

Application Number: DM/2022/01800

Proposal: Erection of a single span single arch curved bridge across the River Wye including landscaping on the east and west bank and public realm improvements

Address: Land north of Wye Bridge, Monmouth

Applicant: Mr Hywel Price

Plans: Ecological Impact Assessment (EclA) - GC3227-CAP-74-XX-RP-L-0007 - P02, Product Brief - RL348 LED - , Tree Survey and Constraints Report - , Arboricultural Impact Assessment - , Arboricultural Method Statement - , Fish Habitat Survey Report - WYE-CAP-74-XX-RP-L-0003 - P01, Appropriate Assessment - WYE-CAP-74-XX-RP-L-005 - P01, Wye Active Travel Flood Consequence Assessment - CS100460_RP_FCA_P01 - P03, Flood Consequence Assessment Covering Note - , Additional Flood Data - CS100460_L01 - , Environmental Colour Assessment - P01, Approval in Principle - WYE-CAP-7000-XX-RP-S-7101 - P01, Otter Survey report - GC3227-CAP-74-XX-RP-L-0004 - P01, Landscape and Ecological Management Plan - P01, WYE-WSP-LPN-XX-DR-P-0001 - P01, WYE-WSP-LPN-XX-DR-P-0002 - P01, WYE-WSP-LPN-XX-DR-P-0003 - P01, WYE-WSP-LPN-XX-DR-P-0004 - P01, WYE-WSP-LPN-XX-DR-P-0005 - P01, WYE-WSP-LPN-XX-DR-P-0006 - P01, WYE-WSP-LPN-XX-DR-P-0007 - P01, WYE-WSP-LPN-XX-DR-P-0008 - P01, WYE-WSP-LPN-XX-DR-P-0011 - P01, WYE-GLH-00-XX-DR-L-0001 - P01, WYE-GLH-00-XX-DR-L-0002 - P01, WYE-GLH-00-XX-DR-L-0003 - P01, WYE-CAP-SGN-XX-DR-S-0003 - P01, WYE-CAP-SGN-XX-DR-E-1301 - P01, GA1104-B - B, Preliminary Ecological Appraisal (PEA) Report - GC3227-CAP-74-XX-RP-L-0002 - P02, Landscape and Visual Impact Assessment - GH/006488 - , Habitats Regulations (HRA) Stage 2: WYE-CAP-74-XX-RP-L-0005 - P01, Ground Investigation Report - , Green Infrastructure Assessment - P01, Dormouse Survey Report - WYE-CAP-0074-XX-RP-L-0006 - P01, Archaeological Desk-Based Assessment - Report No. 237 - , Bat Survey Report - WYE-CAP-74-XX-RP-L-0001 - P01, Street Lighting - WYE-WSP-SGN-XX-DR-E-1301 - P01,

RECOMMENDATION: APPROVE

Case Officer: David Wong
Date Valid: 18.12.2022

This application is submitted by Monmouthshire County Council and has unresolved objections. Therefore, it is presented to Planning Committee for determination

1.0 APPLICATION DETAILS

1.1 Site Description and Proposal

1.1.1 The site in question is partially inside the Monmouth settlement boundary to the south of the River Wye and bridging the River Wye north of the historic Cadw registered Wye Bridge, the principal entrance to Monmouth from the south and east.

1.1.2 It is located within the registered historical landscape of The Lower Wye Valley. The River Wye is designated as a Site of Special Scientific Interest (SSSI) and the site boundary includes mature trees and established river edge vegetation. The site is within flood zone C2 and the phosphorous sensitive area of the Wye Valley Catchment.

1.1.3 The current travel route for pedestrians and cyclists from Wyesham into Monmouth Town Centre is via the Wye Bridge, utilising the narrow footpath located next to the carriageway and then via a subway under the A40. The supporting information advises that this active travel route is heavily utilised with an estimated 1,424 pedestrians and 130 cyclist journeys per day.

1.1.4 The application provides details that the Wye Bridge is heavily congested with vehicular traffic resulting in conflict between the user groups and is thus a busy environment for pedestrians and cyclists. This proposal was developed to address the issues of safety across the existing bridge. As part of the development process, a number of options were developed for consideration.

1.1.5 A new single-span, suspended arch bridge 70m upstream of the existing Wye Bridge was chosen, connecting with the existing pathway and cycle networks on banks and the A466. The bridge to span the river would be 70m in length by 4.13m in width, be 37.7m AOD and also be made up of approach routes and landscaping.

1.1.6 The submitted information shows that the proposed development has followed the Welsh Transport Appraisal Guidance (WelTAG) Stages 1-3 to determine the best option for the proposed bridge design and location, and various consultation exercises were conducted throughout the development stages with both stakeholders and the public.

1.1.7 An Environmental Impact Assessment (EIA) is not required in this instance as the proposed footprint is below 1 hectare. The proposed footprint measures 0.78ha which includes the area of the curved deck span (over the Wye), ramps leading to the deck on either side of the River Wye, and all onward connections to the highway at A466/Riverside Park or the A40 and landscaped areas.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2022/01800	Erection of a single span single arch curved bridge across the River Wye including landscaping on the east and west bank and public realm improvements.	Pending Determination	
DM/2022/01615	EIA Screening Request - Erection of a Single Span Single Arch Curved Bridge across the River Wye including landscaping on the north and south bank and public realm improvements.		14.12.2022 EIA not required

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S12 LDP Efficient Resource Use and Flood Risk
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S17 LDP Place Making and Design

Development Management Policies

DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
EP3 LDP Lighting
HE1 LDP Development in Conservation Areas
GI1 LDP Green Infrastructure
LC4 LDP Wye Valley AONB
LC5 LDP Protection and Enhancement of Landscape Character
MV1 LDP Proposed Developments and Highway Considerations
MV2 LDP Sustainable Transport Access
MV3 LDP Public Rights of Way
NE1 LDP Nature Conservation and Development
SD4 LDP Sustainable Drainage

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 11

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

Technical Advice Notes

TAN24 Historic Environment

5.0 REPRESENTATIONS

5.1 Consultation Replies

Monmouth Town Council - Approve with conditions:

1. For an additional bat survey to be carried out with a focus on the North side of the bridge and to include the qualifications of the surveyors as per the legal requirements;
2. For the application to be considered by the biodiversity department of Monmouthshire County Council.

