



Amey



Planning Statement

New Chetwynd Bridge

D0359B-PA-023-R0

17/12/2024

Document Control Sheet

REPORT TITLE:	Planning Statement
REPORT NUMBER:	D0359B-PA-023-R0
PROJECT NAME:	New Chetwynd Bridge
PROJECT NUMBER:	D0359B

STATUS/AMENDMENT	PREPARED	REVIEWED	APPROVED
R0 Original Document	Name: Rhys Bevan Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
[Enter details of amendment]	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
[Enter details of amendment]	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
[Enter details of amendment]	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:

Executive Summary

The proposed development consists of the following key elements;

- Conversion of the historic grade II* listed Chetwynd Bridge from a road bridge with a 7.5 Tonne restriction on the A513 Croxall Road with single lane running traffic control signals to a pedestrian and cycle only bridge. This will form a key link between the National Memorial Arboretum (NMA), the Croxall Wildlife Reserve and the new wildlife area for the local community and visitors.
- Construction of a new bypass bridge over the River Tame to accommodate normal highway loading.
- Extensive landscaping and biodiversity net gain to convert approximately 4 hectares of poor grade sterile farmland into open amenity and recreational space for the local community.
- Flood relief measures to ensure no increase in flooding to the local community as a result of the new development.

A simple qualitative assessment of the impacts of the proposed development is based on the Department for Transport publication Transport Analysis Guidance (TAG) May 2023. The qualitative metrics include Economy, Environment Social and Public Accounts. However, to make these more relevant to the Staffordshire Vision as stated in the Strategic Plan 2022 to 2026, these have been tweaked slightly. Hence the revised metrics used are customer service, economic development, environmental impact, local community, and social impact yielding the following analysis.

Customer Service would be significantly improved for all road users as the existing Chetwynd Bridge would be converted to a separated pedestrian / cycleway bridge. The new road bridge would be built to modern standards with improved safety for all users with modern lane widths and road curvature.

Economic Development of this area may be significantly improved due to improved connectivity and reliability of this section of highway network. The new road bridge would provide a structurally sound bridge crossing. While the existing Chetwynd Bridge could become a landmark feature.

Environmental impact would be significantly improved as the current bottle neck caused by Chetwynd Bridge would be removed. Traffic could move unimpaired hence reducing pollution caused by queuing traffic for events at the National Memorial Arboretum and Catton Park. Also, the Historic Bridge would cease to deteriorate from being overloaded by modern traffic.

The local community and social impact from the construction of a new bridge may significantly improve the situation for local residents, businesses and farmers by removing the current single lane running restriction over the bridge. The existing bridge could become a landmark feature connecting the National Memorial Arboretum with Croxall Lakes Wildlife Sanctuary, providing a much needed and improved separated pedestrian and cycleway access.

This is deemed a very low risk option based on the quantitative and qualitative metrics considered and offers a very good value long term investment opportunity.

Note; the proposed development resolves all of the problems associated with the existing failing historic Chetwynd Bridge. This approach provides a long term structurally sound bridge crossing and improves safety for all users with modern road alignment. The value-added benefits are the old bridge will be reused to provide a separated pedestrian/cycleway. Connectivity and reliability will be much improved, and congestion reduced. This option also offers new opportunities for development of the local area and massively reduces the repair/maintenance requirements of the existing bridge which will be preserved as a key Staffordshire Landmark.

Contents

- 1. Introduction 3**
- 2. The Site, Context & Proposal 5**
 - 2.1. The Site 5
 - 2.2. Background 5
- 3. Planning Policy Context & Assessment..... 6**
 - 3.1. National Planning Policy..... 6
 - 3.2. Local Planning Policy 7
- 4. Conclusion 13**
- Appendix A: Location Plan..... 14**
- Appendix B: Pre-application Details..... 16**

1. Introduction

- 1.1.1 This Planning Statement has been prepared on behalf of Staffordshire County Council and supports a full planning application for the construction of a new Chetwynd Bridge and Bypass.
- 1.1.2 This Statement sets out the content of the planning application and the proposals in a clear and informative way. The statement will then assess the merits of the planning application against prevailing planning policies at both the national and local level, as well as considering policies and guidance emerging in relevant new policy documents, and other material considerations. It will also bring together additional supporting information accompanying the planning application. It will be shown that the proposals are in accordance with national and local planning policies. Accordingly, it is respectfully requested that planning permission is granted.
- 1.1.3 The planning application is for the development within the red line boundary (**Appendix A** D0359B-R01-001 Location Plan) and includes:
- Construction of new highway from east of Barley Green Lane and west of the Tamworth to Burton Upon Trent Railway Line
 - Construction of a new bridge crossing the River Tame
 - Associated flood compensatory storage
 - Landscaping and biodiversity enhancements.
- 1.1.4 The highway authority is permitted to carry out improvements within or adjacent to the existing local highway and therefore does not require planning permission for the areas within the blue line boundary (**Appendix A** - D0359B-R01-001 Location Plan). This is in accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015.
- 1.1.5 The objective of the Scheme is to:
- Providing a long term structurally sound bridge crossing.
 - Resolving the overloading of cast iron elements on Chetwynd Bridge.
 - Improving safety for all users with modern lane widths, road curvature etc.
 - Separated pedestrian/cyclist facilities, (links National Cycleway Network).
 - Improved connectivity and reliability.
 - Reduced congestion, National Memorial Arboretum and Catton Park events.
 - Preservation of the original historic Chetwynd Bridge, (landmark feature).
 - Offering new opportunities for development of local area.
 - Reducing the repair/maintenance requirements of Chetwynd Bridge.
 - Negates the need for weight restrictions on the A513, (20-mile diversion).
 - Improved environmental outcomes, reduced pollution from queuing traffic etc.
 - Improved visitor experience to National Memorial Arboretum etc.
 - Solves current traffic restriction on Chetwynd Bridge (one lane running).
- 1.1.6 It will enable the County Council to achieve its three priority outcomes, in particular the first one:
- Be able to access more good jobs and feel the benefits of economic growth
 - Be healthier and more independent
 - Feel safer, happier and more supported in and by their community.

