

## PLANNING & DEVELOPMENT COMMITTEE

22 February 2024

### REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 23/0549/08 (KL)  
**APPLICANT:** Rhondda Cynon Taf CBC  
**DEVELOPMENT:** Replacement of the bridge structure. (Otter Report Rec. 20/07/23) (Updated Preliminary Ecological Assessment, Bat Surveys, Invasive Species Survey, Preliminary Ground Level Tree Assessment and Arboricultural Impact Assessment Rec. 24/01/24)  
**LOCATION:** FEEDER PIPE BRIDGE OFF TRAM ROAD, TREHARRIS, CF46 5EF  
**DATE REGISTERED:** 07/06/2023  
**ELECTORAL DIVISION:** Abercynon

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**RECOMMENDATION:** Approve, subject to conditions.

#### **REASONS:**

The proposed development would enable the reinstatement of a pedestrian footpath over the 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.

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**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 a second 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. As such, in order to facilitate the proposed works, a temporary access and compound area is proposed in the area to the northern side of the bridge, between the bridge and the A470/A472 (RCTCBC side of the bridge). Details submitted with the application indicate that the temporary access track would be accessed via the A472 slip road and would measure approximately 400m in length and 5m in width. It would extend around an area of ancient semi-natural woodland and end just north of the bridge. The compound would be located adjacent to the temporary road, just to the south of the proposed temporary access.

The temporary road and access would be created by minor excavation works and the laying of aggregate. All temporary works will be removed on completion of the works and the area will be reinstated to its original condition.

The application is accompanied by the following:

- Planning Statement;
- Arboricultural Impact Assessment (By Temple, dated 12/01/24);
- 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 (By Temple, dated 09/01/24);
- Preliminary Ecological Appraisal V2 (By Temple, dated 10/01/24);
- Bat Report (By Redstart, dated August 2021);
- Otter Survey Report (By Redstart, dated August 2021);
- Preliminary Ecological Appraisal (By Redstart, September 2022);
- Preliminary Ecological Appraisal (By Redstart, February 2022).
- Updated Otter Survey Memo Report (By Temple, dated 13/03/23)

Members should also note that a second application has recently been submitted for the works but with an alternative access being provided to the southern side of the bridge (MTCBC). The application has indicated that access to the southern side would be more favourable as the access off Tram Road Side is much reduced in comparison to the scheme currently proposed. However, it is understood that there could be some landownership issues that could prevent that scheme from being implemented. Those issues are in the process of being resolved, which is why the application is now coming forward for consideration however, the developer is also seeking to continue with this application, in the event that the landownership issues on the southern side cannot be resolved. 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:

20/0904 Feeder Pipe Bridge, Prior notification of Granted  
Footbridge Crossing River demolition of footbridge 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, subject to conditions.

**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.

## **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 4<sup>th</sup> 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 4<sup>th</sup> 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 24<sup>th</sup> 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 7<sup>th</sup> 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.

The two Preliminary Ecological Assessments originally provided to support the application (By Redstart, dated February 2022 and September 2022) are both considered to be appropriate surveys, based largely on survey work undertaken in 2020. The documents identify the sensitive ecological context of the site (including the River Taff and surrounds, which are identified as SINC 142) and a series of precautionary habitat and species mitigation requirements are recommended, including precautionary and other measures for badger, nesting birds, dormouse, amphibian, reptile, hedgehog, pollution prevention, timing restrictions on 'in-channel' river working, sensitive lighting and invasive plant control. The February 2022 report also identified a need for bat and otter surveys, which were later provided.

### *Bats*

The Bat Survey (August 2021) recorded no bats within the bridge, abutments or adjacent retaining wall, although it did record bat activity involving at least 5 species. The report indicated that providing that construction works commenced within 2 years of the reports production, no further bat survey work would be required. However, a number of precautionary mitigation and enhancement measure were identified. Evidently, the works did not commence within the 2 year period following the production of the original bat survey report provided and, in line with recommendation of that report, further bat survey work was required to be carried out.

