



Cannock Chase District Local Plan Pre-Submission (Regulation 19)

December 2023





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Contents

1. Non-Technical Summary	6
INTRODUCTION	6
THE DISTRICT CONTEXT	6
STRATEGIC OBJECTIVES	6
THE SPATIAL STRATEGY	7
LOCAL PLANNING POLICIES	7
SITE ALLOCATIONS.....	11
MONITORING FRAMEWORK.....	11
What is this document about?	12
What does preparing a Local Plan involve?.....	12
Table 1 - Progress of the Local Plan.....	13
How does the Local Plan fit with the rest of the planning process?	14
UPDATED DISTRICT PROFILE.....	15
Cannock Chase Councils' Corporate Plan.....	26
STRATEGIC OBJECTIVE 1.....	38
POLICY SO1.1: PROTECTING, CONSERVING AND ENHANCING THE DISTINCTIVE LOCAL HISTORIC ENVIRONMENT	40
POLICY SO1.2: ENHANCING THE QUALITY OF THE BUILT ENVIRONMENT	45
POLICY SO1.3: CREATING SAFE PLACES WHICH DETER CRIME AND REDUCE THE FEAR OF CRIME	50
STRATEGIC OBJECTIVE 2.....	52
POLICY SO2.1: SAFEGUARDING THE PROVISION OF COMMUNITY FACILITIES	53
POLICY SO2.2: SAFEGUARDING HEALTH AND AMENITY.....	54
POLICY SO2.3: PROVISION OF OPEN SPACE, SPORTS AND RECREATIONAL BUILDINGS AND LAND, INCLUDING PLAYING FIELDS	56
POLICY SO2.4: ALLOTMENTS AND COMMUNITY GARDENS.....	60
POLICY SO2.5: PROVIDING OPPORTUNITIES FOR HEALTHY LIVING AND ACTIVITY THROUGH ACTIVE DESIGN	62
STRATEGIC OBJECTIVE 3.....	63
POLICY SO3.1: PROVISION FOR NEW HOMES.....	66
POLICY SO3.2: HOUSING CHOICE	69
POLICY SO3.3: DELIVERING HIGH QUALITY HOUSING	73
POLICY SO3.4: GYPSIES AND TRAVELLERS AND TRAVELLING SHOW PEOPLE	75
STRATEGIC OBJECTIVE 4:.....	77
POLICY SO4.1: SAFEGUARDING EXISTING EMPLOYMENT AREAS FOR EMPLOYMENT USES	78
POLICY SO4.2: PROVISION FOR NEW EMPLOYMENT SITES.....	81

POLICY SO4.3: INTENSIFICATION OF EXISTING EMPLOYMENT SITES	83
POLICY SO4.4: SUSTAINABLE TOURISM AND THE RURAL ECONOMY	84
POLICY SO4.5: LIVE WORK ACCOMMODATION	85
POLICY SO4.6: PROVISION FOR LOCAL EMPLOYMENT AND SKILLS	86
STRATEGIC OBJECTIVE 5.....	88
POLICY SO5.1: ACCESSIBLE DEVELOPMENT	90
POLICY SO5.2: COMMUNICATION TECHNOLOGIES	93
POLICY SO5.3: LOW AND ZERO CARBON TRANSPORT.....	95
POLICY SO5.4: MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM	96
POLICY SO5.5: HATHERTON CANAL RESTORATION CORRIDOR	98
POLICY SO5.6: SAFEGUARDING PROPOSED RECREATIONAL FOOTPATH AND CYCLE ROUTES.....	99
POLICY SO5.7: PARKING PROVISION.....	101
STRATEGIC OBJECTIVE 6.....	102
POLICY SO6.1 HIERARCHY OF TOWN AND LOCAL CENTRES	103
POLICY SO6.2: PROVISION OF MAIN TOWN CENTRE USES AND TOWN CENTRE SERVICES	105
POLICY SO6.3: SAFEGUARDING EXISTING TOWN CENTRE SERVICES.....	107
POLICY SO6.4: TOWN CENTRE DESIGN	110
POLICY SO6.5: CANNOCK TOWN CENTRE REDEVELOPMENT AREAS:	113
POLICY SO6.6: RUGELEY TOWN CENTRE REDEVELOPMENT AREAS.....	115
POLICY SO6.7: HEDNESFORD TOWN CENTRE REDEVELOPMENT AREAS.....	116
STRATEGIC OBJECTIVE 7.....	118
POLICY SO7.1: PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY	119
POLICY SO7.2: BIODIVERSITY NET GAIN.....	124
POLICY SO7.3: HABITAT SITES	128
POLICY SO7.4: PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER	130
POLICY SO7.5: PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE NATIONAL LANDSCAPE	131
POLICY SO7.6: PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT	134
POLICY SO7.7: AMENDMENTS TO THE GREEN BELT	135
POLICY SO7.8: PROTECTING, CONSERVING AND ENHANCING GREEN INFRASTRUCTURE	138
STRATEGIC OBJECTIVE 8.....	140
POLICY SO8.1: LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION.....	141
POLICY SO8.2: ACHIEVING NET ZERO CARBON DEVELOPMENT.....	143

POLICY SO8.3: SUSTAINABLE DESIGN	145
POLICY SO8.4: MANAGING FLOOD RISK.....	147
POLICY SO8.5: AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION.....	149
POLICY SO8.6: BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS	151
POLICY SO8.7: SAFEGUARDING MINERAL RESERVES.....	153
POLICY SO8.8 MANAGING WASTE	154
Site Allocations	156
Strategic Site Specific Policy - Land south of Lichfield Road, Cannock.....	159
Strategic Site Specific Policy - Land east of Wimblebury Road, Heath Hayes	165
Strategic Site Specific Policy - Land to the rear of Longford House, Watling Street	172
Strategic Site Specific Policy - Former Hart School, Burnthill Road, Rugeley (Hagley Park)....	176
Strategic Site Specific Policy - Land at the Former Rugeley Power Station	180
Strategic Site Specific Policy - Kingswood Lakeside Extension 2, Norton Canes.....	185
Strategic Site Specific Policy - Watling Street Business Park Extension	189
Site Specific Policy - Land at 521 Pye Green Road (H29).....	195
Site Specific Policy - Land bound by Ringway, Church Street and Market Hall Street (M1)	197
Site Specific Policy - Avon Road/Hallcourt Lane, Cannock (H32/M5).....	198
Site Specific Policy - Beecroft Road Car Park, Cannock (M3).....	199
Site Specific Policy - Land at Chapel Street, Heath Hayes (H34).....	200
Site Specific Policy - Land at Girton Road/Spring Street, Cannock (H35)	202
Site Specific Policy - Park Road Offices, Cannock (H36)	203
Site Specific Policy - Police Station Car Park, Cannock (H37)	204
Site Specific Policy - Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock (H38).....	205
Site Specific Policy - 26-28 Wolverhampton Road, Cannock (H39).....	206
Site Specific Policy - Danilo Road Car Park, Cannock (H40)	207
Site Specific Policy - Backcroft Car Park, Cannock (M4).....	208
Site Specific Policy - Park Road Bus Station, Cannock (M2).....	209
Site Specific Policy - 243 Hill Street, Hednesford (H43)	210
Site Specific Policy - 41 Mill Street, Cannock (H60)	211
Site Specific Policy - Cannock Chase High School, Lower Site Campus, Hednesford Road (H61)	212
Site Specific Policy - Springvale Area Service Office, Walhouse Street, Cannock (H62)	213
Site Specific Policy - Former Rumer Hill Industrial Estate, Cannock (H63)	214
Site Specific Policy - A Dunford and Son, Brindley Heath Road, Cannock (H65).....	215

Site Specific Policy - Land at The Mossley, off Armitage Road (H49)217

Site Specific Policy - Nursery Fields, St Michaels Road, Brereton (H50)..... 218

Site Specific Policy - Castle Inn, 141 Main Road, Brereton (H51)219

Site Specific Policy - Gregory Works, Armitage Road, Brereton (H52).....220

Site Specific Policy - Land off Lichfield Street, Rugeley (H53)..... 221

Site Specific Policy - The Fairway Motel, Horsefair, Rugeley (H64)222

Site Specific Policy - Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley (H67)..... 223

Site Specific Policy - Land off Norton Hall Lane, Norton Canes (H68)..... 224

Site Specific Policy - 272 Hednesford Road, Norton Canes (H69)225

Site Specific Policy - Former Power Station off A51 (adjacent to Towers Business Park), Rugeley (E4)..... 226

Site Specific Policy - Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton (E6)..... 227

Site Specific Policy - Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley (E14) 228

Site Specific Policy - Land Off Norton Green Lane, Norton Canes (E16) 229

Site Specific Policy - Land at Cannock Wood Road, Rawnsley (GT1).....230

Site Specific Policy - Land at Lime Lane, Little Wyrley 231

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1. Non-Technical Summary

1. Non-Technical Summary

INTRODUCTION

1.1. The Cannock Chase District Local Plan will guide and manage the development of the District during the period to 2040. The Local Plan will identify land to meet the needs of the economy and to ensure that a sufficient number of homes can be built. New development will be well-designed and safe, and will have good access to schools, health services, parks and green spaces, leisure facilities and other services. New development will be accommodated whilst protecting and enhancing the natural, built and historic environment.

1.2. The Council began producing the Local Plan in 2018 and has held public consultations on versions of the Local Plan as it has developed. The first version of the plan sought views on what elements should be covered by the Local Plan through an 'Issues and Options Consultation' in May 2019. The responses, and evidence were taken into account in the development Local Plan 'Preferred Options' consultation document (spring 2021). The 'Preferred Options' document set out the preferred strategy, policy direction and site allocations. This was refined in the preparation of this final version of the Local Plan. This document; the Pre-Submission Draft Local Plan identifies the proposed Spatial Strategy, sites proposed for new development, and the policies that will guide and manage the development of the District throughout the plan period.

1.3. The Local Plan is designed to form part of the overall Development Plan for the District, together with plans for minerals and waste prepared by Staffordshire County Council, and neighbourhood plans. There is an adopted Neighbourhood Plan for Hednesford, and five designated areas (Brereton & Ravenhill, Heath Hayes and Wimblebury, Norton Canes, Cannock Wood and Rugeley) where Neighbourhood Plans are in preparation.

1.4. Throughout the preparation of the Local Plan, the Council has engaged with partner organisations, statutory consultees, and other relevant Local Authorities under the legal Duty to Co-operate.

THE DISTRICT CONTEXT

1.5. Cannock Chase District lies within Southern Staffordshire on the northern edge of the Black Country areas. At the heart of the District lies the nationally significant Cannock Chase National Landscape (Formerly Cannock Chase Area of Outstanding Natural Beauty (AONB) and referred to as 'National Landscape' in this document) and around 60% of the District is designated Green Belt.

1.6. The document includes a 'District Profile' which sets out information about the characteristics of the population (health, education, deprivation); the place (housing, employment, town centres, transport and infrastructure); and the environment (Green Belt, climate change).

STRATEGIC OBJECTIVES

1.7. The Local Plan includes eight Strategic Objectives:

- To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive and safe;
- To create community facilities and healthy living opportunities across the District;

1. Non-Technical Summary

- To deliver a sufficient supply of homes to provide for housing choice and ensure all people are able to live in a decent home; To encourage a vibrant local economy and workforce;
- To support the provision of sustainable transport and communications infrastructure;
- To create attractive Town and Local Centres;
- To protect and enhance the natural environment; and
- To support a greener future.

THE SPATIAL STRATEGY

1.8. Cannock Chase District will meet the development needs arising from the district and provide a contribution towards the Housing Market Area shortfall. In order to meet these needs, the Spatial Strategy of the Pre-Submission Draft Local Plan proposes that:

- Development will be located in the most sustainable locations, be focussed on the existing urban areas, and will protect and enhance Green Belt land and the National Landscape;
- Adverse environmental impacts of development will be minimised and mitigated where unavoidable;
- Housing and employment requirements will be met where possible within urban areas or in accessible and sustainable expansions to the urban areas;
- The reuse of previously developed sites will be optimised, and natural assets will be protected;
- Cultural and heritage assets will be protected and local distinctiveness and sense of place will be maintained and strengthened through quality design;
- Green Belt release in order to provide sufficient land to meet Cannock Chase District's housing need with an element of flexibility;
- A minimum 5,808 dwellings will be delivered to meet the district's housing need between 2018 and 2040 at an average rate of 264 dwellings per annum;
- A further 500 dwellings will be delivered to help meet a shortfall arising from the wider housing market area, (increasing total delivery 6,303 dwellings at a rate of 283 dwellings per annum;
- Up to 69 hectares of employment land will be provided to meet the District's requirements;
- 10 hectares of this will be at the West Midlands Interchange; and
- Look to meet our development needs beyond the plan period.

LOCAL PLANNING POLICIES

1.9. The 'Pre-Submission Draft Local Plan contains a number of local planning policies which are designed to deliver the Vision and Strategic Objectives. These policies will be used to help determine planning applications.

1. Non-Technical Summary

STRATEGIC OBJECTIVE 1: TO DELIVER HIGH QUALITY DEVELOPMENT THAT PROTECTS THE HISTORIC ENVIRONMENT AND IS APPROPRIATE, DISTINCTIVE, ATTRACTIVE AND SAFE

1.10. The 'Pre-Submission Draft Local Plan includes Policies that will:

- Protect, conserve and enhance our distinctive historic environment and avoid adverse impacts on our Conservation Areas, Scheduled Monuments, Listed Buildings, Locally Listed buildings, and Sites of Archaeological Interest (Policy SO1.1).
- Enhancing the quality of the built environment by retaining and enhancing the distinct and separate character of each of the District's settlements, and delivering the highest quality of building design and layout (SO1.2).
- Create safe places which deter crime and reduce the fear of crime by designing out crime without detracting from attractive, high quality design (SO1.3).