Natural Resources Wales (NRW) - No objection but concerns have been identified. While we are of the opinion that the proposals are unlikely to adversely impact the protected species found to be, or likely to be, present at the development site, provided that the mitigation/compensation/avoidance measures within the submitted documents are implemented in full, we wish to note that the language within the ecological reports is not currently enforceable, containing words such as "should", "may be", and "where possible". We advise that either amended survey reports containing firm instructions using constructs such as "must", "shall" or "will", or a new document combining all species and habitat mitigation/compensation/safeguarding proposals written in enforceable language, will need to be submitted to the Monmouthshire County Council prior to determination of the application.

We also advise that a condition regarding protected sites should be attached to any planning permission granted and the document identified (i.e. A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during construction, including the Fish Habitat Survey Report) should be included in the approved plans and documents condition on the decision notice.

The planning application proposes erection of a single span bridge across the River Wye and the site is within flood zone C2. We have no objection on flood risk grounds and recommended that you consider consulting other professional advisors on matters such as emergency plans, procedures and measures to address structural damage that may result from flooding. The report concludes that there will be no adverse or significant effect on the integrity of the River Wye SAC provided the avoidance and mitigation measures are implemented. It further went on to conclude that there will be no adverse or significant effect on the integrity of both the Wye Valley Woodlands SAC and Wye Valley and Forest of Dean Bat Sites SAC provided the avoidance and mitigation measures are fully implemented.

Based on the evidence in this report, we are satisfied a conclusion of no adverse effect on site integrity for the River Wye SAC, Wye Valley Woodlands SAC and Wye Valley and Forest of Dean Bat Sites SAC can be drawn, subject to the avoidance and mitigation measures stipulated being secured to any planning consent the LPA is minded to grant. We have considered this as a shadow HRA until further notified by the planning authority. It is good practice for the planning authority, as Competent Authority, to prepare their own HRA prior to determination.

Welsh Government (Trunk Roads) - In order to maintain the safety and free flow of trunk road traffic, no development shall commence until a Construction Traffic Management Plan (TMP) has been submitted to and approved by both the Local Planning Authority in consultation with Welsh Government (Transport), as highway authority for the Trunk Road Network (TRN). The Active Travel lead has highlighted a number of matters for consideration such as futureproofing the bridge, whether or not the proposed ramp complies with ATAG, details of the cycle parking, the bollards spacing and the landing lengths.

Dwr Cymru Welsh Water - The operational works including the construction of foundations and new abutments are located directly on top of or in close proximity to both public sewers and water mains. In its current form, we cannot support this proposal and encourage the applicant contact us so we can discuss the proposal and explore options that can accommodate all assets and their required protection zones.

Cadw - No objection to the proposed development in respect of the scheduled monuments, registered historic parks and gardens or the registered historic landscape.

MCC Heritage - Concerns have been identified. However, as the proposed bridge is 70m upstream from the existing, the landing points of the bridge are distinct from the existing bridge and so, despite being close, do not interfere with the historic bridge and are read as a separate entity. The design of the proposed bridge is a contrast to the existing and is clearly a modern addition to the town. The immediate setting of the bridge and associated listed buildings of Monmouth School is not physically interfered with and remains intact, the proposed bridge will form part of the open setting of the bridge to the north, however this is not considered to sever this connection of the bridge and the town. In addition, it is not considered that the proposed bridge would have detrimental impact on any special features of the listed buildings and remains a physically and visually distinct development. It is considered that there is a missed opportunity to design a high-quality bridge that better compliments the setting of the listed building and is less

visually dominant. However, it is also acknowledged that there are other restrictions over flooding and ecology that have to be taken into consideration. Further clarifications of the details and finishing materials of the proposals are requested.

MCC Environmental Health - No objection. There would likely be a negative impact on air quality during construction; therefore a planning condition requiring an appropriate construction management plan to eliminate or minimise/control emissions would be necessary. Of particular concern would be the School Rowing Club and Riverside Park.

MCC Landscape/GI - The application for a proposed erection of a single span single arch curved bridge across the River Wye including landscaping on the east and west bank and public realm improvements is broadly acceptable from a Landscape and GI perspective and considers provisions of Future Wales 2020, Planning Policy Wales (Edition 11) February 2021 and Policies S13, NE1, LC4 and LC5 of the Monmouthshire County Council Adopted Development Plan 2011-2021. Further clarifications have been provided to address the points raised. Therefore, the provisional holding objection has been lifted.

MCC Drainage/SAB - No objection. Elements of the proposed development will require a Sustainable Drainage System (SuDS) designed, constructed and maintained in accordance with the Statutory Standards for SuDS in Wales and approved by MCC as SuDS Approving Body (SAB). The requirement to obtain SAB consent sits outside of the planning process but is enforceable in a similar manner to planning law. It is a requirement to obtain SAB consent in addition to planning consent. The application includes a detailed FCA, the content of which we note. The Wye is a significant Main River with a history of flooding. NRW are the body with most expertise on these flooding mechanisms and hold the permissive powers in relation to management of this watercourse.

MCC Public Rights of Way - There are no objections to the development at this stage. There are public footpaths in the vicinity of this proposed development that make up sections of the Offa's Dyke Path and the Wye Valley Walk. These routes currently utilise the road bridge to link to public footpaths on each side of the river. The installation of the proposed footbridge would make the river crossing for these routes safer and more commodious. Once the structure is completed, it may be appropriate to create the route over the bridge as a Public Right of Way to preserve access in perpetuity.

MCC Active Travel - No objection to the proposal. The Wye AT Bridge is seen as a key link in the Active Travel network of Monmouth, traversing the river which separates Monmouth and Wyesham. The current road bridge is seen as substandard in Active Travel guidance and a deterrent to modal shift. As the bridge is a listed structure it would be difficult to expand or add to. This new bridge will create segregated non-motorised route for safer walking, cycling and wheeling route between the provisions of each side of the river, allowing people to move more easily around the settlement. This link will feed into a wider planned network, supporting modal shift and reducing car dependency.

MCC Biodiversity and Ecology - Following receipt of further information no objection subject to planning conditions.

5.2 Neighbour Notification

More than 19 responses in support, 2 neither support nor object and 2 objections. They are summarised below:

Summary of support:

A well-considered solution to the ongoing and ever-increasing traffic issues.