1.1.7 The material submitted in support of this application is as follows:

- Location Plan
- Technical Drawings and 3D visualisations prepared by Amey;
- Design and Access Statement prepared by Amey;
- Heritage Statement, prepared by Headland Archaeology;
- Construction Noise Assessment and Dust Management Plan, prepared by Amey
- Construction Environmental Management Plan, prepared by Amey
- Tree Survey / Arboriculture Impact Assessment, prepared by Kaarbon Tech;
- Topographical Survey, prepared by Terra Measurement;
- Landscaping Scheme, prepared by SCC Landscape Architect;
- Flood Risk Assessment, prepared by JBA Consulting;
- Surface Water Drainage Strategy, prepared by Amey;
- LCRM Phase 1 Desk Study, prepared by Amey;
- Whole Life Carbon Assessment, prepared by Amey;
- Utilities Statement, prepared by Amey;
- Environmental Assessment documents, prepared by Amey;
- Construction Environmental Management Plan (CEMP), prepared by Amey
- Biodiversity Net Gain (BNG), prepared by SCC; and
- 30 Year Habitat Management and Monitoring Plan (HMMP) prepared by SCC.

2. The Site, Context & Proposal

2.1. The Site

- 2.1.1 The site is located off the A513 to the east of Alrewas, Burton on Trent. The site is predominantly rural with open mixed farmland surrounding the bridge with the exception of the National Memorial Arboretum, approximately 50m to the northwest of the bridge and the Croxall Lakes wildlife reserve approximately 100m the northeast of the bridge.

2.2. Background

- 2.2.1 Chetwynd Bridge is an early three span iron arch structure which has been in continuous service for nearly 200 years, carrying the A513 over the River Tame, serving the National Memorial Arboretum and Catton Park. Constructed in 1824 by the Coalbrookdale Company, the Grade 2* Listed Chetwynd Bridge is deemed the younger sister of the original Ironbridge, also the largest surviving pre-1830 cast iron bridge in England, (second largest in the world).
- 2.2.2 In January 2019 traffic lights and Temporary Concrete Vehicle Barriers (TVCB's), were implemented as an emergency arrangement to provide minimal acceptable vehicle containment in accordance with UK Bridge Standards, given the reduced integrity and stability of the original bridges parapets. The existing parapets have been monitored for deterioration for years, however this had recently accelerated and given the poorer weather throughout December 18 and January 19, the risk of an incident was too great to do nothing.
- 2.2.3 During the 2021 / 2022 refurbishment works it was noted that differential deck movement was directly loading the 200-year-old cast iron arch structure leading to progressive damage of the bridge. Hence a comprehensive structural assessment of the bridge deck was undertaken which confirmed differential deck movement was over-loading key heritage components, such that a 7.5 tonne, single lane Traffic Regulation Order was required.
- 2.2.4 Following the issue of the 2021 Options Report, Staffordshire County Council decided to progress Option (6) - Structural refurbishment of Chetwynd Bridge as a Pedestrian Bridge and construction of a new Road Bridge as soon as reasonably practicable.

Pre-application Advice

- 2.2.5 The Applicant received pre-application advice from the LPA on the 5th October 2023. The key points confirmed in the LPA's pre-application advice are outlined in [Appendix B](#), together with a summary of how the advice has been taken account of in the application.

Consultation

- 2.2.6 All known stakeholders have been consulted as part of the development of the scheme and engagement will continue to resolve concerns where the project is able to do so.
- 2.2.7 The County Council has been in detailed dialogue with Lichfield Borough Council, Active Travel England, utility companies and environmental organisations. The scheme does not have a material impact on trunk roads or motorways managed by National Highways.
- 2.2.8 Please see D0359B-PA-025-R0 Statement of Community Involvement for details of the engagement received to date.

3. Planning Policy Context & Assessment

3.1. National Planning Policy

- 3.1.1 National planning policy is set out in the National Planning Policy Framework (NPPF) (July 2021). The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The following paragraphs outline the specific sections of the NPPF relevant to the proposed scheme and how they have been considered.

Section 2 – Achieving Sustainable Development

- 3.1.2 An economic role: contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.

The new Chetwynd Bridge and Bypass will help boost the local economy by improving connectivity, reducing congestion and improving journey time reliability. Furthermore, reducing flood risk by providing a new raised bridge along the A513 will encourage investment in the local area by having more reliable transport links.

- 3.1.3 A social role: supporting strong, vibrant and healthy communities, by creating a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

The new Chetwynd Bridge and Bypass will improve access to essential services including healthcare, education and retail. By reducing journey times, there will also be an improvement in work-life balance which contributes to a more sustainable community.