A subsequent Bat Roost Assessment report was provided (By Temple, dated 9<sup>th</sup> January 2024) which identified only 2 low potential bat roost trees in the area to the north of the bridge (RCTCBC side), both associated with the proposed A472 access. The report includes recommendations for controlled/supervised felling. No other trees with low, moderate or higher potential bat roost potential are identified within the report on the northern side of the proposed development.

In light of this, the Council's Ecologist is satisfied that the development can progress, subject to a condition for the precautionary bat mitigation measures set out in section 5.5 of the report, and also for details of all mitigation and avoidance measures identified in the Redstart PEAs, species survey reports and all supplementary Temple Ecology Reports.

### *Otters*



The need for an Otter Survey was recommended in the February 2022 PEA with the required survey being provided shortly after. The survey recorded an otter spraint 85m from the bridge, on the riverbank, and a potential otter holt 55m from the bridge. There was no holt potential identified within 30m of the bridge. The report identified a number of precautionary measures, including the provision an otter method statement.

### *Ancient Woodland/SINC Habitat*

Neither the original Redstart PEA (2022) nor the Temple Ecology PEA (2024) included a detailed ecological assessment for anything other than the immediate proximity of the bridge. However, the Temple Arboricultural Survey report identifies the route between the bridge and the junction at the A472 slip road, providing a plan and tree assessment of the individual trees and groups of trees within a wider assessment area. It indicates that the route will largely follow an existing pathway, or open ground habitat. Whilst the assessment appeared to suggest that direct loss of trees/woodland shrub would be limited in number, further clarification was sought on the predicted loss of the trees identified and a further Arboricultural Report was subsequently provided. The subsequent report details a zone of impact along the existing path route, and around the bridge abutments on the western riverbank. The eastern riverbank is within an area designated as ancient woodland and is the most ecologically sensitive along the northern route.

The survey identifies a total of 16 individual trees, one group, and parts of two other groups of trees that will need to be removed. The 3 Groups appear to be recent woodland associated with the A470/Quakers Yard Slip Road, and therefore of relatively limited ecological significance. The 16 individual trees all appear to be within the mapped ancient woodland area and are mainly alder and birch with a few oak, hawthorn and willows. The report identifies the need for a detailed Arboricultural Method Statement to minimise the impacts on adjacent woodland/trees.

The Council's Ecologist has indicated that the loss of trees along the existing path route will have an immediate detrimental impact, but it is considered that those impacts would be localised to the immediate route alignments, and in close proximity to the abutments of the bridge. Furthermore, it is considered that the ancient woodland habitat will react to those localised impacts and, in the long-term, providing that works are very sensitively controlled, the impacts on the ancient woodland habitat will naturally mitigate themselves. The main concern of the Council's Ecologist is therefore not for individual tree loss, but for the need for the construction process to be very sensitively managed to ensure that impacts on the ancient woodland are minimised. It is therefore recommended that a condition is required to secure a wider Arboricultural/Woodland Method Statement.

Whilst the PEA (January 2024) refers to planting woodland on the RCT area as mitigation for the tree/woodland impacts, the Council's Ecologist recommends against new tree planting within any of the SINC/ancient woodland habitats with the option

provided in the PEA (September 2022) to allow natural woodland regeneration being more favourable. It is considered that this is the most ecologically appropriate means for mitigating for small scale impacts within an ancient woodland setting. Tree planting at the junction with the A470 however may be beneficial for visual landscaping reasons however, that may not be necessary and should be a matter for a detailed landscaping condition.

### *NRW comments*

Consultation has been undertaken with NRW and no objection is raised. The comments advise that, on the basis of the information contained within the supporting document submitted, it is not considered that the development is likely to be detrimental to the maintenance of the population of these species concerned at a favourable conservation status in their natural range, provided that the measures stipulated in the documents are adhered to. As such, it is recommended that the above-mentioned documents are included in the approved plans and documents condition, and that a condition is imposed to secure the submission of a Construction Environmental Management Plan in order to control pollution prevention for the water environment.

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).

### **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 from a series of footpaths leading from Alexandra Pace, Abercynon. The proposal would result in the width of the existing bridge increasing from 1.5m to 2.2m which is sufficient for safe pedestrian movement, and which is considered acceptable.