STRATEGIC OBJECTIVE 2: TO CREATE COMMUNITY FACILITIES AND HEALTHY LIVING OPPORTUNITIES ACROSS THE DISTRICT

1.11. The Pre-Submission Draft Local Plan includes Policies that will:

- Safeguard the provision of community facilities (such as schools and health centres) and ensure that development contributes towards new community facilities which are easily accessible to the local community (SO2.1).
- Safeguard health and amenity by ensuring that new development provides for satisfactory daylight, sunlight, outlook, and privacy, and protects residents, workers and visitors from noise, smell, litter, dust or other unacceptable impacts (SO2.2).
- Provide open space, sports and recreational buildings and land, including playing fields by ensuring that development proposals contribute to meeting the demands generated by the development (SO2.3).
- Protect existing, and provide new, allotments and community food growing sites (SO2.4).
- Create accessible development (SO5.1) by integrating walking and cycling routes, co-locating community facilities in accessible locations, and providing multifunctional open spaces (SO2.5).

STRATEGIC OBJECTIVE 3: TO DELIVER A SUFFICIENT SUPPLY OF HOMES TO PROVIDE FOR HOUSING CHOICE AND ENSURE ALL PEOPLE ARE ABLE TO LIVE IN A DECENT HOME

1.12. The Pre-Submission Draft Local Plan includes Policies that will:

- Provide for a minimum of 5,808 dwellings to meet local housing needs, and an additional 500 dwellings to meet unmet needs of neighbouring areas, and ensure a sufficient supply of deliverable and developable land is available (SO3.1).
- Deliver housing choice to widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities (SO3.2).
- Deliver high quality housing of sufficient size and layout to meet the needs of their occupants, and suitable housing for households with health problems or disabilities (SO3.3).

1. Non-Technical Summary

- Consider proposals for new sites for Gypsies, Travellers and Travelling Showpeople to meet assessed needs (SO3.4).

STRATEGIC OBJECTIVE 4: TO ENCOURAGE A VIBRANT LOCAL ECONOMY AND WORKFORCE

1.13. The Pre-Submission Draft Local Plan includes Policies that will:

- Safeguard existing Employment Areas (as listed in the Supporting Text) for non-town centre offices, industry and warehousing (SO4.1).
- Provide for new employment uses with up to 69 hectares of land for office, manufacturing and distribution employment development during the period to 2040, with a range of sizes and types of employment to meet business needs (SO4.2).
- Provide for the sustainable development of tourism and the rural economy (SO4.3).
- Support proposals for the development of live work spaces within residential areas (SO4.4).
- Require major employment development proposals to develop Employment and Skills Plans to support local workers (SO4.5).

STRATEGIC OBJECTIVE 5: TO SUPPORT THE PROVISION OF SUSTAINABLE TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE

1.14. The Pre-Submission Draft Local Plan includes Policies that will:

- Provide for accessible development which is located where it can provide convenient access for all sections of the community to work, shopping, health, education, leisure, green space and other facilities (SO5.1).
- Require development proposals to demonstrate how they will deliver communications technologies and digital connectivity (SO5.2).
- Provide for low and zero carbon transport by ensuring development contributes to the reduction of the reliance on carbon-intensive modes of transport, for example by supporting the take-up of ultra low emission vehicles and developing electric vehicle charging networks (SO5.3).
- Maintain and improve the transport system by continuing work between the District Council and the local highway authority, transport stakeholders, other partners, business and the local community (SO5.4).
- Protect the Hatherton Canal Restoration Corridor from development that would prevent the future implementation of the canal restoration project (SO5.5).
- Safeguard proposed recreational footpath and cycle routes from development that will prevent the future implementation of the proposed schemes (SO5.6).
- Ensure that development makes appropriate off-street parking provision in accordance with the relevant Local Design Guide (SO5.7).

STRATEGIC OBJECTIVE 6: TO CREATE ATTRACTIVE TOWN AND LOCAL CENTRES

1.15. The Pre-Submission Draft Local Plan includes Policies that will:

1. Non-Technical Summary

- Maintain the established hierarchy of Town and Local Centres and ensure development proposals for Main Town Centre Uses are appropriate to the role, scale, and historic character of the settlement (SO6.1).
- Require proposals for Retail and Leisure Uses outside designated Primary Shopping Areas to be accompanied by an impact assessment where the floorspace exceeds the set floorspace thresholds (SO6.2).
- Safeguard existing town centre services which occupy active street frontages/ground floor level within a designated Primary Shopping Area (SO6.3).
- Create an attractive and safe environment through good design to ensure the growth and resilience of our town centres (SO6.4).
- Identify redevelopment opportunity sites in Cannock Town Centre (SO6.5).
- Identify redevelopment opportunity sites in Rugeley Town Centre (SO6.6).
- Identify redevelopment opportunity sites in Hednesford Town Centre (SO6.7).

STRATEGIC OBJECTIVE 7: TO PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

1.16. The Pre-Submission Draft Local Plan includes Policies that will:

- Protect, conserve and enhance biodiversity and geodiversity of designated sites, ecological networks and priority habitats and species, and ensure that development takes opportunities to improve biodiversity, especially where this can secure measurable net gains (SO7.1).
- Ensure development delivers at least a 10% measurable net gain in biodiversity (SO7.2)
- Ensure development does not lead directly or indirectly to an adverse impact upon a Special Area of Conservation (SO7.3).
- Protect, conserve and enhance landscape character (SO7.4).
- Protect, conserve and enhance landscape areas within the Cannock Chase National Landscape from damaging or inappropriate development (SO7.5).
- Protect, conserve and enhance the Green Belt area within the Cannock Chase District with the highest degree of protection from development and safeguard areas required for compensation of Green Belt losses (SO7.6).
- Identify areas of safeguarded land and amendments to the Green Belt and ensure that any loss of Green Belt is suitably mitigated (SO7.7).
- Protecting and improving green infrastructure within the District (SO7.8).

STRATEGIC OBJECTIVE 8: TO SUPPORT A GREENER FUTURE

1.17. The Pre-Submission Draft Local Plan includes Policies that will:

- Support development proposals for appropriate low and zero carbon energy and heat production installations, including solar photovoltaic, wind energy, and air and water source heat pumps (SO8.1).
- Help achieve net zero carbon development by ensuring that development proposals strive to achieve the highest level of building performance standards for cooling, ventilation and energy

1. Non-Technical Summary

use and achieve the lowest carbon emissions that can practically and viably be achieved. Further advice will be given in a Design SPD and Local Design Guides. (SO8.2).

- Encourage sustainable design by requiring development proposals to include a Sustainability Statement to set out how the design will achieve sustainability (SO8.3).
- Manage flood risk within the Plan Area by directing development away from areas at highest risk (SO8.4).
- Avoid air, water, noise or light pollution and soil contamination or, if not possible, mitigate the impacts (SO8.5).
- Prioritise the use of suitable brownfield and despoiled land and under-utilised land (SO8.6).
- Safeguard mineral reserves and ensure that development will maximise the contribution that substitute or secondary and recycled material can make as an alternative to primary minerals (SO8.7).
- Manage waste and require development proposals to be supported by a site waste management plan demonstrating that waste prevention is the first priority (SO8.8).

SITE ALLOCATIONS

1.18. The Pre-Submission Draft Local Plan includes a number of site allocations for housing, employment and Gypsy and Traveller accommodation. The sites are identified on the Policies Map and accompanied by maps in the plan.

1.19. A number of strategic allocations are identified, which will be critical to delivering the Spatial Strategy. These sites are accompanied by detailed policy requirements and concept diagrams to help inform the planning application stage, and to ensure infrastructure is provided. The majority of sites are non-strategic, but still essential to meeting the identified development needs over the plan period. These sites are accompanied by development considerations.

MONITORING FRAMEWORK

1.20. The effectiveness of planning policies will be monitored over the plan period. Policies will be assessed against the monitoring framework and reported in the Authority's Monitoring Report.

5. Local Plan Vision & Objectives

What is this document about?

- 2.1. The Local Plan will help shape the way in which the physical, economic, social and environmental characteristics of Cannock Chase District will change until at least the year 2040.
- 2.2. It will need to ensure that we provide the right amount and type of homes, sufficient and appropriate land to provide a range of local employment opportunities as well as providing the right conditions for retail, leisure and other kinds of uses. It will need to ensure the natural and built environment, especially the highest quality and most sensitive areas, are protected and enhanced.
- 2.3. The plan will also have to provide the right infrastructure for transport, open and green spaces, education and health and well-being of our communities.
- 2.4. The Local Plan is a statutory document and is therefore important for informing decisions on planning applications.
- 2.5. The Local Plan we currently use was adopted by the Council in 2014 and set the strategic policies to guide development in the District up to 2040 e.g. number of new homes and employment land required.
- 2.6. Changes to the planning system mean that we need to review our plans every five years. The Council began reviewing the Local Plan in 2018 with a Scope and Issues paper. It then consulted upon an Issues and Options plan in May 2019. This was followed by the 'Preferred Options' consultation in March/April 2021 which identified a level of growth for the district and where this development would go by identifying specific sites for housing and employment. It included detailed policies to guide development and deliver sustainable development.

What does preparing a Local Plan involve?

- 2.7. Preparing a Local Plan is complex, and we set the timescales out for its preparation in the Local Development Scheme. The table below sets out the key stages we will need in order to prepare the plan, and the timing of these. The Local Plan also has to be informed by a Sustainability Appraisal which is a legal requirement, and which ensures that we are taking 'reasonable alternatives' into account for delivering the development we need whilst ensuring that we do this in a balanced way taking account of environmental, economic and social considerations.

5. Local Plan Vision & Objectives

Table 1 - Progress of the Local Plan

PREPARATION	DESCRIPTION	TARGET DATE
Commencement of work including evidence base updating	Evidence needs to inform the plan, we gather this at the early stages and update where needed.	February 2018
Regulation 18 Scoping and Issues Consultation	We looked at the issues and scope which the plan needs to cover.	July 2018
Regulation 18 Issues & options consultation	We considered the feedback from the Issues and Scope consultation, looked at any further issues, and then suggested options for dealing with these.	May 2019.
Preferred Option Consultation	This is a non statutory stage where we refine the plan into a draft version, based on the feedback of the previous consultation and using the evidence available. It contains draft policies and site allocations, for example.	Spring 2021
Pre-Submission (Regulation 19) consultation	This is the stage we are currently consulting on. This is the final draft, which we have to publish for comment before submitting the plan to the Secretary of State (Planning Inspectorate) for independent examination. Feedback at this stage will need to be focused very specifically on whether the plan is 'sound', which is currently defined as: Positively prepared – does the plan allocate enough land to meet all needs for the various uses where it is reasonable to do so and consistent with placing development in the right locations? Justified – is the plan the most appropriate strategy when considered against reasonable alternatives? Effective – can the proposals in the plan be delivered over its period? Consistent with national policy – is the plan in accordance with national policies?	Winter 2023/2024
Submission	This is the stage where the plan is submitted to the Planning Inspectorate.	Summer 2024
Examination in Public	A planning inspector is assigned to examine the plan to see whether it can be found 'sound' (see above) and whether it is then capable of adoption by the Council. The examination will focus on the main areas of contention and will normally involve public hearings.	Autumn/Winter 2024
Adoption	Once the plan has been confirmed as being sound then the Council can adopt it and it will set policy for making decisions on planning matters in the district.	Summer 2025

2.8. Setting out a future timetable is not straight forward. For example the time it takes to move from Pre-Submission to Submission depends upon the level and complexity of objections, and therefore the length of time it will take to process them, which cannot be quantified until after the plan has been consulted upon. At the point of Submission of the

5. Local Plan Vision & Objectives

plan to the Secretary of State the plan timetable is in the hands of the Planning Inspectorate and will depend upon on a range of factors which are outside of the control of the local authority. These factors include the need for a pre-hearing meeting, the availability of an inspector to examine the plan and the length and complexity of the hearing process.

How does the Local Plan fit with the rest of the planning process?

- 2.9. We have to prepare the Local Plan so that it is consistent with Government policy, which is set out within the National Planning Policy Framework (NPPF) and ministerial statements and supported by the National Planning Practice Guidance (NPPG). The Local Plan forms part of the Development Plan for the wider area. Staffordshire County Council prepare plans for minerals and waste, and Cannock Chase Council will prepare the Local Plan (as described above) for shaping development in its own District. We will also need to work alongside other Councils and agencies to ensure our plans align and deliver on the more strategic issues – even though the plans of other areas may be prepared at different times. We need to work together under the legal ‘Duty to Co-operate’.
- 2.10. Once we have adopted our new Local Plan, we can also choose to provide more detail for our policies if we need to, by preparing ‘Supplementary Planning Documents’ (SPDs), and Design Codes/Design Guides. For example, our current Local Plan is supported by SPDs on Design, on Developer Contributions and by a development brief for the site of the closed Rugeley Power Station. As part of this process, we will consider whether to make changes to any of our SPDs or whether we need to add new ones.
- 2.11. Communities can also choose to prepare their own Neighbourhood Plans should they so wish. These set planning policies at a much more local (often Parish) level. They need to broadly conform to the Local Plan, are independently examined and then voted on by the community at a referendum. If there is a majority vote in favour of the plan they are then ‘made’ (i.e. adopted) and become part of the Development Plan for the area. We currently have an adopted Neighbourhood Plan (Hednesford) and four designated areas (Brereton & Ravenhill, Heath Hayes and Wimblebury, Norton Canes, Cannock Wood and Rugeley) where Neighbourhood Plans are in preparation.

5. Local Plan Vision & Objectives

UPDATED DISTRICT PROFILE

What are the key features of our District and what are the key issues it faces?

Sub-national Context

Cannock Chase District lies within Southern Staffordshire on the northern edge of the Black Country areas. At the heart of the District lies the nationally significant Cannock Chase National Landscape and around 60% of the District is designated Green Belt, testament to its strategic role as part of the West Midlands rural-urban fringe. The District acts as a strategic link between wider Staffordshire and the West Midlands conurbation.

Internal migration has been the most numerically significant contributor to population growth in Cannock Chase during recent years. The strongest residential migration flows to and from the District have typically been with Lichfield, South Staffordshire and Walsall. The most common commuter destinations for Cannock Chase residents are Lichfield, Walsall, Stafford, South Staffordshire and Birmingham. The conurbation also offers larger-scale retail and leisure provision. In recognition of these key economic and social links the District Council is a member of both the Stoke on Trent and Staffordshire Local Enterprise Partnership (LEP) and the Greater Birmingham and Solihull LEP although it should be noted that the Government is currently undertaking a review of LEPs. The Council is also a non-constituent member of the West Midlands Combined Authority (WMCA) which is a body that has devolved powers from central Government to implement budgets and policy in relation to key areas such as transport and housing.