As both a pedestrian and a cyclist I would like to suggest that the Link Bridge lanes are clearly segregated (physical barriers would be preferable) to reduce the potential for conflict and/or accidents with all users using the same space at the same time

It should be illuminated so users feel safe in the dark.

It will provide a safer route across the river, particularly for the large number of children crossing each day with exposure to vehicle exhaust emissions.

The precise details regarding lane width and any segregation should be designed in line with national best practice based on experience of similar schemes elsewhere.

Linking the town with the cycle way which runs along the river Wye, would be amazing.

It also meets the very serious issue of pedestrians, cyclists and other users having to mix with live traffic on the Wye Bridge.

The bridge will enable growth in active travel, contributing towards fighting climate change and help build a safer healthier Monmouth.

Segregated infrastructure is much needed in the town to support alternatives to driving

It will open up the beautiful Wye valley to more people as the bridge is so off putting.

It will create a safe route for cyclists to cross the Wye.

It will give much better access to cycle routes within the Forest of Dean.

It will provide a much more pleasant experience for pedestrians.

I like the design.

The design is modern but still allows a great view of the existing historical bridge.

It would encourage the use of modes of transport other than the private motor vehicle.

Such active travel will lead to a healthier population.

The bridge would assist in connecting Wyesham to the rest of Monmouth both physically and functionally.

My experience of crossing the Wye Bridge is unpleasant because of the very narrow pavement and is heavily used by school children, pedestrians and cyclists.

The Wye Bridge is not suitable to accommodate modern traffic movement.

The suggestion from one of your respondents that a new road crossing be built some 200m downstream and the traffic signals at the existing A40/A466 junction dispensed with has some merit but this would require a totally different magnitude of costs and even if funding was available, which is unlikely, take years to get to the starting gate. Perhaps a future scheme in a decade or two, but not an alternative to the current application.

The options for crossing the River Wye by foot, cycle or wheelchair/ mobility scooter are currently very limited on the Wye Bridge.

The traffic-free Peregrine Path to Symonds Yat is part of National Cycle Network (National route 423) and a great resource.

It is suitable for people on foot and all types of cycles and mobility aids but there is no way to safely reach it from the centre of town.

The plans for the bridge are the result of over five years of successful consultation with the Monmouth community.

MCC have listened to the needs of the community and worked closely with the community volunteers to get to this stage.

The visualisation of the bridge will blend harmoniously with the rural setting and the choice of a weathered bronze finish is very successful.

The bridge needs to be future proofed i.e. it needs to be made big enough in the first place to encourage and then cater for a growing demand for active travel infrastructure.

Clear markings such as different coloured surfaces could make the separation visible.

Will there be steps down to Monmouth School Boathouse at the Mayhill end of the bridge, as people/pupils will want to jump over the fence onto the supporting pier as a short cut to the boathouse and school access path opposite this point?

Could the fence on the link walkway screening the houses on Old Mayhill Road be a living 'green wall' fence? This would prevent graffiti on a screen fence and be a more pleasant aspect for the residents. Also more ecological and environmentally friendly.

Whilst not part of the planning application area, the quadrant of dense overgrowth on Monmouth School land between the existing bridge and river over flow will become the focus/foreground for people walking along this link, looking back to the school and bridge. I appreciate that this overgrowth is good habitat for otters and 'Nature isn't Neat', but the exiting timber handrail to the riverside path to this area is rotten and unsafe - which is why the stone stile is temporarily poorly blocked off. Could these be replaced with post and rails to match those on the new footbridge in order to improve safety, visual amenity and the 'public realm' please?

Is a lighting strategy in place for this project as the submitted bat survey report indicates extensive use of the area by bats for foraging and commuting? Lighting of the new bridge will undoubtedly be required but could potentially deter bats from using the area.

There is a lot of research suggesting that the elderly and women feel very vulnerable when in a shared space with cyclists.

There is research, on university campuses, which suggests that pedestrians do not do well in a shared space with cyclists.

The area is very isolated. Will lone women feel safe using it at night, without the security provided by the presence of passing vehicles?

The pedestrian bridge does not address the issue of heavy traffic using the old bridge.

Has the impact of the entrance/exit to the new car park on Wye Bridge Street been assessed for its impact on pedestrians?

Will the pavements on the Wye Bridge be removed to discourage the use of the Wye Bridge?

Building a narrow footbridge next to another bridge is counterproductive. You should build a road bridge 200 yards downstream where the railway bridges are and pedestrianise the existing Wye Bridge, which would join the A466 Wye Valley Road to the B4293 just by the tunnels, Traffic coming from The Wye Valley and Forest of Dean would have a much safer access to the A40.

Pedestrianising the existing Wye Bridge would enable sufficient space to separate bicycles and pedestrians and not impede on the Welsh Water property.

Please note all representations can be read in full on the Council's website:
<https://planningonline.monmouthshire.gov.uk/online-applications/?lang=EN>

6.0 EVALUATION

6.1 Principle of Development

6.1.1 The need for a safe pedestrian/cycle crossing over the River Wye is paramount and the aim of this application is to provide this specifically. Strategic Policy S16 is relevant to this application as it refers to transport and supports development that promotes sustainable, safe forms of transport which reduce the need to travel, increase provision for walking and cycling and improve public transport provision.

6.2 Public Rights of Ways/Active Travel (AT)

6.2.1 There are public footpaths in the vicinity of this proposed development that make up sections of the Offa's Dyke Path and the Wye Valley Walk. These routes currently utilise the road bridge to link to public footpaths on each side of the river. The installation of the proposed footbridge would make the river crossing for these routes safer and more commodious. Once the structure is completed it may be appropriate to create the route over the bridge as a Public Right of Way to preserve access in perpetuity. To conclude, there is no objection from the Council's Public Rights of Ways Officer and an appropriately worded informative will be imposed accordingly (LDP Policy MV3).

6.2.2 The Council's Active Travel Officer is in support of the application as the Wye AT bridge is seen as a key link in the AT network of Monmouth, traversing the river which separates Monmouth and Wyesham. The current road bridge is substandard in AT guidance and a deterrent to modal shift. As the bridge is a listed structure it would be difficult to expand or add to. This new bridge will create another route for safer walking, cycling and wheeling between each side of the river, allowing people to move more easily around the settlement. This link will feed into a wider planned network, supporting modal shift and reducing car dependency (LDP Policy MV2).

