

PLANNING & DEVELOPMENT COMMITTEE

25 April 2024

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 24/0131/08 (KL)
APPLICANT: Rhondda Cynon Taf CBC
DEVELOPMENT: Replacement of the bridge structure and associated temporary work requirements (Additional information submitted 13/03/24 and 26/03/24)
LOCATION: FEEDER PIPE BRIDGE OFF TRAM ROAD, TREHARRIS, CF46 5EF
DATE REGISTERED: 13/02/2024
ELECTORAL DIVISION: Abercynon

RECOMMENDATION: Approve, subject to no further objections being received from NRW, and subject to conditions.

REASONS: The proposed development would enable the reinstatement of a pedestrian footpath over an existing bridge structure, following the removal of the original upper bridge deck in 2020 due to significant structural damage caused during Storm Dennis. The reinstated footpath would provide a betterment to the previous facility in that it would be constructed in accordance with current design standards which would provide greater resistance to debris build-up/impact and hydraulic loading in the future. The footpath would also be widened in comparison to the original facility and would reduce its maintenance liability through the use of more appropriate materials (steel as opposed to timber). The development may also result in the pathways in this location being adopted as a Public Right of Way.

Furthermore, the proposed structure is considered to be acceptable in visual terms, and with no residential properties situated within close proximity of the site, the development would not have a detrimental impact upon the amenity and/or privacy of neighbouring properties. The development is also considered to be acceptable in terms of the impact it would have upon highway safety in the vicinity of the site, and it is also considered that the development can be appropriately delivered without any adverse impact upon the ecology of the site and the surrounding area.

REASON APPLICATION REPORTED TO COMMITTEE

- The application has been submitted by, or on behalf of the Council or involving land owned by the Council, where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

Full planning permission is sought to replace the upper bridge structure of an existing bridge known as Feeder Pipe Bridge, which is located off Tram Road, Treharris. The original upper section of the bridge was removed in 2020 following significant structural damage done during Storm Dennis.

The bridge crosses the boundary between Rhondda Cynon Taf County Borough Council (RCTCBC) and Merthyr Tydfil County Borough Council (MTCBC), and an identical application has also been made to them for consideration.

The new structure would be constructed from two vertical parapet trusses from each of the masonry stone pillars, being positioned between the two pipes that are to be retained and in place of the central pipe, which will be removed. The bridge deck would sit above the trusses, with an increased width of 2.2m (original deck 1.5m in width) and a length of approximately 38m. The deck would be supported by steel out riggers and diagonal bracing members at 3.6m intervals, which would connect with the vertical parapet trusses. The existing abutments and piers would undergo some maintenance works (repointing, vegetation clearance etc.).

The deck is proposed to be constructed from open steel grating to reduce the weight of the bridge, in addition to removing the maintenance liability of the original timber deck and risk of further arson attacks on the structure. Details submitted with the application further suggests that the proposed structural form would provide a greater resistance to debris build-up/impact and hydraulic loading than that of the original bridge.

Access to the site is currently restricted to pedestrian and cycle access only at both RCTCBC and MTCBC sides. It is proposed that a site compound be provided to the south of the site (MTCBC side) which would keep the lifting equipment required to facilitate the proposed works. The ground profile would be raised during the works and the area would then be reinstated to the existing levels upon completion of the works. A secondary access would be provided to the northern side of the river to allow for plant/machinery to construct the north-east abutment. The existing access off Alexandra Place would be utilised however, a temporary access will need to be constructed down to the river level, which is proposed to be 140m in length.

In addition to standard plans, the application is accompanied by the following:

- Planning Statement;
- Arboricultural Impact Assessment V6 (By Temple, dated 06/03/24);
- Invasive Species Survey (By Temple, dated 10/03/23, updated 12/12/23);

- Bat Surveys V2 (By Temple, dated 09/01/24)
- Preliminary Ground Level Tree Assessment V2 (By Temple, dated 28/02/24);
- Preliminary Ecological Appraisal V3 (By Temple, dated 28/02/24);
- Bat Report (By Redstart, dated August 2021);
- Update Otter Survey Memo Report (By Temple, 13th March 2023);
- Preliminary Ecological Appraisal (By Redstart, September 2022);
- Precautionary Working Method Statement – Combined for Bats, Birds, Otter, GCN, Reptiles, Hedgehog and Hazel Dormouse V1 (By Temple, 22/03/24).
- Japanese Knotweed Elimination Method Statement (dated 23/04/24)

