

PLANNING & DEVELOPMENT COMMITTEE

05 DECEMBER 2024

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 24/0463/FUL (RP)
APPLICANT: Mr & Mrs Withers
DEVELOPMENT: Creation of new access and track to serve existing yard.
LOCATION: Llantwit Chase, Church Road, Church Village,
Pontypridd, CF38 1EE
DATE REGISTERED: 8 May 2024
ELECTORAL DIVISION: Llantwit Fardre

RECOMMENDATION: Approve

REASONS: The application would not be detrimental to the character and appearance of the site.

Furthermore, there would not be a significant impact upon the amenities of the closest neighbouring occupiers, or upon highway safety. Therefore, the application is considered to comply with the relevant policies of the Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

Three or more letters of objection have been received.

APPLICATION DETAILS

Full planning consent is sought, largely in retrospect, for the development of a new access and track to serve an existing commercial yard known as Llantwit Chase, Church Village.

The application has been submitted in order to regularise engineering operations that have taken place to date at the site, which has included the formation of the new access; and also proposes improvements via a re-design so that the works are delivered to appropriate highway design standards relating to industrial and commercial estate roads.

The newly formed access has been created to the south-west of the existing yard with the new junction connecting to an unnamed road to the south-east, at a location described by the applicant as being previously permitted in the 1990's to serve a previous land use for which historical aerial imagery appears to confirm, as does the site's planning history.

Members are advised that the new access leads to a gravel track that has been formed over made ground, which is in control of the applicant, and leads to an access point at a south-west portion of the existing yard.

The improvement work proposed would include the provision of a segregated 1.2m wide route, to the north-east of the track, for non-car access, together with the management of hedgerow so that the required visual splays, when egressing onto the unnamed road, can be achieved. Further, it is proposed to regrade approximately 20m of the track, to provide a maximum 5% gradient over the first 15m from the new junction, so that it meets with highway carriageway specifications.

To compensate for the loss of hedgerow, which has been removed to form the new access, the applicant has proposed the planting of replacement hedgerow as a biodiversity enhancement measure.

The submitted drawings show that the existing access, which has served the yard for a significant period and is located to the south-east of the yard, has been informally stopped up by the applicant.

The application is supported by the following documents:

- Design Standard and Compliance Technical Note (dated May 2024, compiled by Corun Associates)
- Swept Path Analysis (dated April 2024, compiled by Corun Associates)
- Speed Report (conducted week commencing April 10th, 2024)
- Green Infrastructure and Biodiversity Statement (dated May 2024, compiled by Mango Planning)

SITE APPRAISAL

The application site measures approximately 1,100 square metres and relates to an unallocated parcel of land that is located to the south-west of the applicant's existing vehicle parking and storage business at Llantwit Chase, Church Village.

The new access has been sited some 80m from the former access point that once served the wider commercial yard, whilst the site is generally level in plan and is accessed from an unnamed road to the south-east, the boundaries of which, for the most part, are formed by hedgerows. Until recently, the land was unmaintained, contained scrub and was bound by hedgerow but has now been cleared with gravel laid across its length.

The nearest receptors to the newly formed site access are located approximately 240m to the south-west and around 115m to the north-east.

PLANNING HISTORY

24/0272	Llantwit Chase, Church Road, Church Village	Certificate of lawful development for an existing development – Engineering operations comprising removal of earth bund, laying out and resurfacing of land to create extension of yard for vehicle parking and equipment storage with associated landscaping	Split Decision (Part Allowed, Part Refused) 04/07/2024
11/0204	Llantwit Chase, Church Road, Church Village	Proposed landfill operations to improve land for agricultural use; and new access between the proposed landfill and the access into the existing commercial premises.	Refused 12/10/11
10/0246	Llantwit Chase, Church Road, Church Village	Variation of Condition 7 of Planning Permission 08/1793/15 (Granted on 28th September 2009 by the Planning Inspectorate) - extension of time for the deliveries of materials for the bund from 08:00 to 17:00 Monday to Fridays only.	Refused 12/07/10
10/0245	Llantwit Chase, Church Road, Church Village	Retention of the change of use of land from an all-terrain vehicle centre to a parking and storage area for commercial vehicles.	Refused 12/07/10 Appeal: Dismissed 01/11/10
08/1793	Llantwit Chase, Church Road, Church Village	Variation of condition 1 of planning permission 07/1156 - retention & completion of earthworks bund, associated landscaping and provision of highway vision splay with planting of hedgerow.	Refused 15/04/09 Appeal: Allowed 28/09/09
08/1503	Llantwit Chase, Church Road, Church Village	Variation of condition 7 of Planning Permission ref 07/1156 to extend hours	Refused 17/11/08