6.3 Futureproofing

6.3.1 The Welsh Government as highway authority for the Trunk Road Network (TRN) highlighted a number of matters for consideration such as futureproofing the bridge, whether or not the proposed ramp complies with ATAG, details of the cycle parking, the bollards spacing and the landing lengths.

6.3.2 The submission shows that this active travel bridge does comply with the requirements as set out in the Active Travel ACT Guidance (ATAG) and BD 29/17 'Design Criteria for Footbridges'. The key structural design requirements are as follows: Overall deck width is dictated by flow and usage requirements. For an unsegregated bridge, the Guidance indicates a minimum width of 3.5 metres for secondary routes, 4 metres for primary routes and 5 metres on heavily trafficked routes. The bridge is considered to be a secondary route and so a 3.5 metres wide bridge is therefore considered adequate in this instance.

6.3.3 The AT lead from the WG Trunk Roads body has highlighted a number of matters for consideration such as the joint details between the proposal and to the underpass, details of the cycle parking, the bollards spacing and the landing lengths. It is considered that these details can be managed via appropriately worded conditions. The question whether or not the proposed ramp would comply with ATAG sits outside of planning control. Therefore, it is not reasonable to manage this element via the use of a planning condition.

6.4. Design/Place Making

6.4.1 In terms of design, the proposed development has followed the Welsh Transport Appraisal Guidance (WelTAG) Stages 1-3 to determine the best option for the proposed bridge design and location. Also, as part of the development process, an extensive consultation exercise was carried out throughout the development stages with both stakeholders and the public.

6.4.2 The main bridge is to be a steel, cable stayed arch structure comprising a curved deck suspended from a single arch via 7 pairs of cables with a single span length of 70m. This new 3.5m wide bridge is modern in appearance and the proposed materials have been carefully selected to respect the setting of the surroundings and the existing Wye bridge. As part of the development phase, an Environmental Colour Assessment was carried out to inform colour selections.

6.4.3 Weathering steel was selected for the main structural parts of the bridge construction because once the material has weathered the rust tones will complement the existing brown hues of the surrounding environment. The use of a brushed stainless steel for the hanger cables and

guard rails will complement the brown hue of the weathering steel. The lighter colour of the steel will blend into the skyline particularly on overcast days.

6.4.4 There is a walkway on either side of the bridge. The eastern approach raised walkway is comprised of 5 spans, approximately 10m in length and connects the main bridge to the A466. The western approach raised walkway is of the same form of construction as the eastern and comprises 2 curved spans that are approximately 9m in length. The ramp ties into the existing footway, which is to be upgraded to meet AT requirements.

6.4.5 To achieve a positive relationship with the existing bridge, the proposed bridge would be set away from the Wye Bridge (instead of running parallel with it), which is considered to be positive as it would avoid physical damage and direct competition with the existing bridge. As such, it is considered that the proposal is in accordance with LDP Policy DES1.

6.5 Landscape

6.5.1 The site is partially inside of the Monmouth settlement boundary to the south of the River Wye and bridging the River Wye north of the historic CADW registered Wye Bridge, the principal entrance to Monmouth from the south and east. The site is within the Cadw registered historical landscape of The Lower Wye Valley. The River Wye is designated as a SSSI and the site boundary includes mature trees and established river edge vegetation.

6.5.2 The Council's Landscape Officer advised that the applicant has undertaken a thorough assessment to determine what the visual impacts of the proposals, construction and lighting will be on both the localised 2km in terms of landscape effects and 5km radius wider visual effects on landscape setting and character.

6.5.3 The submitted Environmental Colour Assessment is well considered and acceptable. The developed palettes for bridge and fencing as described and showing the colour process of the weathering steel enable a visualisation of how the principal and most visual material will change and integrate over time. The brushed stainless steel hanger rails are less conspicuous against a sky and distant landscape backdrop. The suggestion of a weathered steel privacy screen is welcome. The secondary developed palette to inform street furniture, signage and interpretations is also appropriate.

6.5.4 The GI Assessment has identified current assets and further opportunities to enhance localised GI and connectivity, addressing deficiencies identified in the Monmouthshire open space study. Improvements have been identified to landscape setting, habitat provision and connectivity, green space provision, connectivity and sustainability. The assessment also highlights specific actions related to identified opportunities. The assessment and proposals are acceptable.

6.5.5 Overall, there are several areas requiring further clarification from the Landscape and GI perspective but they can be managed effectively via the use of appropriately worded conditions. Therefore, the application is compliance with the thrust of LDP Policy S13, DES1, LC4, LC5 and GI1.

6.6 Registered Historic Landscape

6.6.1 The proposed development is located within the registered historic landscape HLW (GT) 3 The Lower Wye Valley and the Scheduled Monuments and Registered Parks and Gardens listed above are located inside 2km of the proposed development application area.

6.6.2 The application is accompanied by an Archaeological Desk Based Assessment and an Assessment of Significance of Development on a Historic Landscape (ASIDOHL2). This assesses the impact of the proposed development on the registered historic landscape, and the setting of the scheduled monuments and registered parks and gardens where potentially affected. The report considers there will be no impact on the settings of any of the scheduled monuments. Potential impacts on the settings of registered parks and gardens are considered within the context of the ASIDOHL2 assessment as they are within the component landscape areas considered. This assessment finds there will be no more than a slight impact on any of the component landscape character areas and therefore to the registered parks and gardens.

6.6.3 Overall, the assessment process concludes that the significance of the impact of the proposed development on the registered historic landscape is slight, and as such that the development's impact on key elements means there will be a slight reduction in the overall value of the historic landscape on the Register. Cadw was consulted and they concur with these conclusions. Therefore, there is no objection to this element.

6.7 Monmouth Conservation Area

6.7.1 The site is located adjacent to the Monmouth Conservation Area, Character Areas 6 (Monmouth School) and 3 (Whitecross Street and St James Street). It is also within the immediate vicinity of several listed buildings. In this context, the Council's Heritage Team advises that the position of the proposed new bridge is welcomed as this follows the main desire line and given the width of the river is the most appropriate position. They also acknowledged that the design of the bridge is a result of the physical constraints of the river and the predicted flooding levels, therefore a suspension bridge was considered the only technical option for creating a flood-free span over the river.