Members may recall that a planning application for a very similar development was recently reported to and approved by the Planning and Development Committee (planning ref. 23/0549). The works to the bridge in this current scheme are exactly the same as those previously approved however, access would be provided to the southern side of the bridge (MTCBC) rather than through the provision of an access track from the north (RCTCBC). It has been indicated that the southern access off Tram Road is the preferred option however, it is understood that there may be some landownership issues that could prevent this scheme from being implemented. As such, Members are advised that the developer could potentially have two consents however, only one can/will be implemented.

SITE APPRAISAL

The application structure forms a footbridge over the River Taff, near the A470 roundabout at Abercynon. The bridge crosses the border between RCTCBC and MTCBC and is served by surfaced public footpaths either side, effectively connecting Alexandra Road, Abercynon with Tram Road in Treharris.

The bridge structure itself is constructed of stone piers, steel pipes, beams and parapets. It was previously topped with a timber deck which provided a pedestrian footpath across the bridge. The bridge deck and its associated parapets were removed in 2020 following significant structural damage as a result of Storm Dennis, which resulted in a significant amount of debris building up against the bridge, resulting in the footbridge being lifted off its supporting piers.

The surrounding area is semi-rural in character and appearance and typically forms the banks of the River Taff which are occupied by various mature trees/vegetation.

PLANNING HISTORY

The following planning application is on record for this site:

23/0549	Feeder Pipe Bridge, Off Tram Road, Treharris	Replacement of bridge structure	Granted 05/03/24
20/0904	Feeder Pipe Bridge, Footbridge Crossing River	Prior notification of demolition of footbridge	Granted 10/09/20

Taff, Southeast of A470 damaged during
Roundabout, Abercynon February 2020 storms

PUBLICITY

The application has been advertised through the erection of site notices at both sides of the bridge structure. No letters of representation have been received.

CONSULTATION

Ecology (RCT): No objection, conditions recommended.

Flood Risk Management: No objection, condition recommended.

Highways and Transportation: No objection or condition recommended.

Merthyr Tydfil County Borough Council: Whilst no formal response had been received at the time of writing this report, the Planning Officer has discussed the application with the Planning Officer and Ecologist at MTCBC and it is understood that no objection is raised to the proposal. Any comments received will be presented to Members at the meeting.

Natural Resources Wales: No objection raised in relation to the information initially submitted, subject to conditions. Further comments in relation to the additional information submitted had not been received at the time of this report being written however, any further comments will be presented to Members at the meeting.

Public Health and Protection: No objection. Standard comments provided in respect of hours of operation, noise, dust and waste.

Welsh Government (Transport): No objection

Welsh Water: No objection however, it is advised that the site is crossed by strategic public sewers and that no operational works shall be permitted within 4.5m either side of the centreline of the combined sewer.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is located outside of the defined settlement boundary and is not allocated for any specific purpose. The following policies are considered relevant in the determination of this application:

Policy CS1 (Development in the North): outlines how the emphasis on building strong, sustainable communities will be achieved in the Northern Strategy Area.

Policy AW2 (Sustainable Locations): promotes development in sustainable locations.

Policy AW 5 (New Development): sets out the criteria for new development in relation to amenity and accessibility.

Policy AW6 (Design and Placemaking): sets out the criteria for new development in terms of design and place-making.

Policy AW8 (Protection and Enhancement of the Natural Environment): seeks to preserve and enhance RCTs distinctive natural heritage by protecting it from inappropriate development.

Policy AW10 (Environmental Protection and Public Health): sets out criteria for new development in relation to environmental protection and public health.

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LDP for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

Supplementary Planning Guidance

Design and Placemaking
Nature Conservation

National Guidance

In the determination of planning applications regard should also be given to the requirements of national planning policy which are not duplicated in the Local Development Plan, particularly where national planning policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Edition 12 (PPW) was issued on 7th February 2024 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking
- Policy 3 – Supporting Urban Growth – Council land/Placemaking/developers/regeneration/sustainable communities'/exemplar developments.
- Policy 9 – Resilient Ecological Networks – green infrastructure/ecology

SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

Principle of the proposed development

The proposal would result in the provision of a pedestrian footpath over an existing bridge structure which previously benefitted from a similar footpath arrangement. The original bridge structure suffered significant structural damage during Storm Dennis and its removal was required as it became unsafe and unfit for purpose.

