

PLANNING & DEVELOPMENT COMMITTEE

24 MARCH 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1434/08 (BJW)
APPLICANT: Rhondda Cynon Taf County Borough Council
DEVELOPMENT: New footbridge is proposed to replace the existing Castle Inn footbridge. (LBC 21/0714/11)
LOCATION: CASTLE INN FOOTBRIDGE, CASTLE STREET, TREFOREST, PONTYPRIDD
DATE REGISTERED: 21/10/2021
ELECTORAL DIVISION: Treforest

RECOMMENDATION: That Members grant authorisation to approve the application on receipt of positive comments from Natural Resources Wales (NRW) in relation to issues of flood risk and protected species. These issues have been addressed by the applicant and updated reports have been forwarded to NRW for assessment. However, no response from NRW has been received at the time of writing.

Due to the upcoming Local Government elections and associated purdah period, and the importance of this project, it was considered that the application should be presented to Members in its current form and an oral update provided, if one is available, at the Committee meeting. Should the required positive comments from NRW not be forthcoming the application will be reported back to Members for further consideration.

REASONS: This planning application is part of a series of measures aimed at addressing and improving the ongoing risk of flooding in an around the Castle Inn area of Treforest/Rhydyfelin.

Following recent flood events and increasingly high river flows which have resulted in large scale flooding within the immediate locality a Baseline Flood Modelling Report was commissioned in an attempt to improve flood risk within the area. The report concluded that the existing bridge was a major contributory factor in the flooding. This was due to the constricting effect of the structure on the flow of the river at this point, leading to a consequent additional rise in the river level at this point.

An earlier Listed Building Consent (LBC) application to demolish and remove the existing listed bridge at Castle Street, known as Castle Inn Bridge, has been considered by Welsh Government's Planning Division and approved.

The current application proposes a replacement, single-span, active travel bridge in place of the previous bridge at the site. This would improve and re-establish the previous pedestrian link between the villages of Treforest and Rhydyfelin as well as improving flood risk and flood resilience measures in an area with a history of such problems. Consequently, it is considered that the proposal would be justified and acceptable in this instance.

While it is acknowledged that currently there remain issues of concern from NRW, it is considered that these are being resolved and a positive response in these matters is awaited. In lieu of the comments from NRW to the most recent ecology and flood risk modelling report, it is requested that Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should these comments not be received the application will be reported back to Members for further consideration at the earliest opportunity.

REASON APPLICATION REPORTED TO COMMITTEE

The application is being made by the Council for a replacement and upgrading of a major element of infrastructure and, as such, is within a category of development where the decision-making powers are not delegated to officers.

APPLICATION DETAILS - BACKGROUND

Full planning permission is sought for the installation of a new replacement footbridge and associated infrastructure on the site of the Castle Inn Footbridge that links the B4595 - River Street, Treforest and the A4054 – Cardiff Road, Rhydyfelin.

The application is part of a series of measures that has resulted from the flooding of the locality, particularly Cardiff Road in Rhydyfelin, in February 2020 during Storms Ciara and Dennis. Following these devastating events a Baseline Flood Modelling Report was commissioned by the Council to try to identify how improvements could be made.

The report showed that the existing bridge, with a combination of floating debris, and its three arch construction and intermediate piers, was a major contributory factor in the flood events that affected this area. Furthermore, the report demonstrated that the removal of the existing bridge and its replacement with an alternative, single-span structure would deliver substantial benefits by reducing flood levels by anywhere between 0.8 – 1m.

Consequently, an application for Listed Building Consent (LBC) to demolish the bridge was submitted to the Local Planning Authority under reference 21/0714/11. As the application was made by the Council and was for the complete demolition of the Listed Structure, its determination was undertaken by the Welsh Government Planning Directorate (WGPD), in consultation with Cadw.

The Cadw Inspector stated:

In my opinion the proposed demolition of Castle Inn Bridge, in this instance, is justified as the bridge has been altered over the years and is in a poor condition, associated to the Baseline Flooding, Hydrology Report Module undertaken by NRW. The proposed overall scheme would greatly improve the flow characteristics of this part of the River Taff and benefit the local community.