6.7.2 This 12m high bridge from deck up is some 3-7m above ground or average water level. The bridge is therefore a very large and tall feature within the immediate setting of the lower stone built multi arch listed bridge. However, as the proposed bridge is 70m upstream from the existing the landing points of the bridge are distinct from the existing bridge and so, despite being close, do not interfere with the historic bridge and are read as a separate entity.

6.7.3 The design of the proposed bridge is a contrast to the existing and is clearly a modern addition to the town. The immediate setting of the bridge and associated listed buildings of Monmouth School is not physically interfered with and remains intact, the proposed bridge will form part of the open setting of the bridge to the north, however this is not considered to sever this connection of the bridge and the town. In addition, it is considered that the proposed bridge would not have detrimental impact on any special features of the listed buildings and remains a physically and visually distinct development.

6.7.4 Due to the proximity of the proposal from the listed bridge, further clarification of the details and the finishing materials of the proposal are required (details such as the balustrade detailing, the proposed stone wall for the eastern ramp to hide pillars and the colour of the steel archway and cables). It is considered that these items can be managed via appropriately worded conditions.

6.8 Biodiversity

6.8.1 The site in question is ecologically sensitive. As part of the application, an Ecological Impact Assessment (EclA) was carried out to inform the design. The Principal Ecologist who carried out the Assessment holds an NRW bat licence and has over 25 years of bat surveying experience, with a Master's degree in Environmental Management and is currently a Practitioner member of the Institute of Environmental Management and Assessment (PIEMA).

6.8.2 NRW acknowledge that the submitted information concludes that there will be no adverse or significant effect on the integrity of the River Wye SAC provided the avoidance and mitigation measures are implemented. It further went on to conclude that there will be no adverse or significant effect on the integrity of both the Wye Valley Woodlands SAC and Wye Valley and Forest of Dean Bat Sites SAC provided the avoidance and mitigation measures are fully implemented. Based on the evidence in this report, they are satisfied a conclusion of no adverse effect on site integrity for the River Wye SAC, Wye Valley Woodlands SAC and Wye Valley and Forest of Dean Bat Sites SAC can be drawn, subject to conditions. It is useful to point out that NRW advised the language within the ecological reports is not currently enforceable, containing words such as "should", "may be", and "where possible". Following discussions with the applicant about this element, a revised set of surveys was submitted to address this element.

6.8.3 The Council's Biodiversity and Ecology Officer requested details regarding lighting of the pathway on the eastern bank and the bridge itself to inform the Appropriate Assessment (AA). Subsequent to the request, further lighting details were submitted for consideration and are considered to be acceptable from a biodiversity and ecological perspective. Therefore, this application can be supported provided there is no objection from NRW in relation to the Appropriate Assessment (LDP Policy NE1) – NRW's final response is awaited.

6.8.4 European Protected Species - Three Tests

In consideration of this application, European Protected Species (bats / otters / dormice) will be affected by the development and it has been established that a derogation licence from Natural Resources Wales will be required to implement the consent. MCC as Local Planning Authority is required to have regard to the Conservation of Species & Habitat Regulations 2017 and to the fact that derogations are only allowed where the three tests set out in Article 16 of the Habitats Directive are met. The three tests have been considered in consultation with NRW / Council Biodiversity and Ecology Officers as follows:

(i) The derogation is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment.

Development Management Comment: (There are public footpaths in the vicinity of this proposed development that make up sections of the Offa's Dyke Path and the Wye Valley Walk. These routes currently utilise the road bridge to link to public footpaths on each side of the river. The installation of the proposed footbridge would make the river crossing for these routes safer and more commodious. Once the structure is completed it may be appropriate to create the route over the bridge as a Public Right of Way to preserve access in perpetuity. The need for a safe pedestrian/cycle crossing over the River Wye is paramount and the aim of this proposal is to provide this specifically. It is considered that there are beneficial reasons to enable this development both in terms of public interest of both social and economic nature including improvements to the built environment.)

(ii) There is no satisfactory alternative

Development Management Comment: (The proposed development has followed the Welsh Transport Appraisal Guidance (WelTAG) Stages 1-3 to determine the best option for the proposed bridge design and location. The need for a safe pedestrian/cycle crossing over the River Wye is paramount and the installation of the proposed footbridge would make the river crossing for these routes safer and more commodious.)

(iii) The derogation is not detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

Development Management Comment: (As part of the application, ecological assessments were carried out to inform the design and how they intend to mitigate potential ecological losses and enhancements within the proposal. There is no objection from NRW and the Council's Biodiversity and Ecology Officers, provided that appropriately worded conditions are imposed.)

In the light of the circumstances outlined above which demonstrate that the three tests would be met, and having regard to the advice of NRW and the Council's own Biodiversity Officers, it is recommended that planning conditions are used to secure the following:

- Compliance with the lighting strategy
- Condition for a Construction Environment Management Plan

6.9 Impact on Amenity

6.9.1 At the early design stages of the proposal, consultation was carried out with the relevant stakeholders as well as the members of the public in the area. There will be views to the properties on the south side of the river when crossing the proposed new bridge as the bridge will be higher than the existing banks. The views will be into the rear gardens of these properties (on The Old Road) at approximately 25 metres from the near side of the bridge to the garden boundaries and at a distance of around 40 metres to any windows. This is not considered to be close enough to harm the privacy of these occupiers. The proposal includes a 1.8m high solid screen on the eastern parapet of the eastern ramp to minimise the potential loss of privacy of

the neighbouring properties and the Monmouth Rowing Club. This screen is to be a dark grey in colour, which is a neutral colour. The submitted information indicates that there may be opportunities for public art to be incorporated within the screen but this is to be determined during the detailed design phase, which can be managed by condition (LDP Policy EP1).

6.10 Highways/Footpath Safety

6.10.1 The volume of traffic combined with the limited footway on the existing Wye Bridge creates unappealing and unsafe facilities for non-motorised users. Those with impaired mobility are particularly disadvantaged by the current situation. It is considered that the proposal will provide a choice and most importantly, a much safer route crossing over the River Wye than the current Wye Bridge for non-motorised users and the people with impaired mobility, and would be in accordance with the Active Travel (Wales) Act and the Well-being of Future Generations Act. There is no objection from the Highways Department (LDP Policy MV1).