- 3.1.4 An environmental role: contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The new road will promote sustainable transport by providing a new off-road pedestrian corridors between The National Memorial Arboretum and Croxall Lake. Furthermore, the new bridge will provide a more climate change resilient asset by accounting for flooding and including sustainable drainage systems.

Section 9 – Promoting Sustainable Transport

- 3.1.5 Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

The timing of the New Chetwynd Bridge and Bypass are of paramount importance. Due to the deterioration of the existing bridge, the opportunity to provide a replacement structure while the existing is in use must be capitalised.

- 3.1.6 Opportunities to promote walking, cycling and public transport use are identified and pursued;

The scheme will unlock the existing bridge to be used as a new walking route without any vehicular traffic. This will link the Croxall Lakes with Public Footpath 5 and 34 to provide an enhanced walking route.

- 3.1.7 The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;

The environmental impact of the proposed scheme has been assessed in the Environmental Screening report and Preliminary Environmental Assessment Report. Mitigation will be provided in the form of landscaping to achieve a biodiversity net gain.

- 3.1.8 Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

The new bridge and bypass is critical to facilitate any future development in Alrewas.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

- 3.1.9 Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

The scheme will provide a raised structure which will reduce the risk of the road flooding and improve journey reliability.

Section 15 - Conserving and enhancing the natural environment

- 3.1.10 Planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils.

The scheme involves the enhancement of 2.3 Ha of agricultural land to provide wetland habitats.

Section 16 - Conserving and enhancing the historic environment

- 3.1.11 Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

The existing Chetwynd Bridge is in a state of deterioration due to excessive traffic loading. Providing the new bridge and bypass will protect and preserve the existing Grade 2* listed bridge so it can continue to be enjoyed.

3.2. Local Planning Policy

The Minerals Local Plan for Staffordshire 2015 to 2030

Policy 3: Safeguarding Minerals of Local and National Importance and Important Infrastructure

- 3.2.1 Within a Mineral Safeguarding Area, where important mineral resources do exist, except for those types of development set out in appendix 6, non-mineral development should not be permitted unless it has been demonstrated that:

- a) the non-mineral development is temporary and does not permanently sterilise the mineral; or,
- b) the material planning benefits of the non-mineral development would outweigh the material planning benefits of the underlying or adjacent mineral; or,
- c) it is not practicable or environmentally acceptable in the foreseeable future to extract the mineral.

The scheme is within the Safeguarded Mineral Infrastructure Site for sands and gravel. The scheme does not meet any of the exemptions listed in appendix 6, however, it is not practicable or environmentally acceptable in the foreseeable future to extract the mineral in this location due to the proximity to the River Tame and its flood plain.

Lichfield District Local Plan Strategy 2008 – 2029

3.2.2 Core Policy 1 – The Spatial Strategy

The District's significant high quality natural and built environment and key tourism assets will be protected and enhanced in their own right. This is vital to the particular distinctiveness and character of the District, providing opportunities for increased biodiversity, recreation, tourism, inward investment, improved health and wellbeing and sense of local identity. Significant assets include the District's important historic environment and natural, landscape and tourism assets which include conservation areas, Lichfield Cathedral (including views to and from), Cannock Chase Area of Outstanding Natural Beauty (AONB) and Special Area of Conservation (SAC), Chasewater Country Park, The National Forest and the Forest of Mercia, **The National Memorial Arboretum**, Drayton Manor Park, the Central Rivers area and the green infrastructure corridor which forms the line of the route for a restored Lichfield Canal.

The new Chetwynd Bridge will help meet The Spatial Strategy by providing the necessary infrastructure to connect to significant tourism assets such as the National Memorial Arboretum.

3.2.3 Core Policy 2: Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

The new Chetwynd Bridge will provide enhanced walking routes to improve social and environmental conditions. The new bridge will also reduce journey times for goods deliveries improving the economic conditions.

3.2.4 Core Policy 3: Delivering Sustainable Development

The Council will require development to contribute to the creation and maintenance of sustainable communities, mitigate and adapt to the adverse effects of climate change, make prudent use of natural resources, reduce carbon emissions, enable opportunities for renewable energy and help minimise any environmental impacts.

The New Chetwynd Bridge has undertaken a whole life carbon assessment to identify carbon hotspots and opportunities to reduce the embodied and operational carbon at different stages of the assets life from inception to demolition.

Give priority to utilising ground infiltration drainage techniques and including sustainable drainage techniques and incorporate other sustainable techniques for managing surface water run-off such as green roofs in new development and in retro-fitting where historic flooding events have been identified;

The new bridge will also maximise opportunities to protect and enhance biodiversity, geodiversity and green infrastructure by enhancing 10 acres of land adjacent to the site.

Further details of sustainable drainage are included in the drainage strategy document (D0359B-AMEY-HDG-A513-RP-CD-0001).

3.2.5 Core Policy 4: Delivering our Infrastructure

New development must be supported by the required infrastructure at the appropriate stage. The District Council will work in partnership with infrastructure providers, funding bodies, key stakeholders and other agencies and organisations to ensure a co-ordinated delivery of facilities and infrastructure to ensure that the District's communities function in a sustainable and effective manner. This includes continued joint working with other local authorities to facilitate cross boundary needs.

The existing bridge is already unsuitable for the current demands, providing the new bridge will facilitate the development of other infrastructure.

New facilities must be located and designed so that they are integrated, accessible and compatible with the character and needs of the local community.