The proposed demolition of the Castle Inn Bridge and replacement with a new Active Travel Bridge in the same location would not have a significant impact on the character and setting of the Castle Square Conservation Area, or the integrity of its surroundings. Hence, I do not feel that there would be any significant visual impact/intrusion, or be detrimental to the appearance of this part of the River Taff with the proposal helping to prevent future flooding, to this area of RCT. I am content with the proposed alterations/demolition....”

Following consideration of the application, and its supporting information, along with the comments of the Cadw Inspector, approval was granted 24th February 2022 for the demolition of the bridge as WGPD concluded:

“I have considered the relevant submissions with the application and I can find nothing in the information before me to lead me to disagree with Cadw’s assessment. I conclude that demolition of the Grade II Listed structure is fully justified in the wider public interest and there are substantial benefits for the community that outweigh the loss resulting from demolition.”

APPLICATION DETAILS – CURRENT PLANNING APPLICATION

Following the approval of the earlier LBC application to demolish the existing bridge, it was somewhat inevitable and entirely appropriate that an application to install a replacement bridge would be submitted. This would have the dual aim of reintroducing an improved, established and historic link between the communities of Treforest and Rhydyfelin, and also delivering the benefits identified in the Baseline Flood Modelling Report and improving flood risk and resilience measures within the area.

The current application consists of a single-span, replacement bridge and associated infrastructure and includes a section of river retaining wall running along Cardiff Road, downstream of the bridge, which will be modified to provide a short flood wall upstand, further mitigating potential flood impact.

Specifically, the application proposes the following:

- **Replacement pedestrian/cycle bridge**

A new single-span, Vierendeel truss structure predominantly made up of hollow steel elements. A service pipe and decorative arches are to be supported under the deck, supported by the Vierendeel truss.

The proposed active travel bridge will span over the River Taff and will have a single simply supported span of approximately 35.1m. The bridge is to be formed of a steel Vierendeel truss and with an undercarriage carrying a Dwr

Cymru Welsh Water (DCWW) sewer pipe. The lowest soffit clearance is dictated by the DCWW sewer.

The bridge is to be designed for both pedestrians and cyclists unsegregated, with a 1.4m high lattice pedestrian/bicycle parapet. The deck consists of 1:12 ramps with 2m landings at every 0.65m vertically across the bridge.

The deck would have a clear width of 3.5m between pedestrian handrails either side and would feature a deck plate with a non-slip surface.

The superstructure is to be supported on the masonry faced, reinforced concrete abutments. The east abutment will be founded on the rockhead and the west abutment on the springing point of the existing structure.

- **Access ramp**

The ramp west of the bridge consists of a reinforced concrete ground slab with a parapet plinth for a pedestrian parapet. The ramp will be founded on a lightweight fill replacement for the existing fill, to offset the additional loading from the ramp.

The ramp has a maximum permissible gradient of 1:12%, with 2m landings spaced every 0.65m vertically, to reduce the ramp's length and tie into the existing footway. The ramp ties the bridge into River Street to its west side.

For the ramp, the reinforced concrete slab will be supported on lightweight fill, replacing the existing back of river wall fill to a depth of 2.8m to offset additional surcharge. The front face of the ramp will have a masonry finish to match the surrounding area.

- **Steps**

The stairs are to have a single flight that consists of no more than 13 steps comprising risers of 150mm and goings of 300mm. The stairs tie the bridge directly into River Street on the west side.

- **Cardiff Road River Retaining Wall**

The proposed works include the construction of a ground beam / short L shaped wall to the top of the existing stone masonry river retaining/training wall, repairs to the existing wall and blockstone/rock mattress scour protection.

The ground beam / L shaped wall is to be constructed from in-situ reinforced concrete with a minimum stem height of 600mm above the adjacent back of footway. However, the final height is subject to the results of hydrological modelling. The top level of the ground beam is proposed to follow the footway level. The stem is to be masonry clad on the river side to tie into the existing wall's masonry front face.