6.11 Lighting

6.11.1 The proposed footbridge, approaches to the bridge and the Wye Valley AT route will be lit and the lighting strategy needs to comply with the relevant requirements for pedestrian/cyclist routes, governed under separate legislation. The applicant acknowledges that a balance must be struck in order to adequately light the area for users to ensure their safety but also ensuring light spill onto existing and proposed habitats is kept to a minimum. As part of the proposal, there will be mitigation measures to ensure that retained habitats in and around the site used by protected and notable species (primarily bats) will not be adversely affected by artificial light. The bridge and its approach will be underlit with LED handrail lighting. Lights would be located (and shielded) in a way that illuminates the bridge deck but minimises light spill into the river corridor to maintain the dark horizon line for bats flying upstream.

6.11.2 Also, during the construction phase, any lighting required for health and safety or security reasons during the construction phase will be designed to avoid light spill into surrounding habitat, including works to be carried out during daylight hours to avoid night time working. Artificial lighting should not be used around the watercourse to avoid disturbing spawning or migrating fish species and other species such as bats or otters that may be commuting or foraging along the river channel. If night time working is unavoidable then artificial construction lighting will be kept to a minimum due to disturbance to bats and other animals. Furthermore, the applicant is seeking confirmation that the controls for the lighting (site wide) can be integrated into the existing lighting network so that the Highways Department can control lighting levels/brightness remotely off-site. Consequently, this element of the proposal has been appropriately considered. Both NRW and the Council's Biodiversity and Ecology Officer have requested a lighting strategy to be submitted to and approved prior to commencement, which is considered to be reasonable and appropriate in this instance (LDP Policy EP3).

6.12 Surface Water Drainage

6.12.1 The Council's Drainage Department advised that the proposed development would require a Sustainable Drainage System (SuDS) designed, constructed and maintained in accordance with the Statutory Standards for SuDS in Wales and approved by MCC as SuDS Approving Body (SAB). The requirement to obtain SAB consent sits outside of the planning process but is enforceable in a similar manner to planning law. It is a requirement to obtain SAB consent in addition to planning consent. Therefore, an appropriately worded informative will be imposed (LDP Policy SD4 compliance).

6.13 Environmental Health Matters

6.13.1 There is no objection from the Council's Environmental Health Department. However, they advised that there would likely be a negative impact on air quality during construction; therefore a planning condition requiring an appropriate construction management plan to eliminate or minimise/control emissions would be necessary. Of particular concern would be potential impact on the School Rowing Club and Riverside Park.

6.14 Welsh Water

6.14.1 The operational works including the construction of foundations and new abutments are located directly on top of or in close proximity to both public sewers and water mains. In its current form, Welsh Water has commented that it cannot support this proposal. Subsequent to this response, the applicants have engaged with Welsh Water and submitted the relevant application to explore options in order to accommodate all assets and required protection zones. These issues sit outside of the planning process, being the applicants' responsibility to ensure that all relevant consents are obtained prior to commencement.

6.15 Response to the Representations of Monmouth Town Council and Third Parties

6.15.1 There is no objection from Monmouth Town Council; they requested an additional bat survey to be carried out with a focus on the north side of the bridge and to include the qualifications of the surveyors as per the legal requirements and for the application to be considered by the Biodiversity department of MCC.

6.15.1.1 Response: The qualifications of the surveyors is set out in the Assessment. Both NRW and the Council's Biodiversity and Ecology Officer were consulted and they have raised no issue with regard to the methodology and quality of the submitted ecological assessments.

6.15.2 The following paragraphs will look at the queries and objections with regard to this application.

6.15.3 Will there be steps down to Monmouth School Boathouse at the Mayhill end of the bridge as people/pupils will want to jump over the fence onto the supporting pier as a short cut to the boathouse and school access path opposite this point?

6.15.3.1 Response: This proposal is specifically designed to provide a safe pedestrian/cycle crossing over the River Wye. No direct access is being proposed connecting between the proposed bridge and Monmouth School Boathouse (Mayhill side). A new eastern walkway will be built adjacent to the junction between the A466 and The Old School Road. This walkway is measured approximately 2-3m above the existing ground level with varying gradient along the River Wye.

6.15.4 Could the fence on the link walkway screening the houses on Old Mayhill Road be a living 'green wall' fence? This would prevent graffiti on a screen fence and be a more pleasant aspect for the residents; also more ecological and environmentally friendly.

6.15.4.1 Response: Appropriate ecological mitigation along with further biodiversity enhancements will be provided as part of the application. The final details of the walkway screening will be submitted and approved prior to commencement and the living green wall idea will be suggested to the design team for further consideration.

6.15.5 Whilst not part of the planning application area, the quadrant of dense overgrowth on Monmouth School land between the existing bridge and river over flow will become the focus/foreground for people walking along this link, looking back to the school and bridge. I appreciate that this overgrowth is good habitat for otters and 'Nature isn't Neat', but the existing timber handrail to the riverside path to this area is rotten and unsafe - which is why the stone stile is temporarily poorly blocked off. Could these be replaced with post and rails to match those on the new footbridge to improve safety, visual amenity and the 'public realm' please?

6.15.5.1 Response: This proposal is specifically designed to provide a safe pedestrian/cycle crossing over the River Wye. The maintenance and/or improvement of land/equipment outside the application site is beyond the remit of this application. However, these matters will be suggested to the design team for further consideration.

6.15.6 Lighting of the new bridge will undoubtedly be required but could potentially deter bats from using the area.

6.15.6.1 Response: This element was assessed by NRW and the Council's Biodiversity and Ecology Officer, and they have offered no objection.

6.15.7 There is a lot of research suggesting that pedestrians, especially the elderly and women feel very vulnerable when in a shared space with cyclists. The area is very isolated. Will lone women feel safe using it at night, without the security provided by the presence of passing vehicles?

6.15.7.1 The result of this application does not discourage the use of the existing old bridge. Rather, it would provide a choice for crossing the River Wye.

6.15.8 The pedestrian bridge does not address the issue of heavy traffic using the old bridge. Has the impact of the entrance/exit to the new car park on Wye Bridge Street been assessed for its impact on pedestrians?