The new bridge has been designed with consideration to the needs of the local community, please see D0359B-PA-025-R0 Statement of Community Involvement for details.

3.2.6 Core Policy 5: Sustainable Transport

Accessibility will be improved and transport choice widened, by ensuring that all new development is well served by an attractive choice of transport modes, including public transport, footpaths and cycle routes to provide alternatives to the use of the private car and promote healthier lifestyles.

The new bridge will involve the diversion and improvement of the Public Footpath 5 and 34 to improve connectivity between Croxall Lakes and The National Memorial Arboretum, as well as the enhanced local surroundings. Furthermore, the new bridge will help improve road safety by removing the regularly ignored weight restriction and 20mph speed limit.

3.2.7 Core Policy 13: Our Natural Resources

The District Council will seek to deliver an enhanced relationship between the countryside and settlements by creating linkages and corridors that provide for the integration of people, fauna and flora in both rural and urban locations, especially where there are opportunities to reduce health inequalities. The role of the Green Belt will be important in meeting these needs/enhancing this relationship.

The new bridge will involve the diversion and improvement of the Public Footpath 5 and 34 to improve connectivity between Croxall Lakes and The National Memorial Arboretum, as well as the enhanced local surroundings. The local surroundings will be enhanced to meet the biodiversity requirements by planting new plants and tree to create new habitats.

Core Policy 14: Our Built & Historic Environment

The District Council will protect and improve the built environment and have special regard to the conservation and enhancement of the historic environment through positive action and partnership working. The historic environment contributes to sustainable communities, including economic vitality, and new development must make a positive contribution to the historic environment's local distinctiveness.

The new bridge will help preserve the existing historically significant bridge by removing all vehicular traffic.

3.2.8 Policy SC1: Sustainability Standards for Development

Minimum sustainability standards are required for all new build and retrofitted developments to ensure that development minimises environmental impacts, including lowering the demand for energy and water, securing the efficient use of resources and achieving greater resilience to changes in climate.

Non-residential development over 1000m² should be built to the Building Research Establishment's Environmental Assessment Method (BREEAM New Construction) 'Very Good' standard, and from 2016 to the BREEAM New Construction 'Excellent' standard.

A whole life carbon assessment was undertaken on 14/06/2024 using relevant policy and guidance including: PAS 2080:2023, Bath Inventory of Carbon and Energy and OneClickLCA software. The baseline scenario calculated 3,537.18 Tonnes CO₂e, "hot spots" have been identified which through material specification and careful selection of suppliers can help reduce embodied and construction carbon.

3.2.9 Policy ST2: Parking Provision

The District Council will require appropriate provision to be made for off street parking in development proposals in accordance with its maximum parking standards set out in the Sustainable Design SPD.

The scheme does not increase the anticipated demand for parking. However, the design has considered the existing issue of illegal on street parking over the existing bridge by providing bollards and kerbs to prevent parking on both the existing and new bridge.

The District Council will require the provision of sufficient, safe, weatherproof, convenient and secure cycle parking and associated facilities within all new developments to assist in promoting cycle use.

The Proposed Scheme involves converting the existing bridge into a traffic-free pedestrian and cycleway route between the National Memorial Arboretum (NMA) and Croxall Lake. The design includes provision of new access steps with cycle wheeling ramps between the existing bridge and the NMA. Active Travel England will continue to be engaged as the proposals develop to Detailed Design stage.

3.2.10 Policy NR1: Countryside Management

The countryside of Lichfield District is valued as an asset in its own right and will be protected.

It is recognised that the new bridge will see the existing agricultural land adjacent to it be enhanced into biodiversity rich land. This land has limited use for crop production due to being in flood zone 3, therefore the impact on the wealth of resources is minimal.

3.2.11 Policy NR3: Biodiversity, Protected Species & their Habitats

Proposals should seek to contribute towards the United Kingdom Biodiversity Action Plan (UK BAP) priority habitats and species in Lichfield District, and any additional Staffordshire or National Forest Biodiversity Action Plan species.

The Proposed Scheme can achieve the mandatory net gain of 10%, refer to the BNG report for details of metric expected values.

3.2.12 Policy NR4: Trees, Woodland & Hedgerows

In order to retain and provide local distinctiveness in the landscape, trees, veteran trees, woodland, ancient woodland, and hedgerows, are of particular significance. Trees and woodland will be protected from damage and retained, unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved.

An arboriculture assessment has been undertaken to BS 5837:2012, where impacts are identified these will be assessed and appropriate management or mitigation measures will be made to ensure the retention and protection of the more important trees.

3.2.13 Policy NR5: Natural & Historic Landscapes

Development will be permitted where it does not negatively impact upon the geological, archaeological and historically important landscapes in the Lichfield District. The character and significance of the natural and historic landscape will be safeguarded through decisions which protect, conserve and enhance sites of international, national, regional and local importance.

Please refer to P24-340 - Heritage Statement and LCRM Phase 1 Desk Study for details.

3.2.14 Policy NR6: Linked Habitat Corridors & Multi-functional Greenspaces

New habitats and links between habitats should be created to enhance biodiversity and to mitigate against climate change by providing opportunities for species to move or migrate. Rural and urban proposals will be expected to create and link green infrastructure providing new and enhancing existing green and river corridors in line with Biodiversity Opportunity Mapping evidence. These corridors should form part of multi-functional green spaces which are integrated into the public realm for amenity, biodiversity, health benefits and human adaption to climate change.

