nd April 2026.

No letters of representation were received following this publicity exercise.

POLICY CONTEXT

National Development Framework

Future Wales: the National Plan 2040 (February 2021) (Future Wales) sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

National Planning Policies

Planning Policy Wales (Edition 12, February 2024) (PPW).

Paragraphs 3.5 to 3.15, highlight the importance of high-quality, inclusive design to ensure environmental sustainability and promote community safety.

Paragraph 3.55 notes previously developed land should be used in preference to greenfield sites wherever suitable.

Paragraph 3.6 mandates that development in the countryside must respect the character of the surrounding area and be sustainable in terms of infrastructure, access, and landscape conservation.

Paragraph 4.0.3 seeks to minimise the need to travel and reduce dependency on private vehicles by integrating development with sustainable transport.

Paragraph 5.5.2 encourages tourism development that contributes to rural diversification, economic development, and social inclusion.

Paragraphs 6.1.21 & 6.1.24 prescribe the protection of registered historic landscapes and nationally important archaeological remains, establishing a presumption in favour of physical protection in situ.

Paragraphs 6.3.3 & 6.3.12 require the conservation and enhancement of local landscapes, supporting the designation of Special Landscape Areas.

Paragraphs 6.4.11 to 6.4.17 outline a step-wise approach to maintain and enhance biodiversity, secure net benefits, and build resilient ecological networks.

Paragraphs 6.4.31, 6.4.35 & 6.4.37 to 6.4.43 mandate protection for non-statutory designations (SINCs), protected species, woodlands, trees, and irreplaceable ancient woodland resources.

Paragraphs 6.6.16 & 6.6.19 require sustainable surface water drainage systems (SuDS) to prevent diffuse pollution and surface water flooding.

Paragraphs 6.7.18 & 6.7.24 address the management and mitigation of noise and air pollution impacts near protected ecological settings or residential amenities.

The policies in PPW are supported by Technical Advice Notes (TANs). The most relevant TANs to this application are as follows:-

- TAN 5: Nature Conservation and Planning (September 2009)
- TAN 12: Design (March 2016)
- TAN 24: The Historic Environment (March 2026)

Local Planning Policies

The following policies of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031 (LDP) are relevant to the determination of this application:

- SW4 Settlement Boundaries
- SW11 Sustainable Design and Placemaking
- SW12: Improving the Transport Network
- SW13 Protecting and Improving Local Community Facilities

- EnW1 Nature Conservation and Ecosystem Resilience
- EnW2 Internationally and Nationally Protected Sites and Species
- EnW3 Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species
- EnW4 Environmental Protection
- EnW5: Landscape Protection
- CW1: The Historic Environment
- EcW7: Tourism, Leisure and Recreation Development

In addition, the application would be determined having regard to the advice contained within the following Supplementary Planning Guidance (SPG) Notes:

- Note 4, Sustainable Design
- Note 5, Nature and Development

PLANNING CONSIDERATIONS

The issues to consider under the assessment of this application relate to the principle of development, visual and landscape impacts upon the Special Landscape Area and the setting of local archaeological interests. Consideration must also be given to ecology, hydrology, and drainage. Finally, the assessment addresses highway safety, the safe integration of the track with intersecting Public Rights of Way, and potential public safety risks arising from the local coal mining legacy.

Principle of Development

The development is located entirely outside a defined settlement boundary and LDP Policy SW4 is designed to encourage urban development, promote the reuse of previously developed brownfield land, and protect the open countryside from unjustified urban sprawl. However, Policy SW4 explicitly allows for exceptions where a countryside location is fully justified, including development which supports tourism, recreation, and leisure facilities where the need for a countryside location is justified. Policy SW13 aims to ensure the enhancement of existing community facilities are supported and Policy EcW7 supports low-impact tourism, leisure and recreation development outside settlement boundaries provided the need for a 'countryside location' is fully justified.

Bike Park Wales is an existing tourism, recreation, and leisure facilities located outside of the defined settlement boundary, by the nature of the activities taking place a countryside location is justified.