6.15.8.1 Response: This proposal is specifically designed to provide a safe pedestrian/cycle crossing over the River Wye. In addition, as highlighted by the Council's AT Officer, the current road bridge is substandard in AT guidance and a deterrent to modal shift. This new bridge will create a segregated non-motorised route for safer walking and cycling between each side of the river, allowing people to move more easily around the settlement. This link will also feed into a wider planned network, supporting modal shift and reducing car dependency.

6.15.9 Will the pavements on the Wye Bridge will be removed to discourage the use of the Wye Bridge?

6.15.9.1 Response: This proposal is specifically designed to provide a safe pedestrian/cycle crossing over the River Wye.

6.15.10 Building a narrow footbridge next to another bridge is counterproductive. You should build a road bridge 200 yards downstream where the railway bridges are and pedestrianise the existing Wye Bridge, which would join the A466 Wye Valley Road to the B4293 just by the tunnels, Traffic coming from The Wye Valley and Forest of Dean would have a much safer access to the A40. By doing so, it would not impede on the Welsh Water property.

6.15.10.1 Response: This proposal is specifically designed to provide a safe pedestrian/cycle crossing over the River Wye. Prior to the submission of this application, an extensive level of consultation took place, which demonstrated strong support by the relevant stakeholders as well as local residents.

The operational works, including the construction of foundations and new abutments, are located directly on top of or in close proximity to both public sewers and water mains. The applicants have engaged with Welsh Water and submitted the relevant application to explore options in order to accommodate all Welsh Water's assets and required protection zones. Such requirements sit outside of the planning process, which is the applicants' responsibility to ensure that all relevant consents are obtained prior to commencement of development.

6.16 Well-Being of Future Generations (Wales) Act 2015

6.16.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

6.17 Conclusion

6.17.1 Having regard to all relevant material planning considerations as well as LDP Policies DES1, EP1, EP3, HE1, GI1, LC4, LC5, MV1, MV2, MV3, NE1 and SD4 the development is considered acceptable. *This is subject to the imposition of the planning conditions detailed below as well as endorsement of the Appropriate Assessment (AA) undertaken by NRW. The application would be re-presented to Committee should NRW not be able to endorse the conclusions of the AA.*

7.0 RECOMMENDATION: APPROVE

Conditions:

- 1 This development shall be begun within 5 years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 The development shall be carried out in accordance with the list of approved plans set out in the table below.

REASON: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

- 3 No development shall commence until a Construction Traffic Management Plan has been submitted to and approved by both the Local Planning Authority in consultation with Welsh Government (Transport), as highway authority for the Trunk Road Network (TRN). The

Construction Traffic Management Plan shall detail the proposals for the movement of construction traffic, evidencing no impacts upon the Trunk Road or associated structures. It shall also include hours of working on site for the duration of the development, identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust from the site preparation, groundwork and construction phases of the development. The approved Construction Traffic Management Plan shall be adhered to at all times.

REASON: To maintain the safety and free flow of trunk road traffic and to protect the amenity of neighbouring residential and commercial premises.

4 Prior to the commencement of development full and comprehensive details of soft and hard landscape works shall be submitted to and approved in writing by the Local Planning Authority.

Details shall include:

o Detailed scaled plans, showing existing and proposed levels inclusive of any onsite soils deposition and regrading.

o Proposed and existing utilities/services above and below ground including impacts of any proposed diversions.

o Soft landscape details for landscaping to include planting plans, specifications including species, size, density, number and location, cultivation and other operations associated with planting and seeding establishment, inclusive of SUDS green engineering.

o Hard landscape materials to include surfacing, SUDs, location of proposed lighting, fencing, benches, ramps and access, minor artefacts and structures (e.g. interpretation, feeder pillars and signs).

o Lighting strategy

REASON: In the interests of visual and landscape amenity; in accordance with LDP Policies DES1 & LC1/5.

5 All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the use of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

REASON: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and ensure the provision afforded by appropriate Landscape Design and Green Infrastructure LDP Policies LC5, DES1, S13, and GI1 and NE1.

6 An updated and proportionate Green Infrastructure Management Plan shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the Management Plan shall include the following;

a) Description and evaluation of Green Infrastructure assets to be identified, protected and managed in the GI management plan.

a. Trees, Grassland, Shrubs, wildflower, understorey and hedgerows inclusive of strategic planting

b. Green corridors

c. Habitats associated with protected species

b) Opportunities for enhancement to be incorporated

a. Management of tree, understorey and hedge buffer strips to increase and maintain diversity, connectivity and screening

b. Maintain habitat connectivity through and or around the perimeter of the site for species

c. New landscaping and habitats to compensate for loss

c) Trends and constraints on site that might influence management of above features.

d) Aims and objectives of management.

e) Appropriate management options for achieving aims and objectives.

f) Prescriptions for management actions inclusive of landscaping, landscape planting and SUDS.

g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty year period).

h) Details of the body or organization responsible for implementation of the plan.

i) Ongoing monitoring and remedial measures.

The Management Plan shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery as appropriate. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the Green Infrastructure Management Plan are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning Green

Infrastructure objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To secure appropriate ecological mitigation and biodiversity net benefit on the site as required in Planning Policy Wales Edition 11. To maintain and enhance Green Infrastructure Assets in accordance with LDP policies, DES1, S13, GI1, NE1, EP1 and SD4. (Legislative background - Well Being of Future Generations Act 2015, Planning (Wales) Act 2015 Environment (Wales) Act 2016).

7 The approved Lighting Strategy titled 'Wye Bridge Active Travel WeITAG Stage 3 - Street Lighting' shall be hereby implemented in full and shall be retained as such in perpetuity. Evidence of compliance with the plan in the form of georeferenced photographs must be provided to the Local Planning Authority no more than three months later than the first beneficial use of the bridge. REASON: To safeguard foraging/commuting habitat of Species of Conservation Concern in accordance with LDP policy NE1 and safeguard populations associated with Wye Valley Woodlands SAC and Wye Valley 7 Forest of Dean Bat Sites SAC.

8 No development shall take place (including ground works, vegetation clearance) until a Construction and Environmental Management plan (CEMP) has been submitted to and approved by the Local Planning Authority prior to the determination of the application. The CEMP shall include the following as a minimum:

- Risk assessment of potentially damaging construction activities.

Identification of "protection zones".