Please refer to Ecological Impact Assessment, HRA Screening report and Landscape Character Area for details.

3.2.15 Policy NR8: River Mease Special Area of Conservation

Development will only be permitted where it can be demonstrated that it will not be likely to lead directly or indirectly to an adverse affect upon the integrity of the Mease Special Area of Conservation (SAC). Development that falls within the water catchment of the Mease SAC will require an assessment under the Habitat Regulations.

Please refer to Habitat Management and Monitoring Plan.

3.2.16 Policy NR9: Water Quality

Development will be permitted where proposals do not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of wastewater by whatever means.

The drainage strategy (D0359B-AMEY-HDG-A513-RP-CD-0001) outlines the water treatment measures introduced to the highway drainage network to ensure highway runoff quality is controlled.

3.2.17 Policy BE1: High Quality Development

The significance of the historic environment, such as archaeological sites, sites of historic landscape value, **listed buildings**, conservation areas, locally listed buildings and skylines containing important historic, built and natural features (in conjunction with Policy NR5); **Reducing carbon emissions**, by appropriate use of sustainable design and renewable energy schemes (in conjunction with the relevant sections of Core Policy 3, & Policies, SC1 and SC2);

The New Chetwynd Bridge has undertaken a whole life carbon assessment to identify carbon hotspots and opportunities to reduce the embodied and operational carbon at different stages of the assets life from inception to demolition.

[Alrewas neighbourhood plan \(Alrewas neighbourhood plan \(lichfielddc.gov.uk\)\)](https://www.lichfielddc.gov.uk/alrewas-neighbourhood-plan)

3.2.18 Policy TT2 Pedestrian and Cycle Access

The provision of a safe pedestrian and cycle access from the village centre across the A38 to the National Memorial Arboretum, the National Forest and the Central Rivers Initiative Area will be supported.

The proposed scheme will help achieve the above policy by removing vehicular traffic from the existing bridge.

3.2.19 Policy TT6 Road Noise and Air Pollution

Proposals to reduce noise and air pollution arising from the A38 and A513, and which respect local character, residential amenity and highway safety will be supported.

The new bridge will effectively form a bypass for traffic currently using the existing bridge. The proposed scheme has a construction noise assessed, as this level of assessment was considered appropriate by the Lichfield District Council Environmental Health Team (EHO), and Dust Management Plan (DMP) produced only.

3.2.20 Policy PR1 Protection and Enhancement of Public Open Spaces

The protection and enhancement of publicly accessible wildlife area and the canal side environment, and the maintenance or improvement of public rights of way, will be supported.

3.2.21 Policy PR2 Public Rights of Way

The provision of disabled access to public rights of way will be supported. The provision of integrated cycling and walking infrastructure linking new development to services and facilities is supported.

The existing public footpaths will be diverted and improved as part of this scheme, using flood resilient footpath materials and flatter gradient routes.

3.2.22 Policy PR4 Trees and Hedges

Development proposals that damage or result in the loss of trees and hedges of good arboricultural, ecological and amenity value will not be supported unless it can be demonstrated that such loss can be suitably mitigated through re-provision of equal or greater ecological, arboricultural and amenity value elsewhere. Proposals should be designed to retain trees and hedges of arboricultural, ecological and amenity value.

The new Bridge has been designed to limit the loss and damage of trees and hedges, however there is still some removal required. This has been mitigated with offset planting in the adjacent land.

[Fradley neighbourhood plan \(lichfielddc.gov.uk\)](https://www.lichfielddc.gov.uk/fradley-neighbourhood-plan)

3.2.23 Policy FRANP8: Minimising the landscape impact of development

A. Development must respect important natural and heritage features and provide net gains in biodiversity where possible. The retention and enhancement of river banks will be supported.

B. Development should not result in the net loss of biodiversity or green infrastructure, including hedgerows.

The Proposed Scheme can achieve the mandatory net gain of 10%, refer to the BNG report for details of metric expected values.

3.2.24 Policy FRANP11: Cycling, walking and disability access routes

A. Development proposals to improve cycling, walking and disability access, including those that separate cycle and pedestrian routes from vehicular traffic will be supported.

B. Proposals to enhance the identified Movement Routes will be supported.

The new bridge will remove all vehicular traffic from the existing bridge allowing it to be used as a pedestrian route between the National Memorial Arboretum and Croxall Lakes.

Staffordshire Vision – Strategic Plan 2022 - 2026

3.2.25 Support Staffordshire's economy to grow, generating more and better paid jobs

Economic Development and creation of jobs in this area may be significantly improved due to improved connectivity and reliability of this section of highway network. The new road bridge would provide a structurally sound bridge crossing. While the existing Chetwynd Bridge could become a landmark feature.

3.2.26 Tackle climate change, enhance our environment, and make Staffordshire more sustainable

Operational carbon emissions would be significantly improved as the current bottle neck caused by Chetwynd Bridge would be removed. Traffic could move unimpaired hence reducing pollution caused by queuing traffic for events at the National Memorial Arboretum and Catton Park.

3.2.27 Encourage good health and wellbeing, resilience and independence

The existing bridge could become a landmark feature connecting the National Memorial Arboretum with Croxall Lakes Wildlife Sanctuary, providing a much needed and improved separated pedestrian and cycleway access. Furthermore, the adjacent land will be enhanced, along with improved Public Footpaths to give more people access to nature and improve health and wellbeing.