The proposed resurfacing involves engineering works to an existing up-lift track, which is an active service already carried out along this route by Bike Park Wales. While this project supports the long-term viability, safety, and operational maintenance of an established recreational business, the overarching frameworks of Policies SW13 and EcW7 dictate that these supportive principles cannot be weighed in isolation. Whilst the principle of development is satisfied, consideration of all relevant policies and any other material planning considerations is set out below.

Impacts on Visual Amenities including Landscape, Archaeological Interests and Aberfan Memorial

LDP Policies SW11, CW1 and EnW5, PPW, TAN12 and TAN24 all require that development proposals are appropriate to their setting, protect the local distinctiveness and safeguard the high visual importance of the landscape and historic assets.

The first section of the track is located within a Special Landscape Area (SLA 3 – Merthyr West Flank), with the majority of the track positioned along the SLA boundary, and a final section outside of this designation. As noted above, the site also lies within 3km of a number of scheduled ancient monuments (SAMs), including the Aberfan Memorial (Registered Park and Garden).

In terms of the existing landscape, it is noted that the existing track surface is composed of a light-coloured stone compound that contrasts against the forest floor. Short sections of the track can be seen from long distance views looking south and where the tree line becomes broken due to a lack of tree coverage or immature plantation, particularly along a rounded spur of Pen Y Lan Hill, which is located on the valley side. However, views of the track are predominantly hidden by undulations of other un-named valley side spurs and surrounding mature woodland. The lighter material becomes more prominent and visible from external valley viewpoints during the winter months when the surrounding deciduous canopy loses its leaves, reducing the natural screening of the woodland.

The proposed resurfacing works would be confined to the existing footprint of the track, would not increase the width or length of the track and the finished surface would comprise of a dark-coloured aggregate. This darker material would significantly reduce the winter contrast against the woodland floor, although it is acknowledged that the new surface may still catch the light and exhibit a slight sheen or localised visibility on bright, sunny days. However, this reflective quality is considered a short-term characteristic that would diminish over time through continuous operational vehicular wear, weathering, and the natural accumulation of dirt and organic forestry debris settled onto the surface.

In the event that the track becomes unused, overtime the surface material would degrade and become overgrown by the adjacent woodland habitat, thus becoming assimilated into the environment and eventually disappear.

Cadw have raised no objection to the development, noting the proximity of the SAMs and Aberfan Memorial, advising that the intervening topography, buildings and vegetation block all views. However, Cadw do note that Carn Castell y Meibion ring cairn SAM is approximately 30m from the proposed development. Whilst the proposed development does not involve works any closer to the SAM, Cadw recommends that, as a precautionary measure, a note is incorporated onto any planning permission drawing the developers attention to their duties under the relevant legislation.

Given the advice of Cadw and the overall impact of the proposed resurfacing, the development presents no significant concerns in relation to the visual qualities of the area or wider setting. The proposal does not require any tree or woodland removal and

would therefore, overall, preserve the landscape character in full compliance with LDP Policies SW11, CW1 and EnW5.

Drainage

Due to the sloping topography of the area, the track possesses direct and indirect hydrological connections to watercourses running down the valley side and under the track.

The Council's Drainage Engineer has confirmed that a formal Sustainable Drainage System (SuDS) strategy is not required, as the existing compacted track is already considered a hard surface in hydrological terms. As such, the drainage strategy requires full assessment as part of the application, rather than the details approved via SuDS.

The drainage plan and supporting information details the location of culverts that manage surface water runoff and existing watercourses which flow under the track, and a ditch located on the topside of the track which connects to the identified culverts.

The applicant states that the existing surface water management would continue to manage surface water run-off and has provided information comparing the permeability of the existing and proposed surfaces. Due to heavy machinery compaction, the existing stone track has a negligible infiltration rate (0.05–5 mm/hr). This falls far short of the 400 mm/hr SuDS standard, meaning it already behaves as an impermeable surface during storm events.

The proposed tarmac surface has a similar infiltration rate (0.00–0.5 mm/hr). Because both surfaces possess nearly identical, low permeability, the new tarmac will replicate established drainage patterns. Surface water will continue to shed via the existing crown and crossfalls into the topside ditch and cross-track culverts.