There is no registered Public Right of Way along the network of paths in this area however it is noted that 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 proposal will provide temporary site access via the A472 slip road to the A470, which raises slight concern. However, taking into consideration that the site access is temporary, that the proposed will be managed and designed accordingly by this Council's infrastructure department, and that the proposal may result in the creation

of a new Public Right of Way which will promote sustainable modes of transport, on balance the proposal is considered acceptable.

Furthermore, Welsh Government (Transport) have also been consulted and raise no objection to the proposal.

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 applicant may be required to submit an application to the Sustainable Drainage Systems (SuDs) Approval Body (SAB), under Schedule 3 of the Flood and Water Management Act 2010, should the construction of the development be over 100 square metres. It is further advised that the applicant will be required to comply with Part H of the Building Regulations.

The Flood Risk Management team have also recommended that a standard condition be imposed on any grant of planning consent to ensure that the development complies with Section 8.3 of Technical Advice Note 15: Development and Flood Risk. Whilst the recommended condition is noted, it is not considered necessary as issues of surface water would be adequately managed by the SAB and by Building Regulations.

### **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 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 19<sup>th</sup> May 2023 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. 333206-00-23-LP: Location Plan & Site Boundary
- Drawing No. 30003237-BHK-00-XX-DR-C-1001: Proposed Sections & Elevations

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-74-XX-RP-L-0004 Rev. PO2: Preliminary Ecological Appraisal – Feeder Pipe Bridge, by Redstart, dated February 2022 (Section 6)
- Document Ref. GC3880-RED-74-XX-RP-L-0004 Rev. PO1: Preliminary Ecological Appraisal – Feeder Pipe Bridge, by Redstart, dated September 2022 (Section 6)
- Document Ref. GC3880-RED-74-XX-RP-C-0001 REV P01: Otter Survey Report – Feeder Pipe Bridge, by Redstart, dated August 2021 (Section 6)
- Document Ref. GC3880-RED-74-XX-RP-C-0002 Rev PO1: Bat Survey Report – Feeder Pipe Bridge, by Redstart, dated August 2021 (Sections 6 & 7)
- Document Ref. T7028: Preliminary Ecological Appraisal – Feeder Pipe Bridge V2, by Temple, dated 10<sup>th</sup> January 2024 (Section 4)
- Document Ref. T7028: Preliminary Ground Level Tree Assessment North and South – Abercynon Feeder Pipe Bridge V1, by Temple, dated 9<sup>th</sup> January 2024 (Section 5)
- Document Ref. T7028: Bat Surveys – Abercynon Feeder Pipe Bridge V2, by Temple, dated 9<sup>th</sup> January 2024 Section 5)
- Document Ref. T7028: Invasive Species Survey – Feeder Pipe Bridge Replacement, Abercynon, by Temple, dated 12<sup>th</sup> December 2023 (Recommendations)
- Document Ref. T7028: Arboricultural Impact Assessment – Abercynon Feeder Pipe Bridge Replacement V3, by Temple, dated 12<sup>th</sup> January 2024.
- Document Ref. T7028: Updated Otter Survey Memo Report, by Temple, dated, 13<sup>th</sup> March 2023.

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.
- 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 Arboricultural/Woodland Method Statement shall include measures to:

- Protect woodland soils, and where disturbed, ensure the sensitive restoration of soil.
- Ensure all chipped wood is removed and not deposited on site.
- Ensure the sensitive re-use of larger cut timber, to create dead wood habitat within the woodland area.
- Avoid tree planting.
- Ensure tree works utilise good woodland management practice, for example, implement coppicing/pollard management, rather than removal or the unsympathetic lopping of trees.
- Ensure no wildflower seeding is undertaken - If disturbed ground needs to be seeded then use a very simple grass mix only with no fertiliser input.
- Undertake appropriate woodland enhancements (for example, implementation of a 5 year Japanese Knotweed control scheme that

can significantly reduce the invasion of the ancient woodland by that species).

The Arboricultural/Woodland Method Statement shall be implemented as approved.

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 the 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 details.

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

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