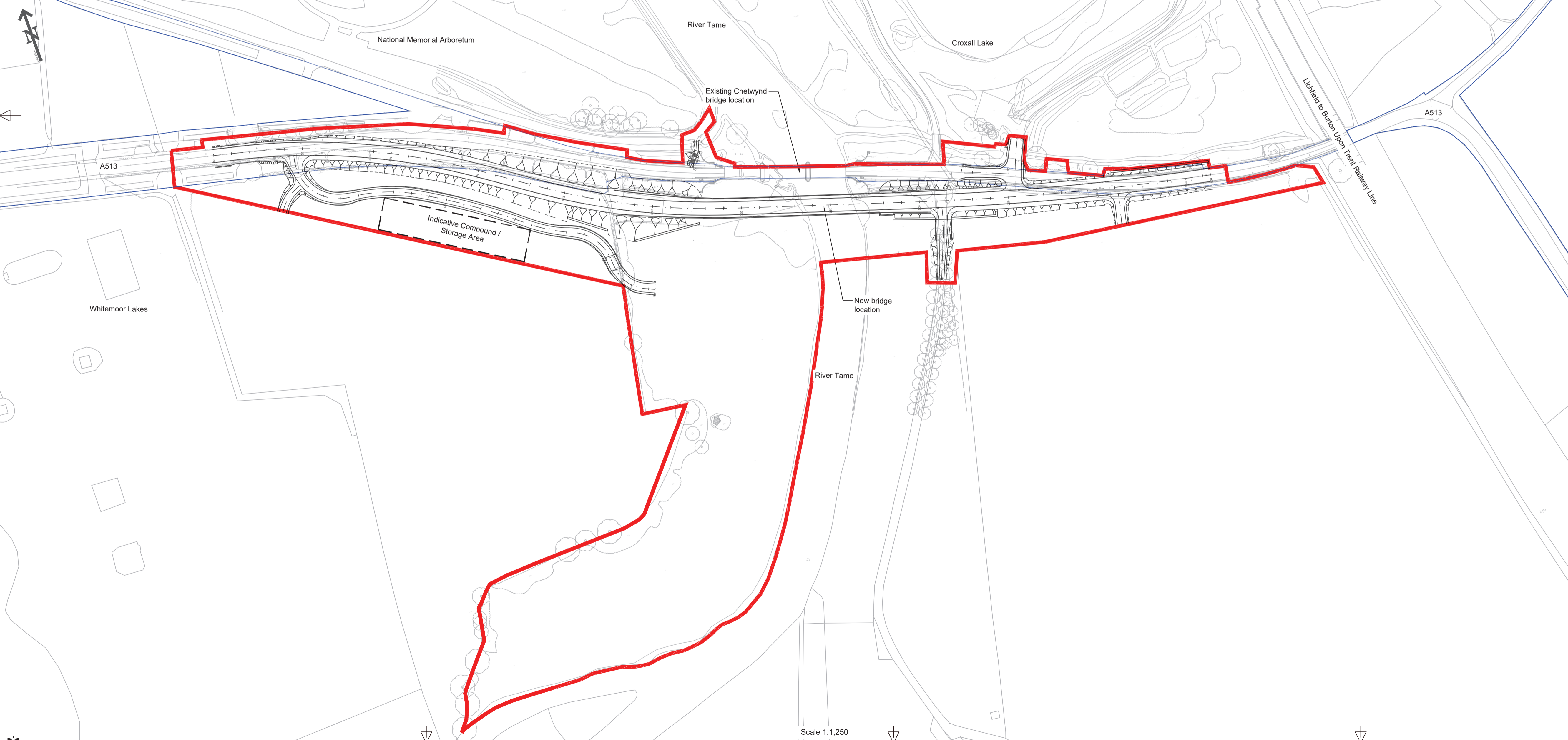
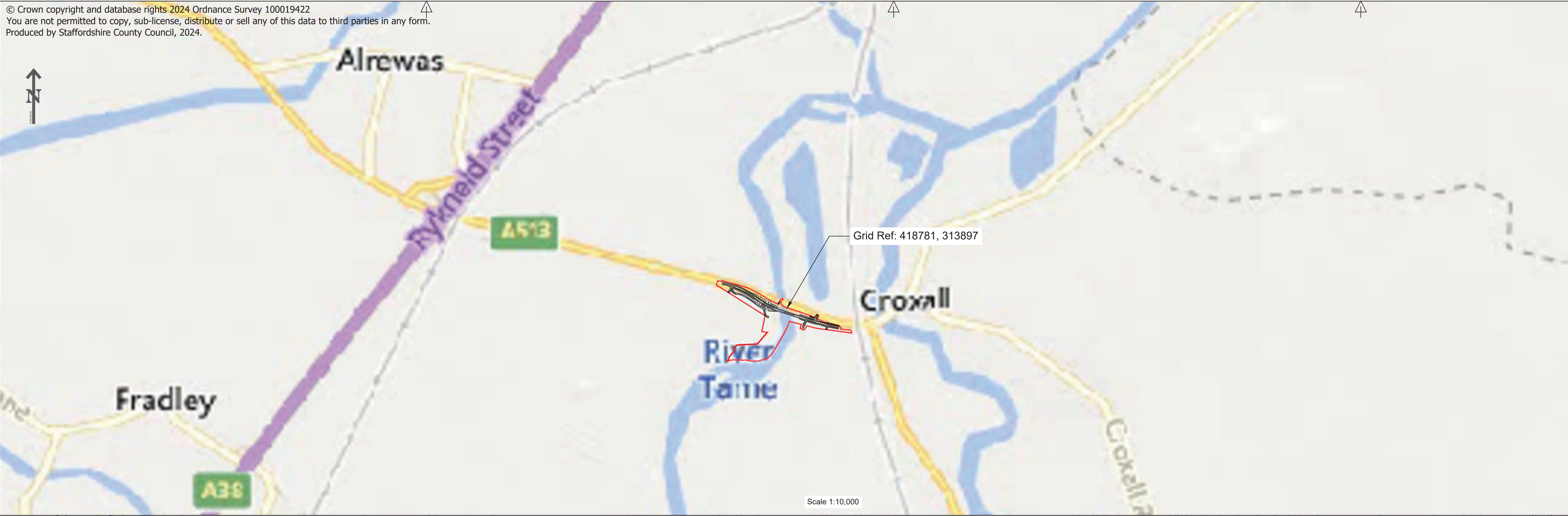
3.2.28 Fix more roads, and improve transport and digital connections