Population

Between 2011 and 2021 the population in Cannock Chase rose by 3.1% to 100,519 residents, according to the 2021 Census. The working age population aged 16-64 comprised 62.6% of the population, slightly above the West Midlands (61.9%), but below the England (63.0%) averages. 19.4% of the population of Cannock Chase were aged 65+ in mid-2019 which was higher than the West Midlands (18.8%) and England (18.3%) averages.¹

Population density in the District, the number of people per square mile (ppsqm), is the second highest in Staffordshire after Tamworth (2,549 ppsqm) at a rate of 1,274 people per square mile in mid-2019. This reflects the largely urban, commercial and residential landscape of Cannock Chase.²

Over the five years since mid-2014 Cannock Chase has experienced an increase in population with a higher proportion of births than deaths. However, the most numerically significant contributor to population growth has been internal migration – residential moves into the District by people from other local authorities. A large number of people who have moved into Cannock Chase in recent years have migrated from South Staffordshire, Lichfield and Walsall.³

2018-based population estimates project that the District's population will rise to 115,178 residents by 2043. The age profile of the population is forecast to change during this period, with a rise in the proportion of older residents, particularly those aged 70+.⁴

¹ Office for National Statistics, Mid-2019 Population Estimates, June 2020.

² Office for National Statistics, Population Profiles for Local Authorities in England, December 2020.

³ Office for National Statistics, Mid-2019 Population Estimates, June 2020.

⁴ Office for National Statistics, *2018-Based Population Projections for Local Authorities: Table 2* (March 2020).

5. Local Plan Vision & Objectives

The 2021 Census that of the 100,500 people in the District at this time, 97,131 were White British with an increasing proportion of residents who identified with different ethnic groups.

Health and Education

Cannock Chase experiences a range of health inequalities which impact on the welfare of the District and its residents. These include premature mortality from a range of health conditions such as cardiovascular disease, cancer, liver disease and respiratory disease, under-75 mortality from which was above the national average in 2020. The District experiences relatively high rates of adult and child obesity with adult obesity being over the national average, as well as below average consumption of the recommended 'five-a-day'. Rates of smoking prevalence among adults aged 18+, as well as the rate of hospital admissions for alcohol-related conditions, remain above the national averages in recent years. Life expectancy at birth and at age 65 was below the national average during 2020, with inequalities in health and life expectancy related to deprivation across the District.⁵ The Indices of Deprivation 2019 illustrates that a number of neighbourhoods in Cannock Chase were amongst the 10% and 20% most deprived nationally in relation to poor health and shorter life expectancy in 2019.

Rates of physical inactivity are below the England average. 20.6% of adults aged 16+ were physically inactive during 2021/22, doing less than 30 minutes of physical activity per week. This rate of physical inactivity was below the England average (22.3%).⁶ 69.0% of adults 18+ were overweight or obese in 2021-2022, above the West Midlands average (67.2%) and England average (63.8%).⁷ Smoking prevalence in adults aged 18+ was at 12.6%, above the England average of 9.1% and regional average of 9.8%^{12.1%} in Cannock Chase during 2021/22⁸. The rate of admission episodes for alcohol-related conditions in the District was above the national average in 2021/22.⁹

Evidence and monitoring for Local Plan (Part 1) 2014 shows that access to indoor leisure facilities in the District has improved with the completion of Rugeley Leisure Centre and the major refurbishment of facilities at Cannock Leisure Centre. The updated indoor sport facilities evidence base¹⁰¹¹ notes that facilities are generally above average but will require continued investment to maintain standards and meet increased demand from housing growth. The use of sports facilities could be much improved through greater partnership working. The evidence¹²¹³ for outdoor playing pitches shows that investment will be required in the quality of most pitches and to avoid a shortfall in provision to meet demand for Football, Rugby and Cricket.

Whilst the National Landscape is a vital asset for outdoor leisure and recreation the most recently produced evidence¹⁴ identified there are areas within the District deficient in access to alternative open spaces, particularly semi-natural sites. This evidence base is in the

⁵ Public Health England, Public Health Outcomes Framework Tool, June 2022.

⁶ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#) - C17b - Percentage of physically inactive adults 2021/22

⁷ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#) - C16 - Percentage of adults (aged 18 plus) classified as overweight or obese 2021/22

⁸ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#) - CO6 (Smoking Status at Time of Delivery)

⁹ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#) - CO21 (Admission Epi)

¹⁰ CCDC Indoor Built Facilities Study (May 2019)

¹¹ CCDC Sport and Leisure Facilities Needs Assessment (August 2018)

¹² CCDC Playing Pitch Strategy Assessment Report (August 2018)

¹³ CCDC Playing Pitch Strategy and Action Plan (May 2019)

¹⁴ CCDC Open Space Assessment (2009)

5. Local Plan Vision & Objectives

process of being updated. Monitoring of the Local Plan (Part 1) identifies there have been a number of new open and play spaces provided alongside new developments but that deficiencies are likely to still remain. Phase one of the £1.3 million development on the Stadium site in Pye Green, Hednesford was completed in September 2020. This has provided facilities including an adventure play area, green gym equipment, BMX track and more which will improve access to healthy living opportunities in this area.¹⁵

The outdoor environment in Cannock Chase proved particularly important to local residents throughout the UK Government Lockdown. 50% of the 399 Cannock Chase respondents to the Staffordshire County Council Covid-19 Resident Survey identified that enjoying more time outdoors in and around their local area had been a positive change to emerge from the pandemic. The development of a greener, sustainable community and environment will be key to the District's future. In 2022 the Thriving Places Index rated Cannock Chase as being above the England average for Place and Environment and Green Infrastructure.¹⁶

Across the 7 domains of the Indices of Deprivation 2019, Cannock Chase is most deprived in the domain of education, skills and training which measures the lack of attainment and skills in the local population. The District falls just outside the most deprived 10% of local authority districts nationally for this domain.¹⁷ GCSE attainment in the District is typically below the national average. In 2019, 28.6% of students in Cannock Chase achieved grade 5 or above in English and Mathematics which was below the Staffordshire (36.9%), West Midlands (40%) and England (43.2%) averages. Across the District, rates for this level of attainment range from 17.5% in Cannock North to 46.5% in Hagley.¹⁸ In terms of qualifications among the working-age population, estimates indicate that the proportion of residents aged 16-64 qualified to NVQ Level 4 and above saw an increase to 34.3% in 2019 and is slightly above the Regional average. However, the proportion of residents employed in jobs associated with higher skills-levels and earnings have fallen in 2022-2023. 43.7% of residents were estimated to be working in managerial and professional occupations in the period April 2022 to March 2023, below the regional and national averages.¹⁹

Community Deprivation

In the Indices of Deprivation 2019 Cannock Chase is ranked overall as the 126th most deprived local authority district in England. The District is the second most deprived in Staffordshire after Tamworth which is ranked 125, with Cannock Chase ranked as 13th most deprived local authority District in the West Midlands Region.²⁰

Such deprivation can be attributed to the legacy of industrial decline in the District reducing access to employment, but can also be related to the need for appropriate social infrastructure.

In 2019 around 17.2% of children aged 0-15 were estimated to be living in income deprived families, although this ranged from 8.2% in Hawks Green to 30.2% in Cannock North.²¹ The

¹⁵ CCDC Leisure Services

¹⁶ [Thriving Places Index | Centre for Thriving Places](#), 2022.

¹⁷ Ministry of Housing, Communities & Local Government, The English Indices of Deprivation 2019 (IoD2019) Statistical Release (September 2019).

¹⁸ [Staffordshire County Council, Children's Joint Strategic Needs Assessment: District and Ward Data Matrices](#) (March 2020).

¹⁹ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

²⁰ Ministry of Housing, Communities & Local Government, The English Indices of Deprivation 2019 (IoD2019) Statistical Release (September 2019).

²¹ Staffordshire County Council, Children's Joint Strategic Needs Assessment: District and Ward Data Matrices (March 2020).

5. Local Plan Vision & Objectives

median gross weekly pay for full time workers living in the District was £517.10 in 2020 which was below both the regional (£551.70) and Great Britain (£587.10) averages.²²

Crime

Restrictions imposed as part of the government approach to controlling the Coronavirus pandemic resulted in significant reductions in recorded crime and disorder from mid-March 2020 onwards²³. This is particularly the case with regards to crime, disorder and ASB taking place in public places. Since Coronavirus restrictions have been lifted, 2021/22 crime figures show a significant increase.

The data for the period from April 2019 to March 2020 has shown limited significant change in most types of crime since the last assessment. Across all major crime types, levels of crime in Cannock Chase overall are statistically similar to England & Wales.

The most significant increase locally has been in recorded Stalking and Harassment offences (+19%), however this is in line with CSP areas across England & Wales (+21%). There is concern that the wider impact of COVID-19 resulted in considerable increases in demand relating to all major vulnerabilities (alcohol, drug and substance misuse, mental health, safeguarding). Fraud is of increased and growing concern in Staffordshire and Stoke-on-Trent, especially online fraud. Monthly Fraud incidents picked up by the National Fraud Intelligence Bureau (NFIB) increased significantly following the first UK lockdown in March 2020 and remained high into 2021.

Housing

The 2014-based household projections indicate an increase from 42,828 households (2018) to 47,102 households (2039), and these are the ones the Government has chosen to utilise for its draft standard housing methodology which indicates a housing requirement of 264 dwellings per annum (2018-2040) for the District.

From a detailed analysis of the market undertaken in 2019 the Cannock Chase Local Housing Needs Assessment identified a net annual need of 105²⁴ dwellings per year, over the 20-year period 2018-38. The study shows there will be a need for around 4% of new homes to be for nursing homes and other residential institutions. It also shows that for the types of dwellings the majority of the need is for smaller dwellings suited to younger people and small households (12% one bed and 64% two bed), whilst larger properties for families and bigger households account for (16% 3 bed and 8% 4+ bed).

Furthermore, there is a significant housing shortfall to the year 2036 across the Greater Birmingham and Black Country Housing Market Area, and as one of the fourteen authorities in this area²⁵, Cannock Chase Council will need to play a role in helping to address this.

²² Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase

²³ Staffordshire Commissioner and CCDC Community Safety Strategic Assessment – Cannock Chase 2022

²⁴ For the 18 year period 2018-36 in the main body of the report, the annual need is calculated as 110 affordable dwellings per year, of which 11% one bed, 65% two bed, 16% 3 bed and 8% 4+ bed

²⁵ Local Authority areas: Birmingham, Bromsgrove, Cannock Chase, Dudley, Lichfield, North Warwickshire, Redditch, Sandwell, Solihull, South Staffordshire, Stratford upon Avon, Tamworth, Walsall and Wolverhampton.

5. Local Plan Vision & Objectives

Employment

The local economic base has developed and diversified significantly from the mining heritage of the last century with expansion of the tourism sector and growth arising from businesses locating near the strategic M6 Toll/A5 corridor. The District now has a more diverse employment structure with 43.7% of District residents aged 16+ estimated to be employed in Group 1-3 occupations (including Managers, Directors, Professional, Associate Professional and Technical occupations) in 2022. This is below the West Midlands (47.1%) and Great Britain (51.5%) averages, the proportion of residents estimated to be working in administrative and skilled trades occupations was above both regional and national averages during 2021/22.²⁶

Four business industry sectors in Cannock Chase provided relatively high proportions of GVA (Gross Value Added) and employee jobs within the District during 2020-2021: Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles, Construction, Transportation and Storage and Manufacturing. The proportion of employee jobs in Human Health and Social Work Activities also saw an increase during this period. 21.1% of business enterprises in the District were in the Construction industry in 2020.²⁷

The rate of working-age people in employment in Cannock Chase is typically above the regional and national averages, with the District ranked as 'high' above the England average for Employment in the Thriving Places Index 2022.²⁸ In August 2022, 3.4% of District residents (16–64 years) were claiming out of work benefits, a rate below both the West Midlands (5.2%) and England (4.1%) averages. Whilst 83.9% of economically active residents aged 16-64 were estimated to be in employment between January and December 2021, the Coronavirus pandemic and UK Government Lockdown has caused an increase in the rate of claims for out of work benefits in Cannock Chase, particularly among young people where the figure for 18-24 years old claiming out of work benefits rose to 10.4%, was although this has now dropped to 6.2% following the pandemic. This is lower than the West Midlands Average (6.7% but higher than the national average (4.9%).

Covid-19 has had a considerable impact on the UK economy. During lockdown the economy suffered an unprecedented contraction and employment fell significantly. Consumer demand suffered given social distancing and low confidence, leading to a big drop in social consumption, especially for recreation, leisure and travel. The economy is recovering.

Town Centres and Shopping

In the first half of 2020 there was a net loss of 7,834 stores across Great Britain compared with a 3,647 stores loss over the equivalent period in 2019 and 4,402 in 2018. Closures increased by 21% from 2019-2020 with 31,139 shops closing. The comparison goods sector declined the highest in H1 (January to June) 2020 with a net loss of 4,975 units. Independent businesses have been more resilient than national multiples in H1 of 2020 with the decline lower across all four sectors. This, together with consumers doing more of their shopping online, which has been compounded by Covid-19, has resulted in a large number of retailers restructuring or going into administration.

Vacancy rates in town centres have been increasing since 2017 from 11% to 13%. The vacancy rate for both retail and leisure is forecast to increase further with retail anticipated

²⁶ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

²⁷ Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase; Office for National Statistics UK Business Activity, Size and Location (2021).

²⁸ Centre for Thriving Places, Thriving Places Index, 2022.

5. Local Plan Vision & Objectives

to see a higher increase. The increase in vacancies was already apparent before the Covid-19 with the pandemic accelerating the level.

Cannock Town Centre is ranked 508 against other town centres and retail parks for 2016/17. The data also shows that Rugeley is at rank 608 and Hednesford is ranked 2,815. All three Town Centres have registered a lower ranking since the previous 2014/15 analysis reflecting both a decline in the number of 'multiple retailers' (anchor stores and fashion operators) and the relative smaller settlement size on a national register of retail centres.²⁹ Cannock represents the largest town within the District's retail hierarchy and is suitable for larger scale retail and leisure developments. A Town Centre Prospectus has been published to attract new investment into Cannock, supported by the successful Levelling Up Fund Bid and improvements have been made recently to improve the public realm.