- **Substructure**

The existing wall is understood to be founded on the bedrock.

The top of the existing wall will be taken down to accommodate the ground beam / L shaped wall, which will bear upon the top of the wall and upon the existing ground to the rear, under the footway. The ground to the back of the wall is to be replaced locally with engineered fill if voids or soft spots are exposed.

- **Surface Finishes**

The colour of the structure will be a mid-grey, with a lighter grey for the undercarriage as per Client requirements (RAL no. to be confirmed and agreed). The colour will be similar to some other structures within the County Borough. The proposed parapets have been agreed to have a black finish.

The deck plate upper surface will be protected by a combined waterproofing and non-slip coating. This is to be provided in a black/grey colour to better match the adjoining bituminous footpaths.

As the abutments will be clearly visible from the adjoining footways, all exposed surfaces are to be clad in masonry as far as practicable. Exposed concrete finishes will be required to some surfaces, i.e. bearing shelf, the top of plinths etc.). The cladding shall be sympathetic to the adjoining masonry retaining walls and in keeping with the original structure fabric.

The following supporting information has been submitted with the application:

- Environmental Impact Assessment Screening Report, September 2021;
- Planning Statement, October 2021;
- Bat Survey Report, September 2021;
- Otter Survey Report, September 2021; and
- Castle Inn Bridge - Modelling Report, February 2022 (latest version forwarded to NRW 03/03/2022)

SITE APPRAISAL

The application site consists of Castle Inn Footbridge and its immediate landings, decks and approaches on the east and west sides of the River Taff.

The site also includes a section of river wall to the eastern embankment (Cardiff Road) which it is proposed to extend to improve flood resilience in this area.

The Listing details of the existing bridge, record no. 24869, is included below:

Location

A footbridge spanning the River Taff on the east side of River Street 250m south of St Dyfrig's Church.

History

Probably built in the early 19th century and first shown on the 1846 Llantwit Fardre Title map.

Exterior

A narrow double-carriageway 3-bay bridge of rubble stone with segmental arches. On the north (upstream) side is a V-shaped cutwater with pyramidal cap to the west and a V-shaped cutwater on the east side that is corbelled out to support an added plate girder supporting the parapet. On the south (downstream) side are V-shaped cutwaters with stepped pyramidal caps. The deck is ramped from the west to the east side. The footways on each side are a late 19th century addition. They project outwards and are carried on steel girders. They have latticework steel parapets that are splayed out at the ends, except the north east side where the parapet is missing.

Listed

Listed as a good early 19th century former road bridge.

PLANNING HISTORY

22/0063	West bank of the river adjacent to River Street, Treforest, Pontypridd	Tree and shrub clearance lining the west bank of the River Taff adjacent to River Street, Treforest, to facilitate replacement of Castle Inn Footbridge.	Raise no objection 17/02/2022
21/0714	Castle Inn Bridge, Castle Street, Treforest, Pontypridd	Demolition of the entire structure and its supports to reduce the flooding issues (amended description, agreed with agent 18/05/2021, to reflect the demolition of the bridge only at this stage).	Granted 24/02/2022
20/1275	Castle Inn Bridge, Castle Street, Treforest, Pontypridd	Removal of trees from the retaining wall downstream of the western bank and below the memorial park.	Raise no objection 19/01/2021

PUBLICITY

This has included letters to neighbouring properties, site notices and a notice in the press. No responses have been received.

CONSULTATION

Transportation Section – no objection.

Flood Risk Management (Drainage) – no objection or recommendation for condition in relation to surface water flood risk for this application. It is considered that the development's surface water flood risk will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010. Advice is also offered in relation to Sustainable Drainage Systems Approval (SuDS) to the Sustainable Drainage Approval Body (SAB) prior to the commencement of works.

Public Health and Protection Division – no objection, subject to a condition to restrict the hours of operation during the construction period, and standard advice notes.