The proposed structure will utilise the existing abutments and piers with minor maintenance works required to be undertaken to the existing structure. The replacement bridge (footpath) deck would be constructed in line with current design standards and would provide a betterment by increasing the width of the deck from 1.5m to 2.2m in order to improve accessibility across the bridge. Furthermore, the proposed structural form would provide greater resistance to debris build up/impact/hydraulic loading than that of the previous bridge.

In light of the above, the principle of the proposal is considered to be acceptable subject to an assessment of the criteria set out below:

Character and Appearance

The proposed bridge structure would replace a previous structure at the site, which was required to be removed due to significant structural damage during Storm Dennis. The original piers and abutments have been retained and will be utilised in the provision of the new bridge structure however, the central pipe which currently runs along the full length of the bridge will need to be removed in order to facilitate the installation of the new bridge deck. The two outer pipes would be retained.

Whilst no details have been provided to demonstrate what the bridge deck looked like before its removal, details submitted with the application indicate that current design standards would not allow for the structure to be replaced on a like for like basis. The new structure would be constructed from two vertical parapet trusses from each of the masonry stone pillars, being positioned between the two pipes that are to be retained and in place of the central pipe, which would be removed. The bridge deck would sit above the trusses, with an increased width of 2.2m (original deck 1.5m in width) and a length of approximately 38m. The deck would be supported by steel out riggers and diagonal bracing members at 3.6m intervals, which would connect with the vertical parapet trusses. The deck would be of an open mesh construction which would be enclosed by vertical posts and infill panels.

Given the purpose of the proposed development and its requirement to comply with current design standards, the overall design of the bridge structure is considered to be acceptable in visual terms. Furthermore, the bridge is not particularly visible from the surrounding area, given its secluded location and its position below Tram Road to the south and the network of paths to the north.

As such, the proposal is considered to be acceptable in terms of the impact it would have upon the character and appearance of the site and surrounding area and the application would therefore comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Ecology

The Council's Ecologist has reviewed the application and the supporting documentation in respect of the ecological impact of the development and is satisfied that the development can be appropriately delivered, subject to a number of conditions.

Updated ecology reports have been provided to support this application and whilst access to the site along the Taff Trail will involve a much-reduced ecological impact in comparison to the initial scheme (ref. 23/0549), there is a more concentrated potential impact within an area of wet riparian woodland to the immediate south of the feeder bridge within the MTCBC area. The bat report identified trees in the vicinity of that area with bat roost potential, and there will also be nesting bird impacts.

The direct river impacts are very similar to the scheme previously considered and the scheme is therefore ecologically acceptable, subject to mitigation. The impacts of the proposed bridge will be reduced, although some tree/woodland impacts along the footpath approach and immediate vicinity of the bridge will occur. As with the northern route application, the species implications of those are manageable through condition, and the tree and shrub management needed to accommodate the works do offer opportunities for woodland management, that can have longer term biodiversity benefit. As such, it will be a case of minimising the short-term impacts of construction and sensitive woodland management (and species mitigation) providing natural habitat enhancement.

Therefore, in terms of ecological impacts, mitigation and enhancement, those within MTCBC will need to satisfy their planning policy requirements and they may be somewhat different to the mitigation/enhancement approach needed for the works proposed on the RCTCBC side of the river. The issues for MTCBC will be considered in the application that has been submitted to them.

On the RCT side, replacement tree planting for any tree loss will not be encouraged however, the delivery of sensitive, compensatory habitat management and invasive plant control will be required through the submission of an appropriate Arboricultural Method Statement (as per planning permission ref. 23/0549).

Consultation has also been undertaken with NRW and whilst concerns have been raised in relation to the proposal, it is advised that those concerns could be addressed by ensuring that conditions regarding European Protected Species and pollution prevention are imposed upon any grant of planning permission.