The applicant has also submitted information on the current issues experienced in terms of silty run-off and states that the stone track, although compacted, naturally loses fine particles to erosion during wet weather, generating a notable volume of silty runoff that enters adjacent watercourses. They advise that a bound tarmac layer would significantly reduce this fine particle washout.

The Drainage Manager raises no objection in principle and agrees that the completed development would not represent a significant change in volumes or management for surface water runoff.

The 6-week construction phase introduces a distinct, highly concentrated physical risk to the existing drainage network which would be used to manage surface water run-off during the operational phase of the development. While the individual weight of a tarmac lorry is likely to be comparable to routine stone maintenance vehicles, the frequency associated with the construction phase, being approximately 150 deliveries, combined with the vibratory compaction rollers required to lay the bound layers, introduces potential for loading impacts onto sub-surface culverts. While the applicant's conclusion regarding similar runoff rates is accepted, it is considered necessary and reasonable to impose a prior to beneficial use planning condition. This will require a

post-construction structural survey to verify that the existing drainage network remains structurally intact, clear of construction debris, and fully operational before the up-lift service resumes.

Accordingly, the proposal would meet the requirements of LDP Policy EnW4 and Technical Advice Note 15 (TAN 15).

Ecology

The four Sites of Importance for Nature Conservation (SINCs) are SINC 30 (Graig Gethin), SINC 36 (Rhydycar West), SINC 37 (Cwm Woods), and SINC 61 (Gethin Forest). They all share a baseline ecosystem characterised by upland, semi-upland, or ffridd habitats mixed with wet features like marshy grassland or wet heath to support specialised flora and fauna.

Each site also possesses distinct characteristics that set it apart from the others. SINC 61 is unique for its active watercourses, standing open water, flushes, and replanted ancient woodland. SINC 36 stands out as the only site containing lowland habitats, and it is explicitly recognised for supporting great crested newts, noctule bats, and pipistrelle bats. SINC 30 is differentiated by a sensitive area of wet heathland that grows specifically along a ride inside a conifer plantation. Finally, SINC 37 is distinguished because its marshy grassland and woodland fragments specifically support localised bird and moth species rather than amphibians or bats.

SINC 20 (Abercanaid Fields) is located approximately 65 metres away from the site boundary. This SINC mirrors the other designations by sharing the common baseline characteristic of containing extensive, species-rich marshy grasslands. However, it is distinguished from the adjacent upland and plantation-based SINCs by its unique lowland features, including Webber's Pond, which is a private nature reserve and a section of the historic Glamorganshire Canal, and a disused railway embankment.

The identified SINCs, collectively feature a high concentration of sensitive wetland and semi-upland aquatic habitats, and due to the sloping topography of the area and the numerous intersecting watercourses running through the wider landscape, the track possesses direct hydrological connections via watercourses running down the valley side and under the track.

The Ecological Report submitted in support of the application includes an assessment of the ecology that could be affected by the proposals and confirms that the works would be confined to the existing track and there would be no clearance of the surrounding mature canopy trees, understorey root systems, or connecting scrub vegetation. The ecological report goes on to advise that the tarmac surface would significantly reduce silty run-off currently experienced and result in other benefits such as traffic movements, quarrying and repair works currently experienced due to the more fragile material that compacted stone continually requires. The CEMP (Construction Environment Management Plan) sets out how potentially polluting activities and lighting would be managed during the construction phase.

The Planning Ecologist and NRW have not raised any objection to the proposal. NRW requests that the CEMP be included in the list of approved plans and documents

condition on any planning permission. The Planning Ecologist acknowledges the findings of the ecological report and requests that the CEMP is updated to include consideration of Artificial Light At Night (ALAN). It is noted that under the heading 'Ecology and Lighting', the CEMP states that due to ecological sensitivities, works would take place during daylight hours. Whilst the CEMP does not specifically incorporate information in relation to ALAN, restricting construction to daylight hours would ensure that nocturnal species such as bats are protected.