The local community will benefit from the construction of a new bridge may significantly improve the situation for local residents, businesses and farmers by removing the current single lane running restriction over the bridge. Customer Service would be significantly improved for all road users as the existing Chetwynd Bridge would be converted to a separated pedestrian / cycleway bridge. The new road bridge would be built to modern standards with improved safety for all users with modern lane widths and road curvature.

4. Conclusion

- 4.1.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. This statement provides an assessment of the Proposed Scheme's conformance with the adopted Core Strategy and SAMDev which form the Development Plan for the area.
- 4.1.2 The Proposed Scheme would reduce delays, improve journey times, while safeguarding a Grade 2* Listed structure.
- 4.1.3 Whilst the GHG emissions generated during the construction phase of the Proposed Scheme would result in a moderate adverse effect, a slight decrease in emissions during the operational phase is predicted, compared to the Do Minimum scenario. A number of mitigation measures are outlined in Chapter 9: Climate Change of the ES aimed at reducing construction phase emissions as far as possible. They include, but are not limited to, design optimisation to reduce the requirement for construction materials, substitution of construction materials for lower carbon alternatives and use of efficient construction processes, such as design for manufacture and assembly.
- 4.1.4 Taking all factors into account it is considered that the considerable benefits of the Proposed Scheme far exceed the residual environmental impacts, which have been mitigated as far as possible. On this basis it is considered that the planning application for the Proposed Scheme should be approved.

Appendix A: Location Plan



Notes:
 See D0359B-R01-002 Constraints Plan for overview of existing utilities and D0359B-R01-014 Combined Utilities Plan for statutory undertaker diversions.

This drawing to be read in conjunction with:
 D0359B-R02-001 Site Clearance Plan
 D0359B-R01-003 General Arrangement Plan
 D0359B-R01-004 to 06 Plan & Long Sections
 D0359B-R01-007 to 09 Cross Sections
 D0359B-R01-010 Proposed Contours Plan
 D0359B-R01-011 to 013 Junction Swept Paths
 D0359B-R01-500 to 501 Proposed Drainage Plans
 D0359B-LP-02 Proposed Landscaping Plan

Drawing Key:

- Red Line Boundary
- Existing Highway Boundary / land owned by applicant

R01	Fit for Planning	RB	28/11/2024
R0	Original drawing	RB	22/08/2024
Rev	Detail	By	Date

Revisions
Design Model: REV 03

Original Version			
Drawn:	RB		
Design:	RB		
Date:	November 2024	Other	

Checked by:-
 Atthuru, Mahesh (AMEY)
Digitally signed by Atthuru, Mahesh (AMEY) Date: 2024.12.05 14:29:24 Z

Approved by:- (Drawing NOT approved if this box is empty)
 Majewski, Arek (Place)
Digitally signed by Majewski, Arek (Place) Date: 2024.12.05 14:41:11 Z



Project Name
New Chetwynd Bridge

Drawing Title
**AMEY CONSULTING
 Location Plan**

Grid reference :	
Original Drawing Size :	A1 Dimensions : metres
Scale :	As Shown Copyright © Amey

Drawing No D0359B-R01-001	Rev R01
------------------------------	------------

File Name: \\staffordshire.gov.uk\Storage\OSD\osd-data\Highways\IT\Tech\Sev\Structures\Bridges\00153 Chetwynd\Works\2022 New Bridge Design\AutoCAD\Disciplines\WP1 - Live Dwg\0359B-R01-001 Location Plan.dwg
 Layout Name: Plan A1
 Trim to this line for A1