Natural Resources Wales – the application has been the subject of ongoing dialogue and consultation responses from NRW. This has seen the updating of the original flood modelling report and the bat and otter survey reports that were initially provided in the LBC application to demolish the bridge approved by Welsh Government (reference no. 21/0714/11).

The most recent updates were sent to NRW 3rd March 2022 and updated comments are anticipated thereon.

NRW currently have concerns with the previous details submitted in relation to flood risk and ecological issues around statutory protected species. If these details are not satisfactorily resolved NRW would object to the application. Initial conditions and informative notes are offered should their concerns be addressed, but may be altered depending on the nature of updated information.

Dwr Cymru Welsh Water – no objection. Advice is provided in relation to DCWW apparatus in the vicinity of the site to which they have rights of access at all times. Furthermore, it is advised that the strategic assets are accurately located to establish their relationship to the development and DCWW contacted prior to works commencing. A condition and advisory notes are suggested to ensure that no detriment is caused to existing residents or the environment or to DCWW's assets.

Countryside, Landscape and Ecology – no objection. Suggested conditions to achieve protected species mitigation as detailed in the submitted ecological reports. Additionally, a condition to avoid the spread of invasive plants such as Japanese Knotweed and Himalayan Balsam.

Joint Committee of the National Amenity Societies (JCNAS) – no responses received.

Structural Engineer – no response received.

Pontypridd Town Council – no response received.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it has been reviewed and 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 LPD 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 within the settlement boundary of Pontypridd, is a Grade II Listed Building and is within the Castle Square Conservation Area.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy AW2 - supports development proposals in sustainable locations including sites within the defined settlement boundary.

Policy AW5 - sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 - requires development to involve a high-quality design and to make a positive contribution to placemaking, including landscaping.

Policy AW7 - refers to the protection and enhancement of the built environment. This policy states that development which impacts upon sites of architectural and historic merit will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

Policy AW10 - states that development proposals will not be permitted where they would cause or result in a risk of unacceptable harm to health and / or local amenity because of issues including, amongst others, water pollution and flooding.

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 11) (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 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.

Given the scale of the proposed development and its relationship with only the immediate surrounding area, there are limitations to the extent such a scheme can have in promoting planning objectives at a national scale. As such, whilst the scheme aligns with the overarching sustainable development aims of FW2040, it is not considered the policies set out in the document are specifically relevant to this application.

Other relevant national planning policy guidance consulted:

PPW Technical Advice Note (TAN) 12: Design (2016)

PPW Technical Advice Note (TAN) 24: The Historic Environment (2017)

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

As is detailed above, this application is part of an ongoing series of proposals aimed at addressing the ongoing flooding issue along this part of the River Taff. Through research undertaken by flood modelling, it has been demonstrated that the existing bridge at Castle Inn was a major contributory factor in flooding issues within the immediate locality.

As a consequence of this report an application was made and approved to demolish and remove the existing bridge at this location. The replacement of this bridge was an inevitable part of this process and the current application is the result of a rigorous and collaborative effort to produce a suitable and acceptable structure that fulfils the requirements for this community in terms of connectivity, transportation and flood alleviation as well as representing a visually acceptable structure to replace the previous listed bridge within the Castle Square Conservation Area.

It is considered that the current proposal does achieve the required aims in these various regards and these are dealt with in detail below. Therefore, in terms of the general principle of the replacement bridge, it is considered that the current application would provide an acceptable structure that would re-establish and improve the transport links on an established historic route to the wider benefit of the local community.

Consequently, it is considered that the principle of the proposal is acceptable.

Impact on neighbouring residential properties

The replacement bridge is located on the same alignment as the structure that it would replace. While it is acknowledged that the surrounding infrastructure, including the ramped approaches and steps will require significant engineering operations to install, they would essentially be ground based and would therefore have no additional impact on existing neighbouring properties.

Indeed the improvements to the highway network for pedestrians and cyclists between the villages of Treforest and Rhydyfelin would have a positive impact on neighbouring properties.

It is also acknowledged that there have been no objections received as part of the neighbour notification undertaken for the application.