		of deliveries of imported subsoil to 8.00 am to 5.00 pm Mondays to Fridays only.	
07/1156	Llantwit Chase, Church Road, Church Village	Retention and completion of earthworks bund, associated landscaping and provision of highway vision splay with planting of hedgerow.	Granted 31/12/07
06/0984	Llantwit Chase, Church Road, Church Village	Residential development for one detached dwelling	Refused 28/09/06
98/2588	Llantwit Chase, Church Road, Church Village	Extension to storage yard.	Refused 26/02/99
97/2479	Llantwit Chase, Church Road, Church Village	Renewal of Planning Consent 56/95/0662 - All Terrain Vehicle Centre.	Granted 22/05/98
96/2495	Llantwit Chase, Church Road, Church Village	Retention of earthworks used to form track for all Terrain Centre.	Withdrawn
95/0662	Llantwit Chase, Church Road, Church Village	Renewal of planning application no: 56/94/0042 - All Terrain Vehicle Centre	Granted 21/06/96
94/0517	Llantwit Chase, Church Road, Church Village	Extension to all Terrain Centre	Granted 31/10/94
94/0159	Llantwit Chase, Church Road, Church Village	Application for Certificate of Lawfulness - use of land and buildings for workshops, vehicle parking areas and company offices.	Granted 14/06/94
94/0042	Llantwit Chase, Church Road, Church Village	Establishment of an all-terrain vehicle centre, with ancillary portable office building and parking area.	Granted 06/04/94
90/0427	Llantwit Chase, Church Road, Church Village	Three plots for executive type properties	Refused 29/06/90
86/1307	Llantwit Chase, Church Road, Church Village	2 No dwellings	Refused 27/02/87
83/1708	Llantwit Chase, Church Road, Church Village	Detached bungalow	Refused 29/02/84
83/0207	Llantwit Chase, Church Road, Church Village	Detached four-bedroom house	Refused 25/05/83

78/0075	Llantwit Chase, Church Road, Church Village	Dwelling house, stables and horse-riding school (Outline)	Refused 05/04/78
76/1279	Llantwit Chase, Church Road, Church Village	Outline application for erection of two bungalows	Refused 26/01/77
76/1278	Llantwit Chase, Church Road, Church Village	Outline application for erection of houses and bungalows	Refused 26/01/77

PUBLICITY

The application has been advertised by direct notification to neighbouring properties and through the erection of site notices in the vicinity of the site.

A total of seven letters of objection have been received and raise the following points:

- Hedgerow has been removed and wildlife and nature has been affected.
- Different enterprises and businesses are being run from the Llantwit Chase site without permission, such as a car auction business.
- The site is situated within a network of country lanes which are un-suitable for large car transporters and HGVs.
- Highway safety issues raised including the impact on the well-being of local residents from an increase in traffic and associated noise and the safety of pedestrians, including school children walking along the lanes.
- State the volume of traffic going back and forth at the Llantwit Chase site has increased tenfold and that vehicles are not obeying the speed limit.
- States the removal of the hedgerow has caused surface water to stream onto the road from the application site, causing flooding.
- Questions the findings of the submitted speed survey, how it has been conducted and formed.