The Planning Ecologist has also requested additional off-site biodiversity enhancements. This recommendation must be balanced against the inherent environmental baseline improvements delivered directly by the engineering switch from an unbound to a bound surface. As the proposal would result in a reduction of silty runoff, this represents a built-in ecological benefit for the surrounding environment, further off-site biodiversity enhancement additions are considered disproportionate and unnecessary in this instance

As noted in chapter 6 of Planning Policy Wales (edition 12), applications should be supported by Green Infrastructure Statements (GIS). In relation to this matter the Ecological Report identifies the habitat around the site and the extent to which it would be impacted upon. As such, whilst a document titled 'GIS' has not been submitted in support of the proposal, the Ecological Report meets with the requirements of PPW.

As such, the proposal meets the requirements of LDP Policies EnW1, EnW2, EnW3 and EnW4, and PPW.

Highway Safety

The Head of Engineering and Highways raised no objection to the proposal and notes that the applicant advises that all construction-related vehicles, activities, equipment, and materials can be accommodated within the boundaries of the application site, and would not result in any detriment to the public road network.

It is also noted that the Bike Park is 2.3km from Pentrebach railway station, which is connected to local bus routes, and the Bike Park is connected to the wider area via a network of bridleways. As such, visitors can reach the facility without relying on private cars or vans.

Accordingly, the proposal meets with the requirements of LDP Policies SW11 and SW12.

Public Rights of Way

The Public Rights of Way Division has raised no objection to the application. As referred to above, 4 No. Public Rights of Way (comprising 1 footpath and 3 bridleways) either cross or share sections of the up-lift road.

The submitted engineering plans detail how the new track surface would integrate smoothly with these existing crossings, ensuring no steps, lips, or hazardous level changes are introduced for path users.

In respect of the parts of the track which are also bridleways, the baseline surface is already composed of hard compacted stone, meaning the introduction of the dark-coloured aggregate mixture would not significantly alter the character, compaction, or physical nature of the existing surface for horses or pedestrians. The applicant would be required to engage with the Public Rights of Way Division separately in respect of any temporary closures or alternative routes during the construction phase of the proposal. The proposal therefore presents no concerns regarding public access and satisfies LDP Policies SW11 and Policy SW12.

Impact on Residential and Public Amenities

The application site is situated within an isolated, working forestry plantation with substantial physical separation distances between the up-lift track and the nearest private residential properties. The Environmental Health Manager was consulted and raised no objections. Furthermore, no letters of objection or representation were received as a result of the public consultation exercise. There are no concerns in respect of any impacts on private and public amenity. Therefore, the proposal satisfies the requirements of LDP Policies SW11 and EnW4.

Coal Mining

The application site falls within areas designated as both high-risk and low-risk legacy zones. The Coal Authority has advised that due to the nature of the development, it is exempt from the need to carry out a formal risk assessment. However, records indicate the presence of one recorded mine entry (shaft) within close proximity of the planning boundary. An untreated mine entry and its resultant zone of influence pose a significant risk to surface stability and public safety, and building over or within the influencing distance of a mine entry can be dangerous. The Coal Authority has requested that an informative note is incorporated to draw the applicant's attention to the safety implications and their policies regarding the coal mining legacy of the site.

CONCLUSION

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

The application represents an infrastructure upgrade designed to support an existing recreation and tourism facility. Detailed technical assessments confirm that the project raises no concerns regarding visual or heritage impacts, drainage, ecology, highway impacts, residential or public amenities, public rights of way, or coal mining. Having regard to the policy context above, the proposal is considered to be acceptable and the following recommendation is made:

RECOMMENDATION: BE APPROVED subject to the following **CONDITIONS:**

1. The development shall begin not later than five years from the date of this decision.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Drawing Title: Typical Section, Drawing No: OT-BPW26-D03, Received on 02 April 2026.

Drawing Title: Plan of Uplift Road Route, Drawing No: OT-BPW26-D02, Received on 27 July 2026.

Drawing Title: Drainage Plan, Drawing No: OT-BPW26-D05, Received on 27 July 2026.

Drawing Title: PROW Crossing Section, Drawing No: OT-BPW26-D06, Received on 27 July 2026.

Construction Environmental Management Plan - BikePark Wales Trail Uplift Road Surfacing, Received on 27 July 2026.