Hednesford town centre has undergone significant regeneration to deliver an improved retail and leisure offer for the area, as well as other public realm improvements e.g. at Hednesford Park. Rugeley town centre has also attracted investment in terms of new retail food stores, improvements to the public realm and a flood alleviation scheme which will enable further redevelopment projects to be taken forward.

All three Town Centres will require continued investment in what is currently a challenging and rapidly changing retail market. There continue to be a number of local centres which serve local daily shopping needs in and around the District. A new retail designer outlet village opened at Mill Green (just outside Cannock town centre boundary) in 2021.

Transport and Infrastructure

The District is located at a strategic road/rail transport crossroads between the North West and South East via the M6T/M6 and West Coast Main Line railway and East-West A5/M54 corridor, and the West Midlands and wider Staffordshire. A new M6-M54 link road is due to open by 2025³⁰ and there is a long term aspiration to upgrade the A5 Trunk Road to 'Expressway' status. Rugeley benefits from the Rugeley Eastern Bypass and direct rail services to London on the West Coast Main Line.

The Rugeley-Hednesford-Cannock-Walsall-Birmingham, 'Chase Line' rail service continues to grow in its popularity and the three stations at Cannock, Hednesford and Rugeley Town carry over 700,000 passengers' per year. The Chase Line electrification and line speed improvements completed in May 2019 have enabled the introduction of faster, longer and more frequent services, including two trains per hour throughout the day to Birmingham, and new direct services to the NEC/Birmingham Airport.

The Council is also actively involved in the innovative Chase Line 'Stations Alliance', with the West Midlands Rail Executive, Staffordshire County Council (SCCREP), LEPs, Network Rail and West Midlands Trains (the new West Midlands franchise operator). Cannock station in particular is the focus of attention for a major upgrade, in view of its close proximity to the £160m West Midlands Designer Outlet at Mill Green which will attract 3-4 million visitors per annum. COVID -19 impacted the levels of footfall and in 2018/19 these were 500,000. Rail services have seen significant improvements and strong growth in passenger numbers leading to continued investment in infrastructure. There is the expectation that footfall levels are expected to grow with the return of passengers to the railway and building back better.

²⁹Venuescore UK Shopping Venue Rankings (Javelin Group) 2016-17 (also referenced in the 2021 Retail Study)

³⁰ Highways England M54 to M6 Link Road

5. Local Plan Vision & Objectives

Rugeley has also benefited due to its position on the West Coast Main Line (WCML) including the introduction of hourly services to Crewe, Stafford, Milton Keynes and London. The High Speed 2 (HS2) railway from London to Crewe will not run through the District. Rail services have seen significant improvements to Birmingham, London and the north west. The off-peak Chase Line service frequency to Birmingham has been increased, while the electrification and line speed increase schemes have been completed, including the introduction of longer, faster services to Birmingham with direct services to Birmingham International (Airport/NEC).

While there is a good core urban and inter urban bus service network from Cannock to Wolverhampton, Stafford, Lichfield, Walsall and Wolverhampton and from Rugeley to Stafford and Lichfield, these are not immune from the national trend in falling passenger numbers. Parts of the district have seen reduced levels or even loss of their bus services and are now more isolated, especially away from the main commuter routes. Social isolation is an issue for many who do not have access to cars. County Council budget cutbacks have led to the loss of evening services and there are no longer any Sunday bus services. A new bus operator has taken over bus services operating from Cannock bus depot, which run most of the local bus routes.

In terms of the road network the A5/M6T/A460/A34 Churchbridge Junction only has a design life to 2020 and much of the A5 in the District is also designated as an Air Quality Management Area, as is the area around Five Ways junction in Heath Hayes. Congestion along the A5 has been cited as an issue for road freight and the reliability of journey times, and there is an A5 Partnership which meets to address issues in this regard.

The historical development of the District has provided a wealth of canal network assets which provide connections to neighbouring areas and potentially offer opportunities for improved linkages including cycling and walking, contributing to sustainable communities and providing a wealth of other benefits (e.g. tourism, health and wellbeing, green infrastructure and biodiversity). Ongoing initiatives by the Lichfield and Hatherton Canals Restoration Trust, propose the phased restoration of the Hatherton Canal, partly on a new alignment.

Environment

The District comprises land rising from the low lying, largely urbanised areas in the south-west and Green Belt area around Norton Canes in the south-east to the higher plateaux within the Cannock Chase National Landscape. These plateaux then fall to the wide valley of the River Trent with the urban area of Rugeley and Brereton bordered by Green Belt in the north. Cannock Chase National Landscape provides a strategic area of accessible countryside with conservation, recreation, economic and tourism benefits. The Green Belt is also important for recreation, maintaining the District's character and its wildlife and safeguarding the wider open countryside.

The District supports two Special Areas of Conservation, Sites of Special Scientific Interest, Ancient Woodland, local Sites of Biological Interest, Local Nature Reserves and a Local Geological Site. However, some elements of the District's biodiversity assets are at potential risk of decline due to development and recreational pressures unless appropriate mitigation measures are put in place³¹. This natural environment gives the District a valuable semi-rural landscape, which combined with the historical influence of human activities results in a distinctive landscape character.

³¹ CCDC Appropriate Assessments (2009 onwards) AND Cannock Chase SAC Guidance to Mitigate (2017)

5. Local Plan Vision & Objectives

The District's medieval origins, mining legacy and industrial/agricultural heritage provide a wealth of valuable assets, which contribute to this distinctive character and provide a range of recreation and tourism benefits. There are 8 Conservation Areas within the District (primarily focused around Rugeley), a large number of listed buildings and several Scheduled Monuments. There are also a range of non-designated heritage assets including archaeological features of interest, potential sites of national importance related to military activities and locally significant historic farmsteads.

The canal network represents a key heritage asset that can contribute towards the natural and built environment including opportunities for heritage-led regeneration and high quality design. The central landscape areas of the District are in a fairly good and strong condition overall and are of high sensitivity to change; those in the weakest and poorest condition are primarily at southern and eastern parts (around Norton Canes), mainly due to the extent of change in this area; although some parts are still sensitive to further change³²

In addition, the District's mining legacy has resulted in a variety of issues and constraints. Surface hazards, such as mine entries and fissures, are present throughout the District and rising mine water is an issue that The Coal Authority is monitoring due to its potential pollution and flooding effects. Southern parts of the District are still classified as potential mineral resource areas for coal. Central and northern parts of the District are also classified as having potential mineral resources (sand and gravel).³³

Green Belt

Given that 60% of the District is designated Green Belt, it is a key feature of the District's overall character. It provides a range of multifunctional benefits (as outlined above) and serves to maintain the openness of the rural-urban fringe (with the West Midlands conurbation) as well as the District's separate urban areas and their identities. A Green Belt study (2016) provides an overview of the current condition of the Districts' Green Belt (in terms of how it performs against the nationally defined purposes of Green Belt) and a more detailed Green Belt³⁴ study was undertaken in 2020 to inform the preparation of the Plan.

Climate Change

Cannock Chase Council has declared a Climate Change Emergency with a target for achieving Net Zero.

The impacts associated with climate change risks are already being felt. Local, regional, national and global trends for climate change will rise in line with emissions that have already been released to the atmosphere, exacerbating the hazards that occur naturally, and magnifying the impacts experienced. Policies should therefore seek to ensure that developments are 'resilient' to climate change risks and the influence that a high-emission projection scenario could have.³⁵

Safeguarding against future climate impacts is a cross-cutting issue and should be integrated with approaches to achieve a pathway towards low and zero carbon. This may include measures such as requiring on-site renewable energy generation, diversifying transportation

³² Landscape Character Assessment for Cannock Chase District (2016) and Addendum (2017)

³³ Staffordshire County Council Minerals Local Plan (2017)

³⁴ Cannock Chase Green Belt Harm Assessment (2020)

³⁵ SCC Climate Change Adaption and Mitigation Report (October 2020)

5. Local Plan Vision & Objectives

links and ensuring development allocations are designed to be resilient to chronic and acute climate change impacts such flooding and biodiversity migration.

Key Issues

From the profile the following key issues for the District can be identified:

- Levels of crime, and perceptions of crime, remain a concern;
- Low standards of health and educational attainment require improvement;
- Future housing needs, particularly affordable housing requirements, have to be met including a contribution to the shortfall across the wider housing market area;
- Economic growth and regeneration needs have to be met and access to employment opportunities and local labour skills require improvement and resilience;
- The natural and built environment (inclusive of indoor, built and outdoor sports) should be planned effectively to encourage opportunities for healthy and active lifestyles amongst all sections of the community;
- Educational provision will need to be provided for including school expansions or new provision where applicable;
- Provision of comprehensive transport networks need to be better supported to help reduce social exclusion and unsustainable development impacts;
- The town centres need to adapt and increase their competitiveness to maintain local shopping provision, be responsive to changing consumer needs and the role and function of centres, maximise opportunity, reverse decline and contribute to regeneration;
- The highly valuable and sensitive natural environment, historic environment and landscape character, green linkages and the canal network need to be protected and enhanced whilst meeting demands and providing opportunities for housing, recreation and economic activity including heritage-led regeneration;
- The natural and built environment including indoor, built and outdoor facilities and including the role of green infrastructure, the canal networks and linked cycleways and walkways should be planned effectively to encourage opportunities for healthy and active lifestyles amongst all sections of the community;
- Potential challenges posed by the need to respond to climate change need to be tackled e.g. alternative forms of energy supply, addressing flood risk, helping local wildlife to adapt, along with wider sustainable development concerns. For example, air and water quality concerns as well as more specific local issues (such as those related to minerals and the coal mining legacy).

These District-wide issues manifest in the localities of the District in different ways, reflecting local features. The key points are summarised below with brief profile characteristics.

Cannock/Hednesford/Heath Hayes

- These areas are described together as they form a continuous urban area. The combined population is 61,900, 62% of the District total (2021 Census).
- Housing provision is a mix of age, size and tenure. There have been a number of Council-led programmes to regenerate public housing estates which were of poor quality, being constructed from defective pre-cast reinforced concrete.
- The urban area, particularly Cannock, provides the majority of employment opportunities for the District with particular concentrations along the A5/M6 Toll corridor, which links into the neighbouring West Midlands conurbation.

5. Local Plan Vision & Objectives

- Rail services have seen significant improvements and strong growth in passenger numbers leading to continued investment in infrastructure. Parts of the District have seen reduced levels or even loss of their bus services and are now more isolated, especially away from the main commuter routes. Social isolation is an issue for many people who do not have access to cars.
- Health provision has traditionally been via small doctors' surgeries across the area, with more recent investment in larger health centres to serve growing populations and to help retain specialist staff. There are several schools to serve both primary and secondary age pupils along with a number of community facilities, including Chase Leisure Centre.
- The area is served by a series of major open recreational spaces e.g. Hednesford Hills, a designated SSSI³⁶, and major parks at Cannock, Hednesford and Heath Hayes. Improvements to the quality of play areas/hubs have occurred including at Cannock Stadium and ongoing maintenance/improvements to the District's parks which have achieved 'Green Flag' status.³⁷ However, some residential areas do not have good access to children's play facilities. Indoor leisure provision has been improved through modernisation works at the Chase Leisure Centre.
- Since the sixteenth century, coal extraction has had a major impact on the landscape character, resulting in extensive industrialisation. Cannock Town Centre Conservation Area, with its listed buildings, requires management and investment to enhance its character whilst North Street, Bridgtown Conservation Area, illustrative of the area's growth during the late Victorian period, has benefited from investment and major enhancements.

Hednesford Town Council produced a Neighbourhood Plan (adopted in 2018) which sets out local issues and aspirations in more detail including a particular focus upon local regeneration and the town centre area.

Rugeley & Brereton

- The combined population of 24,647 is 25% of the district total (2021 Census).
- The former Rugeley power station site continues to be prepared for development and will provide a major change to Rugeley and Brereton and a significant contribution to the growth in the district.
- Rugeley town centre has had limited new investment since the mid-1980s and is in continued need of regeneration. However, more recent investment in the form of a new supermarket, public realm enhancements and a flood alleviation scheme have brought about new opportunities and improvements to the town. The Towers Business Park (developed on the former Lea Hall Colliery site) home to major companies, such as Amazon. The now well-established Eastern Bypass also provides links to nearby employment opportunities. However, some issues of out commuting and lack of access to local high quality employment opportunities remain.
- Rail services have seen significant improvements to Birmingham, London and the north-west. The off-peak Chase Line service frequency to Birmingham has been increased, while the electrification and line speed increase schemes have been completed, including the introduction of longer, faster services to Birmingham with direct services to Birmingham International (Airport/NEC).
- Bus services have followed the national trend of gradual decline in passengers and a diminishing network. County Council budget cutbacks and the resulting reduced operating

³⁶ Included as part of the Chasewater and the Southern Staffordshire Coalfield Heaths SSSI

³⁷ CCDC Authority Monitoring Report 2016/17

5. Local Plan Vision & Objectives

hours at Cannock bus depot have led to the withdrawal of evening services and the removal of Sunday bus services in the District.