Visual amenity of the area, including the Castle Square Conservation Area

The loss of the existing, listed bridge will leave an obvious gap within the Castle Square Conservation Area. The bridge is one of several listed and unlisted structures along the River Taff and is a prominent and attractive feature within the immediate and wider locality.

The loss of a Listed Building should be an option of last resort and only considered under exceptional circumstances. Such is the case with the current scheme which is required due to historic flooding to which the bridge was a major contributory factor with the demolition element of the scheme recently being approved by Welsh Government Planning Directorate.

Due to the acknowledged quality of the listed structure being removed, the prominent location of the replacement and its status as a Conservation Area, the resulting structure is required to be of a high quality design that would be in keeping with the visual qualities of the Conservation Area.

In the submitted planning statement the development team explain the design concept:

“The proposed replacement bridge was designed to resemble as many features of the original Castle Inn footbridge as possible. These features include the incorporation of the existing structure’s arches into the substructure, the proposed parapet which commemorates the existing lattice parapet and masonry cladding of the substructures to match the surrounding area. The proposed footbridge will not just greatly improve the flow characteristics of the river channel and help to prevent a repeat of the severe flooding events that happened in February, 2020. But additionally, the proposed structure is designed to commemorate the existing Castle Inn footbridge, and thus provide an aesthetically pleasing new river crossing for the public for many years to come.”

It is considered that the ethos presented in this design concept has been carried through to produce a replacement bridge that would provide an attractive, contemporary, landmark structure which takes many of its design cues from the original bridge.

The bridge would be a high quality, contemporary addition to the area. It would re-establish a river crossing within the area, allowing improved pedestrian and cyclist travel between Treforest and Rhydyfelin, an important and historic route. Through the use of a quality and sympathetic design, modern styling and materials it is considered that the proposal would be in keeping with the character and appearance of the area, particularly the visual qualities of the Castle Square Conservation Area within which it would become an important landmark feature.

Highway safety

The application has been subject to consultation with the Council's Transportation Section who have raised no objection to the proposed development or suggested any conditions in highway safety terms.

This view acknowledges that the footbridge has been designed in accordance with current standards to incorporate both steps and ramped sections with a maximum gradient of 1 in 12 and a clear deck width of 3.5m to accommodate all pedestrians and cyclists.

The proposed footbridge will provide a safe crossing facility of a busy strategic route and encourage use of walking and cycling as sustainable modes of travel in accordance with the aims of Planning Policy Wales and the Active Travel (Wales) Act.

Consequently, the proposal is considered to be acceptable in this regard.

Flooding and flood alleviation measures

In their most recent consultation reply NRW have raised concerns in respect of flood risk and have requested further information from the applicant. The additional information has been produced and forwarded to NRW on 3rd March 2022, but no response has been received at the time of writing.

It is considered that the updated information will address the concerns in respect to the 1 in 1000 year (0.1%) flood event and a positive response is expected. It is therefore requested that, should comments not be received prior to the Committee meeting where they can be presented to Members orally, Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should positive comments not be received then the application will be reported back to Members for further consideration at the earliest opportunity.

In summary, while this element of the proposal is currently still ongoing, it is considered that adequate and acceptable information has been submitted to resolve any outstanding issues. The updated situation will be orally reported to Members at the meeting.

Ecology

While the comments and concerns of NRW in relation to statutory protected species are acknowledged, it is considered that these concerns will be addressed by the updated bat and otter survey reports submitted.

These reports are updated versions of the reports submitted with the successful LBC application to demolish the bridge which was assessed and approved by Welsh Government Planning Directorate.

Additionally, the reports have been reviewed by the Council's Ecologist who considers that they are to a very high standard and are an appropriate assessment; and therefore, in his opinion, the issue of statutory protected species has been adequately and acceptably address, subject to suggested conditions.

Consequently, it is considered that any concerns will be addressed when the Council receives the updated comments of NRW in this regard. And as with the flood risk issue, it is requested that, should comments not be received prior to the Committee meeting where they can be presented to Members orally, Members grant authorisation to the Service Director of Planning, Regeneration and Housing to determine the application, subject to the receipt of positive comments, conditional or otherwise, from NRW. Should positive comments not be received then the application will be reported back to Members for further consideration at the earliest opportunity.