The comments note the submission of a series of supporting documents including a Preliminary Ecological Appraisal, Preliminary Ground Level Tree Assessment (north and south), Bat Surveys and Otter Survey and it is recommended that these documents be included in the standard plans and documents condition.

Further comments have been provided in respect of otters, bats and pollution prevention as discussed below:

Otters

It is noted that there is evidence of otter within the River Taff in the form of sprainting sites 30 metres up and downstream from the bridge. No holts or potential holts sites were discovered; however, an area suitable for a potential resting location was present 30 metres downstream of the site. It is recommended that within 48 hours of the commencement of any works, a pre-construction inspection for the presence of resting or breeding otter is undertaken by a suitably qualified ecologist and it is recommended that this be incorporated into a Construction Environmental Management Plan (CEMP). Provided that these measures stipulated in the submitted are adhered to and pre-commencement checks are included in a CEMP, it is not considered that the development is likely to be detrimental to the maintenance of the population of these species at a favourable conservation status in their natural range.

Bats

It is noted that no evidence of roosting bats was found within the bridge or abutment. Six trees with low bat roosting potential will be directly affected by the development and soft felling techniques and timing restrictions have been stipulated in the submitted tree assessment report. No trees with moderate or high bat roosting potential are currently proposed to be felled or pruned. A precautionary approach to the removal or modification of trees with moderate or high bat roosting potential is supported.

In light of the comments received from the Council's Ecologist and NRW, the proposal is considered to be acceptable in terms of its impact upon ecology (subject to conditions).

Pollution Prevention

It is noted that the proposal will require works on and adjacent to the river Taff (a main river). The PEAs submitted with the application advise that the construction phase of the proposal will be carried out in accordance with best practice and pollution control measures. It is recommended that a condition for a CEMP is included in any grant of planning permission in order to achieve control of pollution prevention for the water environment.

Further information had been provided following receipt of these comments and further consultation has been undertaken with NRW; however, no further comments had been

received at the time of writing this report. Any further response will therefore be presented to Members at the meeting.

Access and Highway Safety

The application has been assessed by the Council's Highways and Transportation section and no objection is raised to the proposal, nor is any condition recommended. The comments received are summarised as follows:

Access to the site is restricted to pedestrian and cycle access only, via a footpath off Tram Road Side, Treharris and a series of footpaths leading from Alexandra Place, Abercynon. There is no registered Public Right of Way along either of these paths but the creation of one could be considered by RCTCBC and MTCBC on replacement of the bridge. Tram Road Side, Treharris forms part of Route 8 (Cardiff to Anglesey) of the National Cycle Network.

The access proposed in this application is to site the contractor's main compound/works area to the southeast side of the river, adjacent to Tram Road Side, Treharris. This area will enable delivery of most materials, plant, and the positioning of a crane to lift in the new bridge. A satellite compound area will be created within the existing car parking area adjacent to RCT's Highways Maintenance Depot, The Basin Abercynon for site personnel parking and site welfare facilities required for the works.

The works to create the temporary compound area to the southeast will require the clearance of trees and vegetation, to allow a level area to be constructed, which will involve raising ground levels to match the level of the adjacent highway. The area to be cleared will be kept as minimal as possible, whilst ensuring that there is sufficient space available to accommodate the crane radius required for lifting operations and storage of bridge sections, as well as storage of materials and to enable delivery vehicles to exit the highway etc. The proposed crane is 17.3m in length and 8.5m wide (when outriggers in use).

The Access track ABC/25/1 leading to the proposed is via a single track with limited passing bays and provides access to a number of residential dwellings and therefore the applicant shall provide for adequate traffic management proposal to minimise the impact on the existing highway users.

An additional access will be required on the northeast side of the river to allow for plant/machinery to construct the northeast abutment. In main, to access the northeast abutment an existing access track off Alexandra Place, Abercynon, will be used. However, there will be need to construct a temporary access from this track to river level which will be approximately 140m in length.

The proposed will use a private access track PROW ABD 24/1. The applicant will be required to provide sufficient Traffic Management measures to safeguard pedestrians using the PROW.

Taking into account the proposed will be for provision of new / legal public right of way to promote sustainable modes of travel, the construction phase will be for a limited time period limiting disruption to the existing users of the access routes leading to the proposed with the project supervised by the council's infrastructure department on-balance the proposed is acceptable.