- Apart from the Victorian residential streets around Rugeley Town Centre, the historic core of Brereton village and areas of north-west Ravenhill most housing is post 1945 with several estates of public housing including the former National Coal Board Pear Tree estate, which has environmental and infrastructure problems.
- There are two health centres, 9 primary schools, and 1 secondary school. A new school will be provided on the Rugeley Power Station site with additional health infrastructure provided in the area to serve the new housing developments. There are also a number of community facilities including Rugeley Leisure Centre and swimming pool. Despite being adjacent to the National Landscape, there is a lack of alternative recreational sites and deficiencies in access to play areas.
- There is a wealth of historic natural and built assets in the area e.g. 6 Conservation Areas in and around Rugeley Town Centre, along the Trent and Mersey Canal and at Main Road, Brereton. Rugeley's position alongside the strategic River Trent corridor has resulted in its development since early Domesday records and the layout of the town pattern is largely unchanged from the sixteenth century

Norton Canes

- The population of 8,320 is 8% of the District total (2021 Census). Originating as a mining village it expanded to include estates of public and private housing during the 1960/70s. There have been more recent expansions in the form of housing developments to the south-east of the urban area (at the former Greyhound Stadium) and there is a large housing development under construction to the south of the urban area (450 homes). There are 2 primary schools, a secondary school, library and community centre together with a limited range of local shops. A modern health centre opened in 2007 and three GP surgeries operate from this, however concerns about local capacity have been raised (noting that there are cross boundary linkages with Great Wyrley in South Staffordshire in terms of the local catchment). The village centre is accessible by bus, but some peripheral areas of Norton Canes have lost their services, and there are no Sunday bus services.
- Access to recreational sites in the area is relatively good, particularly given the proximity to the Chasewater Country Park (in Lichfield District). Access to indoor leisure facilities is mainly outside the settlement at Cannock, Burntwood or Walsall.

The Rural Areas

The Cannock Chase National Landscape contains one of the largest areas of readily accessible recreational land in the West Midlands, being a statutory designation under the Countryside and Rights of Way Act 2000. It is a significant asset for nearby communities as well as comprising important heathland areas covered by the European designated Special Area of Conservation (SAC). The landscape is dominated by forestry plantations, however within the National Landscape and around its fringes there have been, and continue to be, a number of influences on its landscape and heritage e.g. hunting and military activities, mining, agriculture, equestrian activity and recreation. Modern-day activities require careful management in view of the areas sensitivities.

- Slitting Mill, Prospect Village and Cannock Wood village are all situated in the northern area outside the Green Belt. All have village halls; however Prospect Village and Slitting Mill have no shops or schools. Cannock Wood has access to a local primary school (in Lichfield District) and shop. Prospect Village, Rawnsley and Hazel Slade have a daytime and Saturday bus service to destinations such as Cannock, Hednesford, Burntwood and

5. Local Plan Vision & Objectives

Lichfield. Slitting Mill and Cannock Wood have no timetabled bus service. Access to public transport and the potential for social isolation is now an issue.

- The rural area south of the M6 Toll contains the hamlet of Little Wyrley, scattered dwellings and farms, commercial developments at Watling Street, Lime Lane and a completed landfill site at the former Grove Colliery. It also contains the Cannock Extension Canal Special Area of Conservation (SAC). This area contains some of the most intact rural landscape character in the District, particularly south of the A5.
- The rural areas, by their largely undeveloped nature, have a unique character by virtue of the surviving historic farmsteads and field patterns, largely from the 18th and 19th centuries. However the District also retains a wealth of late medieval and early post medieval industrial sites including glass working, mining and metal working. Such sites throughout the West Midlands represent the first stirrings of what was to become the Industrial Revolution during the 19th Century, though by this time much of the industrial focus had moved away from the District. These assets are sensitive to development pressures and require careful consideration.

Cannock Chase Councils' Corporate Plan

4.1. The Council's Corporate Plan covers the period 2022 to 2026. This states the Councils vision:

- Ambition is at the heart of the plan.
- Want local residents to be proud to call Cannock Chase home.
- Rejuvenated town centres, local businesses that are supported and an environment where entrepreneurship is encouraged.
- Working together with partnerships, town and parish councils and community groups to achieve this ambition.
- Empowered residents encouraged to lead healthy and independent lives.
- A local environment that is protected, preserved, and enhanced for future generations.
- Forward-thinking Council, making best use of our assets, living within our means, and ensuring we are accountable for our decisions.

Four Priorities for 2022-2026

- Economic Prosperity
- Health & Wellbeing
- The Community
- Responsible Council

4.2. In terms of Promoting Prosperity there are five key aims 'To reinvigorate the economy and create a District that thrives':

- Attract investment to develop the District's economy.
- Encourage entrepreneurship, promote apprenticeships, and support business.
- Attract modern, green, and skilled industries and create jobs.
- Rejuvenate our town centres.
- Support the development of our visitor economy.

5. Local Plan Vision & Objectives

4.3. For Community Wellbeing there are four key aims:

- Provide opportunities for residents to lead healthy and active lifestyles and recognise the importance of mental health and wellbeing.
- Embed health and wellbeing into all of our policies and everything that we do.
- Work with partners to address health inequalities across the District.
- Support residents that need our help.

4.4. The new Local Plan will therefore need to help the Council to achieve its vision.

4.5. The geography of the West Midlands is complex and Cannock Chase Council is involved in a range of different partnerships and groups formed under the Duty to Co-operate delivering a range of different functions. Some key ones include:

- The Greater Birmingham and Solihull Local Economic Partnership (LEP)³⁸
- Staffordshire and Stoke LEP³⁹
- The West Midlands Combined Authority⁴⁰
- The 14 authorities comprising the Greater Birmingham and Black Country Housing Market Area⁴¹
- The Cannock Chase National Landscape Partnership⁴²; and
- The Cannock Chase Special Area of Conservation Partnership (SAC)⁴³

4.6. The Council will need to ensure that the new Local Plan helps these (and other) partnerships to deliver their ambitions and obligations. As the Local Plan develops we will need to ensure that the plan links to a range of strategies and plans, for example:

- The Government's Industrial Strategy
- The Government's 25 Year Environment Plan
- The West Midlands Engine Growth Strategy and Midlands Connect Strategy
- Strategic Economic Plans
- The West Midlands Combined Authority Spatial Investment and Delivery Plan
- DfT Gear Change: A bold vision for cycling and walking, July 2020
- Statutory Cycling and Walking Investment Strategy (CWIS), 2017
- Staffordshire Local Cycling and Walking Infrastructure Plan 2021
- Cannock Chase Integrated Transport Strategy (to be reviewed)

³⁸ Local Authority areas: Birmingham, East Staffordshire, Lichfield, Tamworth, Bromsgrove, Cannock Chase, Redditch, Solihull, Wyre Forest

³⁹ Staffordshire and Stoke, list of partners at <https://www.stokestaffslep.org.uk/about-us/our-people-partners/>

⁴⁰ Constituent local authorities: Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, Wolverhampton. Non constituent local authorities: Cannock Chase, North Warwickshire, Nuneaton & Bedworth, Redditch, Rugby, Shropshire, Stratford-upon-Avon, Tamworth, Telford & Wrekin

⁴¹ Local Authority areas: Birmingham, Bromsgrove, Cannock Chase, Dudley, Lichfield, North Warwickshire, Redditch, Sandwell, Solihull, South Staffordshire, Stratford upon Avon, Tamworth, Walsall and Wolverhampton.

⁴² Local Authorities involved: Cannock Chase, Lichfield, Stafford, South Staffordshire; Staffordshire County Council also working with a range of other organisations

⁴³ Local authorities: Cannock Chase, East Staffordshire, Lichfield, South Staffordshire, Stafford, Staffordshire County Council, Walsall, Wolverhampton also with a range of other organisations

5. Local Plan Vision & Objectives

- Various environmental strategies and management plans; and
- Infrastructure and delivery strategies (these can cover a range of issues such as utilities, health, education, community infrastructure and so on).

4.7. New evidence since the publication of the preferred options includes:

- Climate Change Adaptation and Mitigation Action plan Staffordshire County Council (AECOM 2022);
- Cannock Chase Retail & Town Centre Uses Study Update (2022);
- Development Capacity Study (2023);
- Open Space Assessment (2023);
- Viability Assessment (2022);
- Five Ways transport Modelling and Air Quality Impact (2022)
- Cannock Chase Memorandum of Understanding (2022)

4.8. The Council will also need to work with neighbouring authorities on a range of strategic issues as well as a number of organisations who are listed in the National Planning Policy Framework as prescribed bodies under the statutory Duty to Co-operate. These are:

- Local Planning Authorities
- County Councils
- Local Enterprise Partnerships
- Environment Agency
- Historic England
- Natural England
- Civil Aviation Authority
- Homes England
- Integrated Care Systems/Integrated Care Board
- Office of Rail and Road
- Local Integrated Transport Authority
- Highways Authorities
- Local Nature Partnerships

4.9. Strategic policy-making authorities are required to cooperate with each other, and other bodies, when preparing, or supporting the preparation of policies which address strategic matters.

4.10. The following cross boundary issues have been identified:

Housing Land Need

4.11. Discussions will continue with our Duty to Co-operate partners to ascertain potential assistance to meet Cannock's housing need and ongoing dialogue in relation to the wider Housing Market Area shortfall.

5. Local Plan Vision & Objectives

Cannock Chase SAC

- 4.12. Policies are necessary to carefully balance recreational uses and control development in order to protect these areas from any negative impacts.

Cannock Chase National Landscape

- 4.13. Cannock Chase Area of Outstanding Natural Landscape is a high value protected landscape that benefits from protection against most forms of development in order to preserve the views into and across the heathland and forest habitats.

Gypsy and Traveller Need

- 4.14. We will continue to ascertain potential assistance to meet the need arising in Cannock District and address the shortfall in the accommodation need of this community in our neighbouring authorities.

Employment Land Need

- 4.15. Discussions will continue with our Duty to Co-operate partners to ascertain potential assistance to meet unidentified need for employment land within the authorities which share our functional economic market area.

5. Local Plan Vision & Objectives

STRATEGIC OBJECTIVES

Strategic Objective 1:

To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive and safe by:

- Protecting, conserving and enhancing the District's historic environment, and sustaining local character and distinctiveness by managing designated and non-designated heritage assets and their townscape and landscape settings;
- Retaining and enhancing the distinct and separate character of the District's settlements and protecting and enhancing the quality of the built environment by ensuring that new development is designed to provide the highest quality of built form and public realm which will enhance the District's distinctive heritage and natural assets; and
- Creating places that are safe, inclusive and accessible which deter crime and reduce the fear of crime.

Strategic Objective 2:

To create community facilities and healthy living opportunities across the District by:

- Ensuring the adequate provision of community facilities in accessible locations;
- Safeguarding the health and the amenity of local communities;
- Providing open space, sports and recreational buildings and land, including playing fields;
- Providing opportunities for allotments and local food growing; and
- Providing healthy living opportunities and increasing physical activity in everyday lives.

Strategic Objective 3:

To deliver a sufficient supply of homes to provide for housing choice and ensure all people are able to live in a decent home which meets their needs by:

- Facilitating sustainable housing provision for this plan period and the next;
- Delivering sufficient housing to meet the District's own need and an appropriate and sustainable contribution to the wider housing market area shortfall where justified in adopted plans;
- Helping meet local need for affordable dwellings;
- Providing housing choices for an ageing population;
- Catering for the needs of different groups in the community.

Strategic Objective 4:

To encourage a vibrant local economy and workforce by:

- Championing clean growth principles to support a highly productive, clean and resilient economy;
- Safeguarding existing employment areas for employment uses;
- Providing employment opportunities in locations which best respond to market demands and which will attract inward investment;
- Ensuring that business locations and centres are accessible by public transport from all areas of the District, reducing travel needs where possible;
- Supporting the development of town centres as hubs for commercial uses such as offices, leisure and culture uses, residential opportunities and community activities;

5. Local Plan Vision & Objectives

- Providing a range of sizes and types of employment sites to meet modern business needs;
- Supporting sustainable tourism and the rural economy, balanced with the protection of the National Landscape and the District's two SACs;
- Ensuring the land based economies of the District, including agriculture and forestry, can continue to operate, diversify and prosper;
- Encouraging the development of Live Work units;
- Providing for local employment and the development of skills.

Strategic Objective: 5

To support the provision of sustainable transport and communications infrastructure by:

Managing the need to travel by:

- Providing for major new development in accessible locations that can provide access for all sections of the community to work, shopping, health, education, leisure, green space and other facilities.
- Clustering the development of services and facilities in locations that can provide convenient access to all sections of the community.
- Ensuring major new developments provide for safe pedestrian and cycle movement within the scheme and to neighbouring areas and are designed to accommodate high quality public transport services.
- Supporting the installation of high quality and resilient digital communication technologies to facilitate business development and remote working.

Supporting low carbon transport systems:

- Supporting the provision of electric vehicle charging points, and other infrastructure that may be required for alternative low and zero carbon transport options, including hydrogen vehicles.
- Supporting changes to the road network where they are related to the reduction of environmental impacts and the enhancement of public transport.
- Supporting sustainable freight distribution by road and rail.

Maintaining and improving the transport system:

- Achieving improvements to walking and cycling routes so they are coherent, direct, safe, comfortable and attractive) and supporting increased use of the canal network and towpaths as part of the integrated transport network.
- Securing the continued development of the Chase Line rail services, facilities and infrastructure as the preferred means of transport.
- Safeguarding land that is required for sustainable transport schemes, including road, rail, cycle ways and footpaths.
- Supporting the safe and efficient use of the highway network through traffic management schemes.
- Establishing standards for the provision of car and lorry parking.

5. Local Plan Vision & Objectives

Strategic Objective 6:

To create attractive Town and Local Centres by:

- Enhancing the Town, and Local Centres in order to protect and improve their vitality and viability;
- Maintaining a hierarchy of Town and Local Centres;
- Supporting growth of shops, offices, business, education, leisure, arts, cultural and tourism in Town Centres, and improving access to employment and housing in order to achieve Town Centres with good vitality and viability;
- Supporting the development of Town Centres as hubs for comparison goods shopping, leisure and culture uses, residential opportunities and health and community activities;
- Supporting the development of Local Centres mainly for local food shopping and local services; and
- Supporting the direction of new investment to the Town, and Local Centres via a range of means as most appropriate to the local context.

Strategic Objective 7:

To protect and enhance the natural environment development will:

- Minimise impacts on, and provide net gains for, biodiversity, including by conserving, expanding and linking natural habitats through habitat creation and improvement to ensure they are robust, establishing coherent ecological networks of sites that provides wildlife with the opportunity to prosper;
- Protect, conserve and enhance the District's natural environment assets, valued landscape and townscape, sites of biodiversity or geological value and soils. The highest degree of protection will be given to the protected landscapes of the Cannock Chase National Landscape and the Green Belt; and
- Avoid any harmful impacts on the integrity of the Cannock Chase Special Area of Conservation (SAC) and the Cannock Extension Canal Special Area of Conservation (SAC).