In summary, while this element of the proposal is currently still ongoing, it is considered that adequate and acceptable information has been submitted to resolve any outstanding issues. The updated situation will be orally reported to Members at the meeting.

Other issues

The comments of the Public Health and Protection Division in respect of a condition to restrict the hours of operation during construction are acknowledged, however it is considered that this issue can be better addressed through other legislative controls open to the Council.

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 application represents the culmination of a process that began with the flooding events of two years ago, during storms Ciara and Dennis, within the locality.

The removal of the existing, listed bridge has been examined and approved by Welsh Government in consultation with Cadw. The proposed replacement structure is considered to be a striking, contemporary, landmark building that takes many of its design cues from the existing bridge.

It is considered that the bridge would re-establish, improve and promote transport links between the two villages and associated University campuses.

Most importantly, the proposals would achieve their main aim of improving flood defences and flood resilience measures within the area, improving the lives of residents who have suffered repeated flood events in this area.

Additionally, the works would not have a detrimental impact on neighbouring properties, the visual amenity of area, particularly the Castle Square Conservation Area, or highway safety considerations.

Consequently, and due to the ongoing dialogue with NRW, Members are respectfully requested to grant authorisation to the Service Director of Regeneration, Planning and Housing to approve the application on receipt of a positive update from NRW. Should the updated responses raise additional issues the matter will be reported back for Members further consideration.

RECOMMENDATION: That Members grant authorisation to the Service Director of Regeneration, Planning and Housing to approve the application on receipt of a positive update from NRW. Should the updated responses raise additional issues the matter will be reported back for Members further considerations.

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 plan(s) no(s):

- Site Location Plan, Drawing no. GC3913-RED-01-XX-DR-S-0100, Revision T01;
- Existing General Arrangement Plan, Drawing no. GC3913-RED-01-XX-DR-S-0101, Revision T01;
- Proposed Bridge – General Arrangement, Drawing no. GC3913-RED-01-XX-DR-S-0103, Revision T01; and
- South East Training Wall - Proposed General Arrangement Plan, Drawing no. GC3913-RED-01-RW-DR-S-0102, Revision T01.

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

3. Building operations shall not be commenced until samples of the materials, including colours, proposed to be used have been submitted to and approved

in writing by the Local Planning Authority. All materials used shall conform to the sample(s) so approved thereafter.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence until details of a method statement and risk assessment for the protection of the structural condition of the strategic water mains crossing the site has been submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be implemented in full before any other development hereby permitted has commenced and shall be retained at all times for the duration of the approved operations, including the restoration works.

Reason: To ensure that the proposed development does not affect the integrity of the public sewerage system, in the interests of health and safety in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

5. No development, or phase of development, including site clearance, 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 shall include but not be limited to:

- Construction methods: details of materials and how waste generated will be managed;
- General site management: details of the construction programme including timetable, details of clearance; details of site construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Control of nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practices will be implemented, including details of emergency spill procedures and incident response plan.
- Details of persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Landscape/Ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

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

Reason: To ensure pollution prevention is adequately considered and implemented in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. In addition to the approved CEMP referred to in condition 5, no in-channel activities shall take place during the fish spawning embargo period (15th October to 15th May) without the prior written approval from Natural Resources Wales (NRW).

Reason: To enhance and afford protection to animal and plant species in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

7. Prior to the development commencing, including site clearance works, details of all bat mitigation and enhancement measures as identified in Section 6 Recommendations of the Bat Report shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

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

8. Prior to the development commencing, including site clearance works, details of all bat mitigation and enhancement measures as identified in Section 6 Recommendations of the Otter Report shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

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

9. Prior to the development commencing, including site clearance works, details of prevention measures for the control of invasive species, such as Japanese Knotweed and Himalayan Balsam shall be submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details thereafter.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 and in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.