Letter Reference 2575/02 by The Urbanists, Received on 27 July 2026.

Reason -To ensure compliance with the approved plans and clearly define the scope of the permission.

3. **Prior to the first beneficial use of the development hereby approved**, a comprehensive Post-Construction Drainage Performance and Verification Report based on the drainage and surface water information contained in the approved documents Letter Reference 2575/02 by The Urbanists, and Drainage Plan, Drawing No: OT-BPW26-D05 shall be submitted to and approved in writing by the Local Planning Authority.

The verification report shall include:

- A post-construction structural condition survey of all culverts, ordinary watercourse crossings and ditches that manage surface water run-off associated with the track.
- Full details of any deviations from the approved documents and plans occurring during the construction phase, alongside any remediation, clearance, or repair works undertaken to fix structural damage or blockages identified by the post-construction survey.
- Confirmation that the ordinary watercourse network, ditches, and culverts are entirely free from construction debris, silt, tarmac ingress, or structural obstructions, can accommodate the volumes of surface water run-off to be managed and are fully operational.

Reason - To ensure that the construction phase has not adversely impacted, collapsed, or obstructed the existing surface water drainage system or ordinary

watercourse network, to guarantee that surface water is safely and sustainably managed prior to the track brought back into active use, and to accord with LDP Policy EnW4 and Technical Advice Note 15 (TAN 15).

5. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason - To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

INFORMATIVES

1. This planning permission does not provide consent to undertake works that require a European Protected Species (EPS) licence.
All bats and their roosts are protected under UK and European legislation. It is an offence to deliberately kill, injure, capture or disturb a bat or to recklessly damage or destroy their breeding sites or resting places.

If works are planned on a building/tree in which bats are found to be roosting, Natural Resources Wales (NRW) must be contacted. on 0300 065 3000 or at <https://naturalresources.wales/permits-and-permissions/species-licensing/apply-for-a-protected-species-licence/bat-licences/?lang=en>.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and NRW should be contacted immediately.

Under these circumstances, an EPS licence is likely to be required to undertake the works within the law.

2. All birds, their nests and eggs are protected by law under the Wildlife and Countryside Act 1981 (as amended) while they are breeding.

If works to any trees, hedgerows and/or other nesting bird habitat (including buildings with suitable features) are to be undertaken, they will take place outside of the bird nesting season. If the works must be undertaken during the nesting season (generally from 1st March until 31st August, although birds are known to nest outside of these dates in suitable conditions), a breeding bird survey will be required and must be carried out by a suitably qualified ecologist. Any active nests identified will be protected until the young have fledged.

Where a Schedule 1 species (as defined in the Wildlife and Countryside Act - <https://www.legislation.gov.uk/ukpga/1981/69/schedule/1> is involved,

compensation for impacts, e.g., loss of nesting sites, will be devised and implemented.

3. Cadw Note - The proposed development is located some 30m from scheduled monument GM586 Carn Castell y Meibion ring cairn. The applicants should be aware that in relation to any future planning application it is their responsibility to inform all contractors about the nature and extent of the scheduled area, and the restrictions which scheduling imposes. If any ground works, service trenches, works compounds, temporary storage etc. are planned to take place within the scheduled area, then the applicant should contact Cadw to ascertain whether scheduled monument consent would be required.
4. Coal Authority Note - records indicate the presence of one recorded mine entry (shaft) within, or within close proximity of the planning boundary. An untreated mine entry and its resultant zone of influence pose a significant risk not only to surface stability but also public safety. Building over or within the influencing distance of a mine entry (shaft or adit) can be dangerous and has the potential for significant risks to both the development and the occupiers if not undertaken appropriately. The Coal Authority would draw your attention to The Coal Authority policy document regarding new development and mine entries 'Policy for building over or within the influencing distance of a mine entry'
5. The developer is advised to contact the Rights of Way Division before any works that may affect a Right of Way commences, in respect of any separate permissions that may be required to ensure compliance with the Highways Act 1980, which are not granted by the planning permission. If you need advice about the right of way you should contact the Rights of Way Division on 01685 725309/rightsofway@merthyr.gov.uk.