Strategic Objective 8:

To support a greener future, development will:

- Increase production of low and zero carbon energy and heat;
- Promote sustainable building design and climate change adaptation measures by consideration of site layout, orientation of structures, construction materials, green building design and increase Low and Zero Carbon development;
- Offset and mitigate any carbon emissions that cannot be avoided;
- Reduce the risk of flooding, manage surface water and drainage, maximise flood protection and manage the effects of flooding;
- Avoid air, water, soil, noise and light pollution;
- Ensure development makes efficient use of previously developed land and buildings;
- Safeguard potential mineral reserves;
- Minimise waste: and,
- Encourage and facilitate the use of sustainable modes of transport.

5. Local Plan Vision & Objectives

SPATIAL PRIORITIES

5.1. Cannock Chase District will meet the development needs arising from the district, plan for our future needs and provide a contribution towards the Housing Market Area shortfall. To meet these needs development will focus on.

- Re-use of brownfield land;
- Supporting existing settlements and characteristics;
- Assisting in the rejuvenation of town centres;
- Ensuring infrastructure delivery to support growth;
- Safeguarding natural and historic assets; and
- Assisting in the delivery of the Council's ambition to be net zero carbon.

Introduction

5.2. Cannock Chase District has experienced significant growth in recent years by capitalising on its location and accessibility, as well the backdrop of Cannock Chase National Landscape, that together provide an attractive environment for residential and commercial development. Investment in commercial and industrial development has boosted the local economy at a rate that has exceeded local and national trends, and this has been enhanced by a consistent housebuilding programme.

5.3. The Spatial Strategy provides the context for the future growth of Cannock Chase District and how the spatial priorities will be delivered over the lifetime of the Local Plan. It sets out the approach to the delivery of sustainable development by assessing the economic, environmental and social impacts of development and growth in the District.

5.4. The Local Plan sets out the amount of development that will be delivered up to 2040, as well as policies to support delivery - through supporting infrastructure including affordable and specialist housing, the protection of environmental and historic assets, climate change adaptation and mitigation etc.

5.5. Cannock Chase District is situated in the southern part of the County of Staffordshire and is the second smallest authority in terms of land area. It is comprised of large areas of Green Belt and The National Landscape which together account for over 60% of the district. Cannock Chase District's population is concentrated in the existing settlements of Cannock/Hednesford/Heath Hayes, Norton Canes, and Rugeley /Brereton which are the most sustainable development locations in the District.

National Policy Context

5.6. The achievement of sustainable development is a core principle at the heart of the plan making system. NPPF Chapter 2 - Achieving Sustainable Development states that 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' (paragraph 7). Within this objective lie '...three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...' these are economic objectives, social objectives and environmental objectives (paragraph 8).

5.7. Further important NPPF references include:

5.8. The presumption in favour of sustainable development:

5. Local Plan Vision & Objectives

11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

- a) Plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
- b) Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas unless:
 - (i) The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area or
 - (ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

15. The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a) Housing (including affordable housing), employment, retail, leisure and other commercial development;
- b) Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) Community facilities (such as health, education and cultural infrastructure); and
- d) Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

The Spatial Strategy

- New development will be located in the most sustainable locations, including within and around existing town centres, neighbourhood centres and employment areas.
- Development will be focussed on the existing urban areas and will protect and enhance Green Belt land and the National Landscape.
- The adverse environmental impacts of development will be minimised and mitigated where unavoidable. The Local Plan will protect and enhance species, habitats and geological sites.
- Cannock Chase District's housing and employment requirements will be met as far as possible within the existing urban areas or within planned expansion to the urban areas in accessible and sustainable locations.
- The Local Plan will optimise the reuse of previously developed sites, protect natural assets and create opportunities for low and zero carbon energy and heat production.
- The Local Plan will protect cultural and heritage assets, local distinctiveness and sense of place will be maintained and strengthened through quality design.
- Green Belt release is considered in order to provide sufficient land to meet Cannock Chase District's housing and employment need with an element of flexibility.
- The Local Plan will seek to deliver a minimum 5,808 dwellings to meet the district's housing need between 2018 and 2040 at an average rate of 264 dwellings per annum. Further land

5. Local Plan Vision & Objectives

will be removed from the Green Belt and safeguarded for future housing need, strategic green infrastructure link and infrastructure requirements in the next plan period or early review of the development plan.

- Cannock Chase District forms part of the Greater Birmingham and Black Country Housing Market Area (GBBCHMA) and has resolved to contribute 500 dwellings where infrastructure permits, to meet a shortfall arising from the GBBCHMA which sets a Local Housing need of 6,303 dwellings at an average of 287 dwellings per annum.
- Up to 69 hectares of employment land will be provided to meet the District's employment need. Two Strategic employment sites have been identified which will form extensions to existing business parks at Kingswood Lakeside and Watling Street, A5. These will require land to be released from the Green Belt

5.9. Residential and employment sites have been identified within the Local Plan to meet identified needs, these will be within the existing urban area or accessible and sustainable locations within the Green Belt.

5.10. The level of growth within the main urban centres will be predicated by the capacity of local infrastructure to accommodate growth. The availability of infrastructure and services, as well as the potential to enhance local infrastructure in mitigation, will be taken into consideration. Development will be supported that delivers sufficient infrastructure (social, physical and environmental) to support the proposals to meet identified local needs.

5.11. The Local Plan will promote sustainable and health promoting transport choices to access education, services and jobs. Health facilities, including GP services, will be positively planned and deficiencies in local services and facilities will be addressed through new facilities or development space made available during the Plan period. Accessibility enhancements will take the form of new walking, cycling and public transport services and infrastructure that will include an uplift in environmental quality and public realm by encouraging networks to be coherent, direct, safe, comfortable and attractive. These measures will help to reduce the negative impacts of climate change but also promote health and well-being whilst respecting the historic environment.

5.12. Climate Change is a key consideration within the Local Plan. The Local Plan will deliver resilient communities and developments to mitigate climate change and minimise flood risk. Development should address the impact of climate change and incorporate measures that are deemed to be carbon neutral at the outset, or capable of being upgraded so that further carbon reduction initiatives can be implemented at a future date, in accordance with national requirements.

5.13. The Local Plan designates the hierarchy of centres and levels of retail growth for each centre and states the importance of our open spaces and leisure provision. The Plan also seeks to conserve and enhance the Cannock Chase National Landscape, Hednesford Hills, Green Belt and green infrastructure of the District. The Plan also protects the Cannock Chase and Cannock Extension SACs from adverse impacts from development.

5.14. The Local Plan review includes strategic policies for the District which set out the overall strategy for the pattern, scale and design quality of development and places during the plan period. It sets out where development will take place in order to deliver the Vision and Strategic Objectives set out in the document.

5.15. The Council's legal obligations in meeting the National Planning Policy Framework obligations will be satisfied.

5. Local Plan Vision & Objectives

The Spatial Strategy for Cannock/Hednesford/Heath Hayes

- Cannock, Hednesford and Heath Hayes will be the main priority area for new residential and commercial development.
- Previously developed land and brownfield sites will be prioritised for development, and a high quality of design reflecting the character of the area will be sought.
- Cannock Town Centre is the designated Strategic Town Centre within the District, being the principal location for shopping and leisure.
- Residential development opportunities will be promoted that will enhance the vitality of the Town Centre, increase housing choice and compliment retail and leisure opportunities.
- Opportunities to deliver net zero carbon development will be prioritised and other types of development which can contribute to the delivery of a net zero carbon District will be encouraged.
- The networks of open space will be protected and enhanced to support the natural assets and continue to provide opportunities to improve health and well-being.
- Improvements to cycle and footpath networks will be made to enhance connectivity and encourage more active travel, health and well-being.
- The Town Centre will be the focus for leisure and entertainment provision and provide new residential accommodation.
- Hednesford is a designated Town Centre serving the retail and service needs of residents to the north-east of Cannock. Opportunities to enhance the retail, commercial and residential offer will be prioritised.
- Heath Hayes is a designated Local Centre and provides small scale services to serve local needs.

5.16. A masterplan approach to the improvements to the Town Centre will be taken forward that will take in the opportunities to integrate the train station with the Town Centre and the West Midlands Designer Outlet at Mill Green. The recent upgrade of rail services to Birmingham will be reflected in the masterplan to harness the benefits of these improved links and provide a station facility that will be a key feature of the regeneration of Cannock Town Centre.

The Spatial Strategy for Rugeley and Brereton

- Rugeley is a designated Town Centre serving the shopping needs of its hinterland
- The consolidation of the Town Centre is a priority through the redevelopment or refurbishment of the Market Hall, and the improvement of the station to provide a high-quality gateway into the Town Centre.
- The introduction of residential and commercial units that respect the historic character of the Town Centre will be prioritised.
- The provision of approx. 1,000 additional homes within Cannock Chase District will be delivered through the larger cross boundary redevelopment of the former Rugeley Power Station.
- Development must seek to achieve a net zero carbon standard.
- Improvements to Rugeley Train Station and Rugeley Trent Valley Train Station will be a priority, as well as the Rugeley bus station.
- Improvements to cycle and footpath networks will be made to enhance connectivity and encourage more active travel, health and well-being.
- A high-quality natural environment will be protected and enhanced through improved quality of the existing green infrastructure, enabling greater use and support for wildlife
- Brereton is a designated as a Local Centre serving local needs.

5. Local Plan Vision & Objectives

5.17. The redevelopment of the power station will also deliver education facilities, green space and employment uses that will provide a show case for the potential to achieve net zero carbon across the district. The setting of the National Landscape will be enhanced through the reclamation and redevelopment of the derelict and underused power station site and the air quality improved.

The Spatial Strategy for Norton Canes

- Norton Canes has experienced significant growth since 2018 and corresponding infrastructure is yet to be delivered to accommodate the increased demand upon services such as education.
- Residential and commercial development opportunities will be prioritised within Norton Canes where they can make a positive and sustainable contribution to the growth of the district. The Council will safeguard land for future development and work with the Parish Council to deliver further housing growth where this enables the delivery of a further half FE primary school including, if justified, removal of land from the Green Belt. Land can only be released from the Green Belt through a development plan such as the Local Plan or Neighbourhood Plan.
- Norton Canes is a designated Local Centre serving local needs.
- Improvements to transport networks will include improved links to Kingswood Lakeside via a recreational cycle/footpath route and a further crossing route across the A5 to provide a safe recreational cycle/footpath route to Grove Colliery via the Cannock Extension Canal towpath.
- The Local Plan supports the enhancement of the biodiversity link between Sutton Park and Cannock Chase, Cannock Extension Canal and dismantled rail line and SBI fronting on to the A5.
- Enhancement of the historic landscape and other heritage assets at Grove Colliery and support for appropriate open recreation, leisure and tourism uses.
- The identity of Norton Canes as a separate settlement will be safeguarded and enhanced.

The Spatial Strategy for Rural areas (Cannock Chase National Landscape and Rural north including Rawnsley, Hazelslade, Prospect village, Cannock Wood and Slitting Mill)

- These areas have potential for local enterprises to support and contribute to the education, preservation and enhancement of the important landscape, habitat and species and history of the area. The retention of existing employment and working landscape will be important to retain the local vibrancy of the area and support local services and facilities.
- Some of the best and most sensitive areas of landscape and biodiversity within the District that are of national significance are located here. Management Plans for the AONB will provide guidance to development in this area and the scale and type of development will need to respect this and support for mitigation strategies will enable residents of the area and visitors to continue to appreciate and care for natural and historic environment.
- Housing will be identified through neighbourhood plans reflecting local need and affordable housing provision as well as respecting the local character and infrastructure of the area.
- Transport improvements will focus on the improvement of active travel methods such as cycling and walking to improve health and reduce the impact on air quality.
- The alteration to the Green Belt boundary and the safeguarding of areas of land for future development recognises the constrained nature of the District and will give permanence to the Green Belt so the revised boundaries can endure beyond the plan period.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

STRATEGIC OBJECTIVE 1

To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive and safe by:

- Protecting, conserving and enhancing the District’s historic environment, and sustaining local character and distinctiveness by managing designated and non-designated heritage assets and their townscape and landscape settings;**
- Retaining and enhancing the distinct and separate character of the District’s settlements and protecting and enhancing the quality of the built environment by ensuring that new development is designed to provide the highest quality of built form and public realm which will enhance the District’s distinctive heritage and natural assets; and**
- Creating places that are safe, inclusive and accessible which deter crime and reduce the fear of crime.**

PROTECTING, CONSERVING AND ENHANCING THE DISTINCTIVE LOCAL HISTORIC ENVIRONMENT

Introduction

6.1. The distinctive local historic environment plays a key part in making Cannock Chase District a diverse and special place to live, work and enjoy. The historic environment can be a catalyst for positive regeneration, and development can result in improvements to existing heritage assets, for example by preserving and enhancing them and their settings, and by better revealing their significance.

6.2. The responses to Local Plan Consultation have demonstrated support for the protection of the historic environment, and for the inclusion of a Local List in the Local Plan. Respondents also supported using the historic environment as a catalyst for positive regeneration, with reference to specific local heritage opportunities in town centres, canals, former collieries, mineral railway lines and historic commercial buildings.

6.3. National planning policy (NPPF 2023) requires local planning policies to take a positive approach towards the conservation and enjoyment of the historic environment. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

6.4. The National Design Guide (2021) acknowledges that well-designed places are responsive to local history, culture and heritage, and development proposals should acknowledge how these have influenced the built environment and wider landscape. Sensitive re-use or adaptation adds to the



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

richness and variety of a scheme and can help to integrate heritage into proposals in an environmentally sustainable way.

6.5. A strategic objective of the Local Plan is to retain and enhance the distinct and separate character of the District's settlements. This will partly be achieved through the spatial strategy which will distribute development in a way that will maintain a degree of physical separation between settlements. It will also be achieved through Policy SO1.1, which aims to sustain local character and distinctiveness through the effective management of designated and non-designated heritage assets and their townscape and landscape settings.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

POLICY SO1.1: PROTECTING, CONSERVING AND ENHANCING THE DISTINCTIVE LOCAL HISTORIC ENVIRONMENT

Development proposals which protect and enhance the significance of designated and non-designated heritage assets and conserve them in ways that will contribute to the economic vitality, local character and distinctiveness of local communities will be supported.