CONSULTATION

- Highways and Transportation - No objection, subject to condition.
- Flood Risk Management – No objection, nor conditions suggested.
- Public Health and Protection – No objection.
- The Coal Authority – No objection.
- RCT Ecologist - No objection, subject to conditions.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021, that it is has been reviewed and that it is in the process of being replaced. 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.

The application site is situated outside of defined settlement limits; however, is not allocated for any specific purpose.

Policy CS2 - sets out criteria for achieving sustainable growth including, the protection of the historic built heritage and the natural environment.

Policy AW2 – only supports development proposals in sustainable locations, which are defined as sites that, amongst other things, would not unacceptably conflict with surrounding land uses and are not located within a designated nature conservation site.

Policy AW5 - sets out criteria for new development in relation to amenity and accessibility, including the retention of features of environment value.

Policy AW6 - requires development to involve a high-quality design and to make a positive contribution to placemaking, including the protection and enhancement of the landscape and biodiversity.

Policy AW8 - seeks to protect the natural heritage from inappropriate development, including the prevention of harm to land designated as SINC or to ecological networks.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Supplementary Planning Guidance

- Design and Placemaking
- Nature Conservation
- Access, Circulation and Parking

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) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's

policy on planning issues relevant to the determination of all planning applications. Future Wales: The National Plan 2040 (FW2040) sets out guidance for development at both regional and national level within Wales, with the thrust and general context also aimed at sustainable development.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is 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

SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant national policy guidance considered:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 23: Economic Development.

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 application site is located in the countryside and beyond the boundaries of the nearby settlements of Church Village and Beddau, as defined by the Rhondda Cynon Taf Local Development Plan, where development is normally only permitted in the interests of agriculture, forestry and the rural economy.

Having regard to national and local planning policies and guidance, the key issues in assessing this application are considered to be the principle of development within a countryside location and its justification, the consequences of the proposed development on the character and appearance of the countryside, and any potential impacts upon the amenities of surrounding residents and highway safety.

In terms of the principle of the development, whilst the site is located in the open countryside, it is not within a Special Landscape Area or Green Wedge and is level with and lies adjacent to the applicant's existing vehicle parking and storage business, which is a lawful and longstanding employment site.

Regarding the newly formed access, it is noted that there was historically an entrance to the application site at this point, which served a former land use, and that historical aerial imagery appears to show that the land was once used as part of a permitted, all-terrain vehicle centre (Chase Off-Road Karting Centre) and in this respect, the application site could be considered brownfield land.

Whether or not the development has caused any unacceptable material impacts is considered further below. However, in principle, there is no objection to the retrospective works or the proposed improvements required to meet with mandatory highway standards.

Access and highway safety

A number of objectors have raised concerns as to the development's potential to cause highway safety issues in the vicinity of the site. Members are advised that the application has been assessed by the Council's Highways and Transportation section in order to determine the potential impact of the proposal on highway safety, and that Highway Officers have raised no objection to the scheme, subject to condition. In coming to their conclusion, they made the following comments.

Access

Unnamed Road between Llantrisant Road and Brynhill Terrace

The proposed new access will front onto an unnamed road which is a 60mph road lacking in segregated footways and sufficient passing bays and carriageway width to allow continuous two-way traffic. The unnamed road is approximately 6.2m at its widest point and 3.1m at its narrowest. The unnamed road connects to a number of other lanes/roads including Black Road, Croescade Lane and Croescade Road.

There is concern that intensification of usage of the yard and provision of a dedicated access to accommodate heavy goods vehicles would increase HGV movements along the unnamed road, which due to substandard width and forward vision with limited opportunities for large vehicles to pass would result in vehicles reversing for long distances and resulting in additional congestion to the detriment of highway safety and free flow of traffic.