- Details of any in-channel works and precautionary measures to prevent impacts to SAC qualifying fish species, including pre-works survey, details of piling noise/vibration mitigation and timing considerations;

Detailed method statements (both physical measures and sensitive working practices) to avoid or reduce impacts on protected species during construction, including:

1. Otter
2. Reptiles
3. Hazel Dormice
4. Nesting Birds
5. Hedgehog

- The location and timing of sensitive works to avoid harm to biodiversity features.

- The times during construction when specialist ecologists need to be present on site to oversee works.

- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

- Use of protective fences, exclusion barriers and warning signs.

General site management: details of the construction programme including site clearance, method statements, surface water management and measures, site waste management and disposal, sustainable drainage (pre- and post-construction), maintenance and monitoring programmes;

- Pollution prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including;

1. Identify all potential pathways for pollutants to enter the River Wye and ensure suitable mitigation is put in place, including details of emergency spill procedures and an incident response plan;

2. Details of how concrete mixing and washing areas will be managed

3. Details of oil and chemical storage

- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details;

- A biosecurity risk assessment that considers non-native species (INNS) and specific diseases'.

The development shall be implemented in accordance with the approved CEMP.

REASON: To safeguard the integrity of the River Wye SAC in accordance with the Habitats Regulations Assessment for the proposal and provide protection for species of conservation concern.

9 Samples of the proposed external finishes shall be agreed with the Local Planning Authority in writing before works commence and the development shall be carried out in accordance with those agreed finishes which shall remain in situ in perpetuity unless otherwise approved in writing by the Local Planning Authority. The samples shall be presented on site for the agreement of the Local Planning Authority and those approved shall be retained on site for the

duration of the construction works.

REASON: To ensure a satisfactory form of development takes place and to ensure compliance with LDP Policy DES1.

10 No development shall take place until the following details have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with those agreed details which shall remain in situ in perpetuity.

- Details of the balustrade detailing and materials
- Details of raised protection/balustrade for the eastern ramp
- Details of the proposed stone wall for the eastern ramp to hide pillars
- Details of the colour of the steel archway and cables, together with steel sub structure below deck (pillars)
- Details of the paving materials in order to compliment the listed building especially at the junction of the eastern ramp
- Details of any retaining or enclosing features to either ramp
- Details between the proposal and to the existing underpass
- Details of the proposed cycle parking,
- Details of the bollards spacing and the landing lengths.

REASON: To ensure a satisfactory form of development takes place and to ensure compliance with LDP Policy DES1.

11 Full details of the privacy screen/parapet on east facing elevation of the Active Travel Bridge approach ramp on the east bank of the River Wye shall be submitted to the LPA for approval prior to commencement of the development.

Submission details must include and demonstrate to the satisfaction of the LPA measures that will (1) protect the privacy of adjacent occupants residing at nos. 1 to 3 Wyebridge Cottages, The Old Road, Mayhill, Monmouth NP25 3LS and (2) details/species of planting to screen and minimise the visual impact of the eastern approach ramp. The approved details shall be implemented in full before the bridge is brought into beneficial use and retained as such in perpetuity.

REASON: In the interests of protecting neighbouring privacy and visual amenity and maintaining the character of the Lower Wye Valley Registered Historic Landscape, in accordance with policy LC5 'Protection and Enhancement of Landscape Character', S17 'Place Making and Design', S13 'Landscape, Green Infrastructure and the Natural Environment', DES1 'General Design' of the Monmouthshire County Council Local Development Plan.

12 Prior to the first use of the Active Travel Bridge, a flood evacuation and management plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter take place in accordance with the approved details.

REASON: In the interests of health and safety of pedestrians and cyclists using the Active Travel Bridge, in accordance with policy S12 and SD3 of the Monmouthshire County Council Local Development Plan.

INFORMATIVES

1 The proposed development (including any demolition) has been screened under the Environmental Impact Assessment Regulations and it is considered that an Environmental Statement is not required.

2 Please note that Bats are protected under The Conservation of Habitats and Species (Amendment) Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended). This protection includes bats and places used as bat roosts, whether a bat is present at the time or not. If bats are found during the course of works, all works must cease and Natural Resources Wales contacted immediately. Natural Resources Wales (NRW) (0300 065 3000).

3 All birds are protected by the Wildlife and Countryside Act 1981. The protection also covers their nests and eggs. To avoid breaking the law, do not carry out work on trees, hedgerows or buildings where birds are nesting. The nesting season for most birds is between March and September.

4 Following the implementation of the Sustainable Drainage (Approval and Adoption) Order 2018, elements of the proposed development will require a sustainable drainage system (SuDS) designed in accordance with the Welsh Government's Standards. The SuDS scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing on site. It is recommended that the applicant approach the SAB for pre-application advice prior to formal submissions to the LPA as the SAB requirements can affect site layout. Details and application forms can be found at <https://www.monmouthshire.gov.uk/sab>. The SAB is granted a period of at least seven weeks to determine applications. In practice revisions are normally required to proposals. This extends the time period required. If for any reason you believe your works are exempt from the requirement for SAB approval, I would be grateful if you would inform us on SAB@monmouthshire.gov.uk so we can update our records accordingly.

5 There are public footpaths in the vicinity of this proposed development that make up sections of the Offa's Dyke Path and the Wye Valley Walk. These routes currently utilise the road bridge to link to public footpaths on each side of the river. The installation of the proposed footbridge would make the river crossing for these routes safer and more commodious. Once the structure is completed it may be appropriate to create the route over the bridge as a Public Right of Way to preserve access in perpetuity.

6 Welsh Government as highway authority for the A40 trunk road comment - In line with BS 8300- 1:2018 (cl. 9.2.5) an edge protection would be beneficial on the ramps in particular for edge-detection by cane.

7 Landscape and GI –
BS 5837:2012 Trees in relation to design, demolition and construction to provide further guidance on tree protection

LDP Policy NE1 – Nature Conservation and Development seeks to ensure the protection and enhancement of wildlife and landscape resources by appropriate building design, site layouts, landscaping techniques and choice of plant species.

Planning Policy Wales – Net Benefit for Biodiversity

Planning Policy Wales (PPW) 11 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity” (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 11 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

8 Water contaminated with silt or other pollutants can't be discharged directly to surface or ground water without treatment - an environmental permit may be required for any discharges. Refer to NRW permitting pages for guidance.

9 If there is a requirement for temporary dewatering from excavation, please refer to the UK Gov.UK guidance.