In light of the comments received from the Council's Highways Officer, the proposal is considered to be acceptable in terms of the impact it would have upon highway and pedestrian safety and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Residential Amenity and Privacy

The application site is situated in a secluded location with the nearest neighbouring properties being situated over 270m away to the west and north-west (Abercynon) and over 300m away to the north (Quakers Yard). As such, the proposed works would have no adverse impact upon the amenity and/or privacy of surrounding residential properties and the application would comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan in this regard.

Other Issues:

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Drainage

The Council's Flood Risk Management team have assessed the application and advise that the construction works would not result in any change to the structure's external footprint, and it is therefore not envisaged that there would be an alteration of the site's surface water discharge rate. As such, no objection is raised to the proposal and no condition is recommended.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The proposed development would reinstate a previous pedestrian footpath over an existing bridge structure, which was removed following significant structural damage in 2020. The new structure would be a departure from its original design, however, it would be constructed in accordance with current design standards and provide a betterment in terms of the pedestrian facility provided and maintenance liability, It would also provide a greater resistance to debris build-up/impact and hydraulic loading.

Notwithstanding the nature of the development and its requirement to comply with current design standards, the proposal is considered to be acceptable in visual terms, and with no residential properties situated within close proximity of the site, the development would not have a detrimental impact upon the amenity and/or privacy of neighbouring properties. Furthermore, the development is considered to be acceptable in highways terms and also in respect of the ecology of the site and surrounding area.

RECOMMENDATION: Approve, subject to no further objections being received from NRW, and subject to conditions.

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans and documents received on 7th February 2024 and 14th March 2024 by the Local Planning Authority, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Drawing No. 333206-00-43-LP: Location Plan & Site Boundary
- Drawing No. 333206-00-24-03 P00: Proposed Elevations & 3D View
- Drawing No. 333206-00-24-05 P00: Proposed Section
- Drawing No. CRXSS056-BBR-00-XX-DR-W-0001 P1: Crane Platform and Access Road.
- Drawing No. CRXSS056-BBR-00-XX-DR-W-0001 P2: Crane Platform and Access Road.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. Notwithstanding the approved plans, the development hereby approved shall be carried out in accordance with the recommendations, mitigation and enhancement measures set out in the following documents:

- Document Ref. GC3880-RED(1)74-XX-RP-L-004 Rev. P1 by Redstart, dated September 2022
- Preliminary Ecological Appraisal – V3 by Temple, by Temple, dated 28 February 2024
- Preliminary Ground Level Tree Assessment North and South V2- by Temple, dated 28 February 2024
- Bat Surveys V2.0 by Temple, dated 9 January 2024.
- Updated Otter Survey Memo Report by Temple, dated 13 March 2023.
- Invasive Species Survey – Feeder Pipe Bridge Replacement, Abercynon, by Temple, dated 12th December 2023 (Recommendations)
- Arboricultural Impact Assessment – Abercynon Feeder Pipe Bridge Replacement V6, by Temple, dated 6th March 2024.
- Precautionary Working Method Statement – combined for Bats, Birds, Otter, GCN, Reptiles, Hedgehog and Hazel Dormouse (Precautionary), by Temple dated 22nd March 2024.

Reason: In the interest of nature and ecological conservation in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- General Site Management: details of the construction programme including timetable, details of site clearance details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption.
- Details of pre-construction otter inspections to be carried out within 48 hours prior to the commencement of works. If any survey confirms the presence of otter, mitigation and/or cogency measures shall be used.
- Biodiversity Management: details of management of invasive species: signal crayfish may be present within the river Taff corridor management; species and habitats protection, avoidance and mitigation measures.
- Traffic Management: details of plant on site and wheel wash facilities.

- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To ensure protection of the environment during construction, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until a wider Arboricultural/Woodland Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To afford protection to the surrounding woodland, in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No works shall commence until an Otter Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

7. No works shall commence until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and biodiversity in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

8. No works shall commence until an Access Route Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall include measures for the sensitive management of any trees/shrubs requiring removal or management and details of woodland/trees/shrub and habitat protection measures. The development shall be carried out in accordance with the approved detail.

Reason: In the interests of ecology in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.