Black Road

Black Road connects to the unnamed road north-east of the property and lacks segregated footways. Black Road from its junction with the unnamed road has a relatively consistent carriageway width of 5.2m with adequate width for safe two-way vehicular movement, also incorporating passing bays and good forward visibility. However, Black Road narrows in width to 2.5m after No. 2 Dan y Twyn which is substandard for two-way vehicular movement with limited passing opportunities in a generally northern direction up until its substandard junction with Llantrisant Road. Forward visibility is also severely reduced after No. 2 Dan y Twyn in a northern direction.

Intensification of use by articulated HGV movements, large rigid vehicles caravans and camper vans along this route would potentially result in vehicles not being able to navigate through the narrow areas of lane and should any oncoming traffic be encountered vehicles will be forced to reverse a considerable distance to the detriment of highway safety and free flow of traffic.

Croescade Lane

Croescade Lane is the continuation of the unnamed road south west of the property which leads to the B4595 (Llantrisant Road). Croescade Lane is a 60mph road and lacking in segregated footways up until the dwelling known as 'Gilhowy' where the speed limit reduces to 20mph. However, the road narrows further to 2.8m with limited forward visibility and a single footway on the western side of the carriageway.

Although the B4595 (Llantrisant Road) would be considered suitable for articulated HGV movements, the link through Croescade Lane, with substandard carriageway width to accommodate such vehicles, restricted forward visibility and limited passing bays would result in reversing movements to the detriment of highway safety and free flow of traffic.

Croescade Road

Croescade Road links to the unnamed road southwest of the property and lacks segregated footways, passing bays and forward visibility. Croescade Road is unrestricted and therefore subject to the national speed limit of 60mph and with a carriageway width of 4.8m at its widest and 2.8m in width at its narrowest which is not sufficient for two-way movement.

The above links leading to the proposed are substandard in terms of width, alignment, and highway geometry to cater for the proposed vehicles travelling to the site. Such vehicle movements along these links would be to the detriment of highway safety and free flow of traffic.

The developed land served by the access has been expanded over the years to accommodate a number of uses associated with the storage of vehicles, including servicing and storage of lorries and caravans in addition to motor trade uses including vehicle auctions

which gives cause for concern, given the substandard nature of the lanes leading to the site to cater for intensification of use.

Notwithstanding the above concern, the application is for the proposed access only and therefore the impact of additional trips, associated with the intensification of the land use, cannot be taken into consideration in the determination of this planning application.

Vision

The road fronting the site is unrestricted and the national speed limit of 60mph applies. The junction as constructed has a vision splay of 2.4m x 34m to the left and 2.4m x 37m to the right which is substandard and significantly short of the requirement of 215m set out within TAN 18.

The applicant states within the submitted Technical Note that a speed survey was undertaken with the 7-day 85th percentile speeds are 31mph northbound and 32m northbound. Details of the speed survey have now been provided by the applicant and have been considered accordingly.

The applicant proposes junction improvements which increases the vision to 2.4m x 46.9m which would meet the vision splay based on the submitted 85th percentile and therefore, the vision splay would meet the requirements set out within TAN 18: Transport. It is noted that to achieve the required vision splay a significant length of the hedgerow, fronting the development site, will need to be removed or managed to allow the necessary set back of the boundary.

Swept Path Analysis

The submitted swept path analysis indicates that articulated vehicles would be able to access and egress the site with the proposed junction improvements. However, due to the substandard lane width to accommodate two-way traffic, vehicles entering and leaving the site would be required to use the entire carriageway width to manoeuvre to enable access and egress forcing oncoming traffic to give way, which gives serious cause for concern as the access is currently being utilised without provision of acceptable vision splays and forward vision.

However, taking into consideration that the proposed access provides improved geometry and the potential to provide acceptable vision splays the access is considered acceptable.

A condition has also been added for the existing, substandard access to be permanently closed, to avoid proliferation of substandard accesses along the lane.

Junction as Constructed

The access as constructed and which is currently in use does not benefit from adequate vision splays to the detriment of highway safety. Furthermore, the access is unsurfaced without a section of approximately 20m surfaced in a permanent material therefore causing

vehicles to track loose materials onto the highway, creating a hazard to the detriment of all highway users. Therefore, a condition has been suggested for the first 20m of the proposed access to be surfaced in bound materials.