Designated heritage assets (including Conservation Areas, Listed Buildings, and Scheduled Monuments) and their settings will be conserved and enhanced and given the highest level of protection. Non-designated heritage assets (including locally listed buildings and features, and locally important parks and gardens) and their settings will also be conserved and enhanced.

Development proposals which recognise that the historic environment can be a catalyst for positive regeneration, and which preserve and enhance heritage assets and their setting to enhance or better reveal their significance will be supported.

Development proposals affecting, or likely to affect, any heritage asset or its setting will be accompanied by a Heritage Statement which will:

- Identify all heritage assets that could be affected and explain their historic, archaeological, artistic or architectural significance.**
- Reference the Staffordshire Historic Environment Record and other relevant sources such as landscape character and Conservation Area appraisals and management plans.**
- Provide, where required, archaeological survey or historic building and landscape investigations.**

In the case of major development proposals, the Heritage Statement will form part of the Design and Access Statement.

Development proposals that will lead to substantial harm to (or total loss of significance of) a designated heritage asset and its landscape and town scape setting will be refused, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that other exceptional circumstances apply.

Where development proposals will lead to less than substantial harm to existing, or potential, designated and non-designated heritage assets and their landscape and townscape settings, they must be justified by evidence of:

- The public benefits of the development; and**
- The action that will be taken to mitigate and minimise the harm.**

Non-designated archaeology will require an appropriate desk based or field evaluation setting out how development proposals affecting archaeology interests will be considered.

Supporting Text

6.6. Proposals for developments that will affect a 'designated heritage asset', or 'non-designated heritage asset' or their settings will include a Heritage Statement. As a minimum, the Heritage Statement will show that the relevant historic environment record has been consulted and the heritage assets have been assessed using appropriate expertise. The level of detail should be



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

proportionate to the asset's significance and sufficient to understand the potential impact of the proposal on their significance. Applications for Listed Building Consent will require more detail and will require the advice from a suitably qualified and experienced Conservation Architect for all but the simplest applications.

6.7. The provision of a Heritage Statement will be proportionate to the scale of development and for major development proposals will be prepared as a part of the Design and Access Statement (see Policy SO1.2). In all cases these documents should be prepared at an early stage by appropriately experienced historic environment specialists, and they will inform discussions with the local planning authority and their historic environment advisors regarding interventions and opportunities to enhance heritage assets within a scheme.

6.8. In considering the impact of a proposed development on a designated or non-designated heritage asset, the local planning authority will give great weight to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.

6.9. The 'exceptional circumstances' that might justify proposals that will lead to substantial harm to (or total loss of significance of) a designated heritage asset are defined in national planning policy (NPPF) as:

- '(a) the nature of the heritage asset prevents all reasonable uses of the site; and
- (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- (d) the harm or loss is outweighed by the benefit of bringing the site back into use.'

6.10. The planning system recognises three types of heritage asset – those which are of international importance, those which are of national importance and those which are important locally. Nationally important heritage assets are identified and given statutory protection by the Department for Digital, Culture, Media and Sport (having consulted Historic England) on the basis of nationally set selection criteria. Locally important heritage assets are identified by local planning authorities and neighbourhood plan forums based on locally set criteria.

6.11. Designated heritage assets include Conservation Areas, Listed Buildings, and Scheduled Monuments. The Cannock Chase District Conservation Areas Management Plan Supplementary Planning Document (SPD) was adopted in April 2014. The SPD sets out the package of measures available to the Council to apply to all its eight Conservation Areas. It should be read in conjunction with the area-specific Management Plans relating to the individual Conservation Areas.

6.12. Development proposals in Conservation Areas need to be supported by a Design and Access Statement which explains the design thinking behind the application and the effect on the historic and architectural interest of the Conservation Area to ensure that it has been given proper consideration. A description of the significance of the heritage assets affected, the



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

contribution of their setting to that significance, and an assessment of the impact of the proposal on that significance should be included. Design and development briefs will be encouraged for any substantial development proposals.

6.13. The 'public realm' is the space between buildings that is publicly accessible - including streets, squares, parks and open spaces. The enhancement of the public realm in Conservation Areas gives huge benefits and its design and management can be significant in reinforcing historic character.

6.14. Conservation Area designation places protection over all trees, and some trees which make a particular contribution have the additional protection of Tree Preservation Orders.

6.15. Legislation places a duty on the Council to draw up and publish proposals for preserving and enhancing Conservation Areas and to consult the local community on the proposals. Character Appraisals provide a basis for developing Management Plans to address issues arising from the Appraisals. Cannock Chase District Council has adopted eight Conservation Area Management Plans (SPDs):

- Main Road, Brereton (2014)
- Rugeley Town Centre (2014)
- Cannock Town Centre (2014)
- North Street, Bridgtown (2014)
- Sheep Fair/Bow Street, Rugeley (2018)
- Trent and Mersey Canal (2019)
- Church Street, Rugeley (2019); and
- Talbot Street/Lichfield Street, Rugeley (2019)

6.16. All the District's listed buildings are listed on the Council's website. They are listed by the Secretary of State for Digital, Culture, Media and Sport and special controls apply to protect them from unnecessary demolition, unsuitable and insensitive alteration. Buildings are 'listed' for their special architectural or historic interest and there is a general presumption in favour of their preservation. Listing seeks to protect them from unsuitable and insensitive alteration. The need to preserve the setting of a Listed Building may affect development on nearby sites.

6.17. There are currently 70 listed buildings in the District - 7 are listed at Grade II*, the remainder Grade II. These include all sorts of buildings - churches, houses, garden walls, milestones, a churchyard tomb, pubs, and canal bridges. They cover buildings of all periods including medieval stone churches, 16th/17th Century timber framed buildings, and many 19th Century brick buildings, the latter dating from Cannock Chase's period of mining prosperity.

6.18. There are four Scheduled Monuments in the District:

- Churchyard Cross, St Luke's Churchyard, Cannock (a medieval sandstone cross)
- Castle Ring, Cannock Wood (remains of an Iron Age hill fort and medieval hunting lodge)
- Moated site and bloomery (a charcoal fired furnace used to produce wrought iron from iron ore), Courtbanks Covert, Cannock Wood



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

- World War One Trench System, Cannock Chase

6.19. The Staffordshire Historic Environment Record (HER)⁴⁴ includes records of archaeological sites, finds and buildings, historic landscape character information, designation information (including Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields and Conservation Areas).

6.20. Development proposals where there is potential for the site to contain heritage assets of archaeological interest should be accompanied by an Archaeological Assessment. The Historic Environment Team at Staffordshire County Council can provide pre-application advice on the information any application should contain. This could be a desk-based archaeological assessment or, if necessary, a field evaluation.

6.21. Archaeological remains can provide irreplaceable information about our past and hold the potential to increase our future knowledge. The Local Plan therefore seeks to preserve 'in-situ' all sites of known or suspected archaeological interest. Development proposals should appropriately provide for 'in-situ' preservation, or investigation and recording of archaeology, based upon significance.

6.22. Non-designated heritage assets include Locally Listed historic areas, sites, buildings and archaeological remains which are valued for their local architectural or historic character, their contribution to the local scene, or their local historical associations. Locally Listed buildings and features have no statutory protection, but any impact on them will be considered in the assessment of planning applications and will need to be given weight in decision making. They include archaeological features of interest, potential sites of national importance related to military activities and locally significant historic farmsteads. Development proposals affecting a Locally Listed building or feature will need to demonstrate how the design of the development has considered its defined significance.

6.23. Preparation of a Local List for the District is being taken forward through the District Design Guide SPD which includes a procedure for compiling a Local List of local heritage assets which are valued by the community in contributing to the local distinctiveness, character and appearance of the area.

List of relevant evidence

- 'National Planning Policy Framework and National Model Design Code' (January 2021)
- Cannock Chase Conservation Areas Management Plan Supplementary Planning Document 2014; and
- Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 2) Order 2020
- Staffordshire County Council Extensive Urban Survey (Final Report 2014)
- Staffordshire County Council Historic Character Assessments (Cannock 2009; Rugeley 2010)



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

ENHANCING THE QUALITY OF THE BUILT ENVIRONMENT

Introduction

6.24. The responses to Local Plan Consultations have demonstrated support for strengthening design policies and including additional design standards in the Local Plan, including the concept of 'Active Design'⁴⁵ which is rooted in Sport England's aims to promote the role of sport and physical activity in creating healthy and sustainable communities. Local Plan policies aim to ensure that developments add to the overall quality of the area, are visually attractive, sympathetic to local character and history, create a strong sense of place, accommodate and sustain an appropriate amount and mix of development, and create places that are safe, inclusive and accessible and which promote health and well-being. Development that is not well designed will be resisted, especially where it fails to reflect local design policies and government guidance on design.

6.25. National planning policy requires all local planning authorities to prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. The National Design Guide (2021) acknowledges and states that well-designed places are:

- Based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design.
- Integrated into their surroundings so they relate well to them.
- Influenced by and influence their context positively.
- Responsive to local history, culture and heritage.

6.26. The National Design Guide provides a structure that can be used for the content of local design policies, guides and codes. Ten characteristics of good design have been identified to reflect the Government's priorities and provide a common overarching framework:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

⁴⁵ <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design> (accessed 1/8/23)



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

POLICY SO1.2: ENHANCING THE QUALITY OF THE BUILT ENVIRONMENT

Development proposals will be designed to enhance the quality of the townscape and landscape, and will retain and enhance the distinct and separate character of each of the district's settlements.

Development proposals will demonstrate conformity to Local Plan Policies and the relevant Local Design Guide and will deliver a high quality of building design and layout which is:

- **Visually attractive, as a result of good architecture, layout and landscaping**
- **Sympathetic to local character and heritage**
- **able to accommodate an appropriate amount and mix of development**
- **inclusive of green infrastructure, tree planting and other public space**
- **supportive of local facilities and transport networks; and**
- **safe, inclusive and accessible.**

All major development proposals and all Listed Building consent applications will include a Design and Access Statement that will set out:

- **How the design will respect the local distinctiveness and character of the surroundings in terms of heritage, biodiversity, landscape and townscape, cycleways and footpaths, bridleways, public transport networks, and the road network.**
- **What would be built on the site, how the buildings and spaces will be arranged on the site, the density and mix of housing types and tenures, the services and facilities that will be provided, the details of the siting, layout, orientation, massing, height, materials and landscaping, and the provision of access to and from nearby locations and facilities.**

The Design and Access Statement will set out how the proposal will align with the relevant Local Design Guide and the requirements of other relevant Local Plan Policies, particularly:

- **Policy SO1.1: Protecting, Conserving and Enhancing the Distinctive Local Historic Environment**
- **Policy SO1.3: Creating Safe Places which Deter Crime and Reduce the Fear of Crime**
- **Policy SO2.2: Safeguarding Health and Amenity**
- **Policy SO5.1: Accessible Development**
- **Policy SO5.3: Low and Zero Carbon Transport**
- **Policy SO8.2: Achieving Net Zero Carbon Development**
- **Policy SO8.3: Sustainable Design**

Major development, where deemed appropriate by the local planning authority, will require a masterplan to support the detailed design stage. The masterplan will ensure the vision of the development is not diluted over time through cumulative minor changes, and will help to enable infrastructure delivery.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

Supporting Text

6.27. The Local Plan seeks to ensure that all development has regard to the design principles that will deliver high quality places. Design is about more than the architecture of the buildings. It is also about the spaces in between buildings, the relationship between the development and surrounding areas, and the appropriateness of the proposed use of the building in the location of the development.

6.28. The requirements for a Design and Access Statement set out in the Policy are in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 and The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) (Regulations) 2013.

6.29. A 'Design and Access Statement' (DAS) must accompany the following types of planning applications:

- Major developments.
- Development in a conservation area consisting of the provision of one or more dwelling houses.
- Development in a conservation area where the floor space created by the development is 100 square metres or more.
- All applications for listed building consent.

6.30. The Design and Access Statement shall explain:

- The design principles and concepts that have been applied to the development.
- The steps taken to appraise the context of the development and how the design takes that context into account.
- The policy adopted as to access and how policies in relation to access in local development documents have been taken into account.
- What, if any, consultation undertaken on issues in relation to access to the development and what account has been taken of the outcome.
- How any specific issues which might affect access to the development have been addressed.

6.31. The additional requirements in relation to Listed Building consent include an explanation of the design principles and concepts that have been applied to the works and how these take account of:

- The special architectural or historic importance of the building.
- The particular physical features of the building that justify its designation as a listed building.
- The buildings setting.
- How issues relating to access to the building have been dealt with (unless the application relates to internal changes only).

6.32. The Listed Building Design and Access Statement shall also:



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

- Explain the policy adopted as to access, including what alternative means of access have been considered, and how policies relating to access in Local Plan documents have been taken into account;
- Explain how policy as to access takes account of the special architectural or historic importance of the building; and
- What, if any, consultation has been undertaken and what account has been taken of the outcome and explain how any specific issues which may affect access have been addressed.

6.33. For applications for listed building consent submitted in parallel with a planning application, a single DAS is acceptable.

6.34. The aim of a masterplan is to provide a framework for the application of national and local design guidance to the site. This is likely to include:

- A landscape strategy, taking account of existing natural features.
- Open space provision.
- The quantity of dwellings and other uses.
- Points of access and connections to wider networks.
- Broad position of primary and secondary streets.
- Position of local centre and facilities.
- Proposed types of development (density, height, etc).

6.35. A number of documents exist across the authority which can assist in designing good quality, beautiful development, including the Cannock Chase Area of Outstanding Natural Beauty (AONB) Design Guide.

6.36. Local design guides will be developed within the context provided by the Local Plan. These will set out the local context and an analysis of local character and identity. The local design guides will use the ten characteristics identified in the National Design Guide (and reproduced in the introduction to this policy) as a structure and will consider:

- The relationship between the natural environment and built development;
- The typical patterns of built form that contribute positively to local character;
- The street pattern, their proportions and landscape features;
- The proportions of buildings framing spaces and streets;
- The local vernacular, other architecture and architectural features that contribute to local character.