Appendix B: Pre-application Details

Topic	Summary of advice	Summary of planning application response
General	Relevant planning policy context to be addressed as part of any future planning application.	This planning statement provides an assessment of the Proposed Scheme's conformance with relevant planning policy.
Air Quality Assessment (incl. Air, Dust or Odour Management)	Details of air, dust and odour management with respect to the River Tame and other receptors. Provide an air quality assessment and odour impact assessment. Justify not providing an air quality assessment for the new bridge and any cumulative or additional impact from road traffic. Discuss the proposals and air quality assessment with the Environment Agency and Lichfield District Council Environmental Health/Protection Team.	An air quality assessment has been provided and the CEMP sets out how Air Quality will be managed during construction.
Biodiversity / Geodiversity Survey and Report	The scheme will result in a net loss in biodiversity. In accordance with the Environmental Act 2021, the scheme will have to deliver 10% biodiversity net gain.	A Biodiversity Net Gain Assessment has been submitted.
	The application is 390m from the nearest point of the River Mease Special Area of Conservation (SAC), and the River Tame also intersects with the downstream end of the SAC. The proposal will therefore need to be screened for Habitats Regulations Assessment (Magic Map, accessed 25/08/23). The proposal site is within a Natural England SSSI Impact Risk zone for this type of development. The applicant will need to provide sufficient information to enable the planning authority to undertake this assessment (sometimes known as a Shadow HRA.)	
	The applicant should provide biodiversity surveys and assessments to demonstrate no significant impacts on protected and priority species and important habitats.	
	Any construction or permanent lighting should be designed in accordance with Bat Conservation Trust / Institution of Lighting Professionals Guidance Note 08/18 Bats and artificial lighting in the UK. A contour diagram should be submitted with permanent lighting design that demonstrates minimal levels of lighting on receptor habitats such as hedges, trees, and the river corridor.	
Daylight / Sunlight Assessment	In circumstances where there is a potential adverse impact upon the current levels of daylight/sunlight enjoyed by adjoining properties or building(s), including associated gardens or amenity space then applications will need to be accompanied by a daylight/sunlight assessment.	Not Applicable.
Environmental Statement	Given the applicable threshold and potential impacts due to the proposal's proximity to environmentally sensitive locations, a screening opinion should be sought. It is optional to submit a request for a screening opinion in advance of submitting the application to determine the need for the application to be accompanied by an Environmental Statement (ES).	The County Council has considered the Environmental Screening Report provided, having taken into account the criteria in Schedule 3 to the regulations and the 'Planning Practice Guidance – Screening Schedule 2 projects' (version 28/7/17), the proposed development of a bridge would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. Therefore the County Council is of the opinion that the proposed development is not EIA development and need not be accompanied by an Environmental Statement.
Flood Risk Assessment and Sustainable Drainage Scheme / Strategy	the proposed site lies within Flood Zones 2 and 3 (See attached Constraints Report), and as the site is more than 1 hectare, a Flood Risk Assessment (FRA) would be required. The site appears to fall within Flood Zones 2 and 3, spans the River Tame and so spans a Main River, including immediate functional floodplain. Therefore, obviously the bridge will interact with the 1 in 100 year (1% AEP) or 1 in 1000 year (0.1% AEP) event. You should contact the Environment Agency for more information.	An FRA has been produced by JBA and provided with this submission.
Foul Sewage and Utilities Assessment	The application should indicate how the development would connect to existing utility infrastructure systems where relevant.	Following NRSWA C3 Budget Estimate Enquiries, a Utilities Statement has been prepared to identify all affected assets and the measures required to protect or divert to facilitate the scheme.

	Attention is drawn to the proximity of a high risk, high-pressure gas pipeline in the immediate vicinity of the proposals within land that is proposed to be purchased	There are ongoing discussions with National Grid and design alterations have been introduced to ensure the gas main is protected at all times. Trial pits and pressure tests have been undertaken to reassure NG that the asset won't be impacted by piling works.
Heritage Statement	We would advise that there is the potential that the proposals would result in an adverse effect upon the archaeological interest of the proposed development site, particularly in relation to the potential for encountering prehistoric features and remains associated with a Second World War pillbox. It is welcomed that it is proposed that an archaeological scoping report is proposed to be carried out (Section 2e of the Design, Access and Heritage Statement). This would be appropriate and in line with Par 194 of the NPPF.	A Heritage Statement has been submitted.
Land Contamination and/or Land/Slope Stability Assessments	The minimum information that should be provided is a report of the desk study and site reconnaissance that was carried out. The information should be provided to determine the existence or otherwise of contamination and/or land/slope stability, its nature and the risks it may pose and whether these can be satisfactorily reduced to an acceptable level.	Site Waste Management Plan submitted.
Landscaping Details and/or Landscape and Visual Assessment	<p>A Landscape and Visual Impact Assessment should be submitted for all large scale proposals and smaller scale proposals in prominent or sensitive locations.</p> <p>The site is within the landscape character type Riparian Alluvial Lowlands (farmland) in the Trent Valley Washlands. The landscape policy objective here is Innovative Landscape Regeneration, indicating a lower quality landscape. This is mainly due to the extensive quarrying operations in the area. Details of the landscape scheme and maintenance regime will be required for the planning application.</p>	A Landscape Character Plan and Landscape Proposals have been submitted.
Lighting Assessment	Lighting details should be provided if applicable (lighting of bridge/roadway), with evidence to show how the impacts can be minimised / mitigated.	A street lighting assessment has been undertaken and confirmed no additional permanent lighting is required.
Noise Assessment	<p>The assessment should include details of: the background noise surveys at nearby noise sensitive properties, carried out in accordance with latest guidance [currently BS4142:2014]; the type of plant and equipment to be used for the construction of the proposed works and particularly in the open air, together with the frequency of use, and what plant and equipment would operate between the hours of 1900 and 0700 hours if applicable.</p> <p>It is considered that the new bridge could introduce noise impacts closer to some noise sensitive locations once it is in use. Any new, additional and/or cumulative impacts from operational use (road traffic), should be taken into account in the noise assessment.</p>	A noise assessment has been provided and details of how noise will be managed during construction is provided in the CEMP.