Highways Summary

There is concern due to the trip generation and use of substandard routes to and from the site. However, the planning application seeks retrospective approval of the access only, therefore any increased trip generation cannot be materially considered as part of the proposal.

The submitted information indicates that the proposed new access can be completed to provide a suitable access with vision splays in compliance with the requirements set out within TAN18; Transport for the measured speed in the vicinity of the access with the site boundary and hedgerow set back appropriately.

There is concern that the existing substandard access could be brought back into use, therefore, a condition is suggested to ensure that the access is permanently closed.

Ecology

The Council's Ecologist has reviewed the submitted details and has visited the site to oversee its current biodiversity status.

With regard to the site and its surrounds, whilst the application site itself is not included within an area designated for its biodiversity importance, the existing hedgerows are situated adjacent and are connected to an important SINC site, being the Cwm Colliery Grasslands.

Within the Ecologist's observations, it has been noted that the hedgerow to the west (Beddau side) of the new entrance has clearly been laid in the past and is a predominant old hazel hedgerow with some beech, hawthorn, and dog rose. It has a traditional hedge bank, and a quite diverse ground flora with male, broad-buckler and soft-shield fern as indicators of some antiquity. The hedgerow is borderline 'important' with regards to the Hedgerow Regulations (1997).

To the east (Church Village) side of the entrance it has been commented that the hedgerow looks much less established. There is a series of recently coppiced hazel bushes, with some hawthorn, ash, and invasives, such as cotoneaster and buddleia. There is no obvious old hedge bank, and a much less diverse ground flora. There is a large old Beech Tree, with dense ivy cover close to the eastern side of the new entrance and this has bat roost potential.

As the application is largely retrospective with the access already formed, the application should not require any further hedgerow removal and that is an important requirement.

However, hedgerow management is identified as being required to maintain the required visual splays, as set out within the highway analysis above.

Therefore, given that no further hedgerow removal will be allowed through the granting of any planning consent, and that appropriate hedgerow management is not a planning reason for refusal, no objection to the application has been raised by the Council's Ecologist. However, this would be subject to conditions relating to a 'sightline' hedgerow management plan, specifications of new hedgerow planting at the new site entrance and former, now stopped up entrance, and for measures relating to the root protection of the Beech Tree to the east of the new site entrance, being submitted to the Local Planning Authority for written approval.

Landscape

As noted within the preceding sections of this report, although the application site is not located within, nor bound by a Special Landscape Area (SLA), it is located within the open countryside and in an area which portrays a semi-rural feel.

The retrospective works conducted by the applicant, which includes the removal of hedgerow, is concerning and the development of the access road can be clearly seen from the adjacent highway and has created some visual harm. Notwithstanding this, the access track would not be readily visible to the wider area, other than from the front of the site, as it is bordered to the west and north by woodland. In addition, the application site is level with and adjoins the applicant's existing yard and would be read in conjunction with that site, by facilitating a new access.

Further to the above, the historical use of the land has led to it becoming spoilt and generally unattractive, whilst the proposal for the planting of new hedgerow at the junction of the new access and the site of the existing access that once served the yard, would also help soften and screen the development and wider site over time.

As a consequence, it is considered that the development would not create such visual detriment to the character and appearance of the area that would justify withholding planning permission in this instance.

Impact on neighbouring occupiers

The rurality of the location and proximity of other dwellings to the site, together with the nature of the land use, by providing a replacement access to the Llantwit Chase yard, means that the development is unlikely to have any significant adverse impact upon the closest neighbouring occupiers.

Indeed, the historically approved access to the established yard runs close to a scattering of residential and commercial properties to the north-east, which is far from ideal in amenity terms and in this respect, the re-located access point could be to the betterment of neighbouring residents.

Therefore, in terms of the amenity of other occupiers and notwithstanding the neighbouring representations discussed below, the development is considered acceptable.

Neighbour Consultation Responses

Where the issues raised by the objectors are not addressed above, the following additional comments are offered:

The neighbouring residents have raised concern as to the development's potential to cause highway safety issues and have quoted that traffic volumes going back and forth to the site has significantly increased, possibly from the number of enterprises currently trading from the Llantwit Chase site, and that that site is situated off a network of country lanes which are unsuitable for use by Heavy Goods Vehicles and/or Car Transporters.

The neighbouring residents have also raised concern as to the subsequent impacts associated with an increase in traffic volumes, such as from road noise and that the safety of pedestrians, including school children, could be impacted upon as a result of the development.

Be that as it may, Members are advised that no intensification of use is proposed as part of this application and that the ongoing uses that are operating from the yard itself, whether lawful or unlawful, cannot be materially considered as part of this application. Rather, the application simply seeks determination as to the creation of an alternative access to the existing yard, which the applicant considers to be superior in terms of access, geometry and highway safety, in comparison to the former access point.

Consequently, whilst the neighbouring resident's highway safety concerns have been fully considered, inasmuch that traffic movements at the junction and surrounding lanes could be increased as a result of the apparent intensified use of the site by third parties, the lawfulness of the use of the yard is not a matter for this application.

In terms of the flooding consequences of the development noted by the neighbouring residents, within their observations the Council's Drainage section have noted that the site area does not fall within a zone noted for its surface water flood risk and do not envisage any alteration of the site's surface water discharge rate and therefore offer no objection to the application.

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

It is unfortunate that the development has already been carried out and consent is sought, largely in retrospect. However, no degree of harm, sufficient to justify a recommendation of refusal has been identified.

That said, to ensure that the new access and track are formalised in line with highway design standards and in order to mitigate for the ecological impact caused by the works, a number of conditions are recommended should Members be minded to approve the application.

Based on the above, the application is considered to comply with the relevant policies of the Local Development Plan.

RECOMMENDATION: GRANT, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1 Notwithstanding the submitted details, within three months of the date of this consent, full engineering design and details of the new access from the lane, as generally indicated on submitted drawing 24-00994 PL01 Rev A, indicating vision splays in accordance with Technical Advice Note 18 (Transport), set back off the site boundary, highway drainage, lowering/diversion/protection of any services, details of tie into existing carriageway, drainage, road markings and surfacing extending a minimum of 20m into the site, and including longitudinal and cross sections, in addition to details of the permanent closure of the existing access and reinstatement of the highway verge, shall be submitted to and approved in writing by the Local Planning Authority prior to any further works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority within six months of approval.

Reason: To ensure the adequacy of the proposed development, in the interests of highway and pedestrian safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

- 2 Notwithstanding the submitted details, within three months of the date of this consent an ecologically sensitive 'sightline' hedgerow management plan, with details of traditional hedgerow management specifications, frequencies of management, timings of works and measures to avoid nesting bird impacts shall be 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 provide biodiversity enhancement, in accordance with Planning Policy Wales 12 (PPW 12) and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

- 3 Notwithstanding the submitted details, within three months of the date of this consent, details and specifications of the new hedgerow planting proposed shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should include the new vehicular access and existing access to the yard and shall include a scheme for the removal of non-native cotoneaster and buddleia from the existing hedgerow. The approved details and shall be implemented to the satisfaction of the Local Planning Authority within six months of approval of the details.

Reason: To provide biodiversity enhancement, in accordance with Planning Policy Wales 12 (PPW 12) and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

- 4 Notwithstanding the submitted details, within three months of the date of this consent measures of how the tree root protection zone of the Beech Tree, that is located on the eastern side of the new vehicular access, shall be protected during the highway formalisation works shall be 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 protect the existing Beech Tree during the course of the highway formalisation works, in the interest of amenity and biodiversity protection and in accordance with Planning Policy Wales 12 (PPW 12) and Policies AW6 and AW8 of the Rhondda Cynon Taf Local Development Plan.