6.37. Local design guides may be prepared for each of (or combinations of) the Character Areas defined in the Cannock Chase Design Supplementary Planning Document (2016). These are:

- Brereton and Ravenhill;



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

- Hagley;
- North Rugeley and Brereton;
- Rugeley Town Centre and Historic Suburbs;
- Slitting Mill;
- Western Rugeley – Etchinghill and Springfields;
- A5 Corridor;
- Bridgtown;
- Cannock Town Centre and Historic Suburbs;
- Cannock Wood;
- Hawks Green;
- Hazelslade and Rawnsley;
- Heath Hayes and Wimblebury;
- Hednesford Town Centre and Historic Suburbs
- North Cannock –Chadsmoor, Broomhill and Blackfords;
- Norton Canes;
- Outlying Buildings/Hamlets in Rural Areas;
- Prospect Village;
- Pye Green Valley; and
- South and West Cannock.

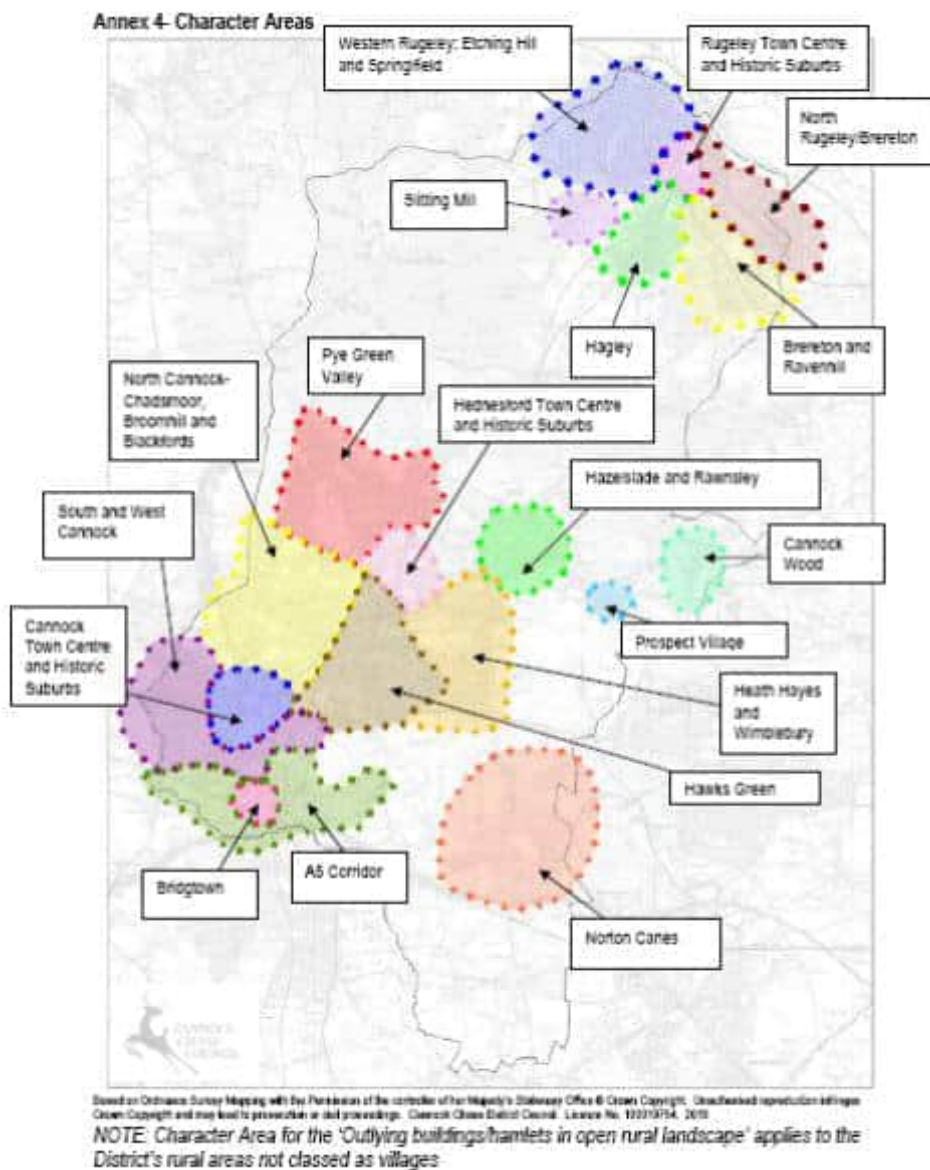
6.38. Consideration will also be given to the need for Local Design Guides for the rural parts of the District that are not included as Character Areas. The Cannock Chase Area of Outstanding Natural Beauty Management Plan (2019-2024 and successive plans) is a material consideration when preparing this Local Plan and Neighbourhood Plans, as well as determining planning applications.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

Figure 2



List of Relevant Evidence

- The National Design Guide (2021)
- The Better Building, Building Beautiful Commission report 'Living with Beauty' (2020)
- National Model Design Code (January 2021)
- Cannock Chase AONB Management Plan 2019-2024

CREATING SAFE PLACES WHICH DETER CRIME AND REDUCE THE FEAR OF CRIME

Introduction

6.39. National planning policy requires local planning policies to aim to ensure places are 'safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas' (NPPF paragraph 92(b)).

6.40. The National Design Guide (2021) identifies the ways that well-designed spaces that are safe can be created through careful planning and design. For example, buildings with active frontages (entrances and windows overlooking the space) can be placed around the edges of spaces to provide natural surveillance.

POLICY SO1.3: CREATING SAFE PLACES WHICH DETER CRIME AND REDUCE THE FEAR OF CRIME

Development proposals will create safe and secure environments by designing out crime, and the fear of crime, without detracting from attractive, high-quality design.

The Design and Access Statement, which will accompany all major development proposals and all Listed Building consent applications, will take account of the relevant Local Design Guide and best practice guidance and set out how the design (including the buildings, road layout, footpaths, communal spaces, car parking and lighting) will:

- **Contribute to the vitality of area and improve community safety.**
- **Reduce vulnerability and increase resilience, particularly in places where people gather and in the vicinity of vulnerable uses.**

Where appropriate, spaces accessible to the public will be overlooked and clearly visible from adjoining buildings, with the design and landscaping providing for clear sight lines along paths and cycle ways.

Buildings will be visually interesting at street level, with entrances and windows used to create active frontages which allow for natural surveillance and provide a sense of vitality. Ground floors will be occupied by active uses, where there is likely to be direct and regular visual connection between the rooms in the building and the areas outside, and buildings will not turn their back on streets and other public spaces.

Public and private open space will be clearly differentiated, avoiding piecemeal and isolated spaces that have no clear purpose and that could be prone to vandalism and anti-social behaviour.

Supporting Text

6.41. National planning policy requires Local Plans to create places that are safe, inclusive and accessible and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. In the delivery of Local Plan policies, the local planning authority will ensure that the design of development is informed by the most up-to-date information available from the police and other relevant agencies.

6.42. The National Design Guide (2021) notes that well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. They help to overcome crime and the fear of crime. Careful planning and design create the right conditions for people to feel safe and secure, without the need for additional security measures.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

6.43. Development proposals should be informed by the most up to date information and guidance available from the police and other agencies to ensure public safety and security. For example, 'Secured by Design'⁴⁶ has produced a series of Design Guides to assist the building, design and construction industry to incorporate security into developments. The Secured by Design Guides cover Homes, Commercial, Self-Build, Sheltered Accommodation, New Schools, and Hospitals.

6.44. In accordance with the guidance provided in the National Model Design Code (2021), Local Design Guides may be prepared for each of (or combinations of) the Character Areas defined in the Cannock Chase Design Supplementary Planning Document (2016). The Local Design Guides will draw on the advice and guidance from 'Secured by Design' so that the creation of safe residential, commercial, industrial and town centre environments can be delivered without compromising aesthetics and beauty.

List of relevant evidence

- Community Safety Strategic Assessment (2019)
- National Model Design Code (2021)

⁴⁶ <https://www.securedbydesign.com/guidance/design-guides>



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

STRATEGIC OBJECTIVE 2

To create community facilities and healthy living opportunities across the District by:

- **Safeguarding existing community facilities and providing new and improved community facilities to meet the needs arising from new development.**
- **Safeguarding the health and the amenity of local communities;**
- **Providing active leisure and sports facilities;**
- **Providing opportunities for allotments and local food growing.**
- **Providing healthy living opportunities and increasing physical activity in everyday lives;**

SAFEGUARDING THE PROVISION OF COMMUNITY FACILITIES

Introduction

6.45. Responses to consultation on the Local Plan has revealed concerns about the capacity of existing community facilities and infrastructure (education, roads, health care, parks, leisure and recreation facilities) to meet future needs.

6.46. National planning policy (NPPF 2023) sets out a social objective to foster well-designed places, with accessible services and open spaces that meet current and future needs, and support good health, and social and cultural well-being. This requires local plan policies to make sufficient provision for community facilities (such as health, education and cultural infrastructure).

6.47. Local planning policies should also plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

POLICY SO2.1: SAFEGUARDING THE PROVISION OF COMMUNITY FACILITIES

Community facilities include health facilities (GP surgeries and health centres), education facilities (nursery and early years, primary, secondary), cultural facilities (meeting places, theatres and other cultural buildings, public houses, places of worship, village halls and active leisure and sports facilities), and local shops and other facilities.

All major development will safeguard existing community facilities and contribute towards new community facilities to meet the needs arising from the development. The loss or change of use of existing community facilities or sites will be resisted unless it can be demonstrated that demand can be met from alternative facilities in a suitable and accessible location.

Any development proposals that would result in a reduction in the provision of community facilities will only be supported where:

- An appropriate and qualified assessment has been undertaken which has clearly shown the facilities or sites are surplus to requirements; or**
- The reduction in provision resulting from the proposed development would be replaced by equivalent or better provision in a suitable and accessible location; or**
- The development is for alternative community facilities.**

From an early stage, developers will be expected to engage with local authorities, statutory consultees, community service providers and relevant local community groups to ensure that the new provision meets the needs of the community it will serve.

All major development proposals will make sufficient provision at the appropriate stage of delivery for community facilities, and ensure that the design and layout of the community facilities makes them easily accessible to the local community, including by walking and cycling (in line with Policy SO5.3: Low Carbon Transport, and Policy SO5.1: Accessible Development).

Where practicable, different types of community facility will be co-located together, and the provision will be planned and phased in parallel with new development.

New development will be required to provide the necessary community facilities at a timely stage to meet the community needs arising as a result of the development.

Supporting Text

6.48. National planning policy (NPPF 2023) states that the planning system must pursue interdependent economic, social and environmental objectives to achieve sustainable development. The social objective includes a reference to ensuring that accessible services are provided to support communities' health, social and cultural well-being. The Local Plan's Objective to safeguard existing, and create new, community facilities aligns with the national planning policy objective.

6.49. In applying local plan policies to decisions, the local planning authority will take an integrated approach to considering the location of housing, economic uses and community facilities and services, and will guard against the unnecessary loss of valued facilities and services.

6.50. The local planning authority will take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places and other public service infrastructure such as



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

further education colleges and health provision is available to meet the needs of existing and new residents.

List of Relevant Evidence

- Index of Local Deprivation (2019)
- Joint Strategic Needs Assessment Annual Update (2019)

SAFEGUARDING HEALTH AND AMENITY

Introduction

6.51. National planning policies (NPPF 2023) require local plans to create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users. Local plan policies should 'enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling'.

POLICY SO2.2: SAFEGUARDING HEALTH AND AMENITY

Development proposals will be required to safeguard the health and the amenity of local communities by:

- **Ensuring that new development provides for satisfactory daylight, sunlight, outlook, and privacy, and protects new and existing residents, workers and visitors from noise, smell, litter, dust, air pollutants or other unacceptable impacts. Unacceptable impacts will be judged against the level of amenity in the locality.**
- **Ensuring that all developments and spaces for the public are designed to be accessible to all people, including people with disabilities and people whose mobility is impaired by other circumstances.**

All major development proposals and all Listed Building consent applications will include a Design and Access Statement that will set out how the proposal will safeguard health and amenity by aligning with the relevant Local Design Guide and the requirements of other relevant Local Plan Policies, particularly by:

- **Safeguarding existing community facilities and ensuring that new development makes sufficient provision for community facilities (in line with Policy SO2.1: Safeguarding the Provision of Community Facilities).**
- **Linking to, or adding to, green infrastructure (in line with Policy SO2.4: Providing Opportunities for Healthy Living and Activity).
Ensuring that the design and layout of the development will prioritise and promote walking and cycling (in line with Policy SO5.3: Low Carbon Transport and SO5.1 Accessible Development).**
- **Achieving the lowest carbon emissions that can practically and viably be achieved (in line with Policy SO8.2: Achieving Net Zero Carbon Development).**
- **Avoiding unacceptable on-site or off-site risk or harm to human health or the natural environment (in line with Policy SO8.5: Avoiding Air, Water, Soil, Noise and Light Pollution).**



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

Supporting Text

6.52. The Local Design Guides will set out the detailed design requirements for safeguarding health and amenity.

List of relevant evidence

- Joint Strategic Needs Assessment Annual Update (2019)

PROVISION OF OPEN SPACE, SPORTS AND RECREATIONAL BUILDINGS AND LAND, INCLUDING PLAYING FIELDS

Introduction

6.53. Green infrastructure is defined (NPPF 2023) as ‘a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity’. The multi-functional nature of green infrastructure within Cannock Chase District is attested by the diverse range of designations and typologies of land within its extent. An important component of green infrastructure is land used for open space, sports and recreation.

6.54. The NPPF (2023) provides that planning policies should support healthy lifestyles through the provision of open space, sports and recreational buildings and land, including playing fields. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

6.55. There are various national standards and benchmarks to guide the provision of different types of open space. These include, for example:

- Natural England has defined standards of provision for Accessible Natural Green Space.
- Fields in Trust (FIT) recommend benchmark standards for outdoor sport and play provision.

6.56. National standards and benchmarks have been taken into account in the preparation of the following local strategies and plans, including:

- Cannock Chase Sport and Leisure Facilities Needs Assessment (August 2018).
- Cannock Chase District Council Playing Pitch Strategy & Action Plan (May 2019).
- Cannock Chase Open Space Assessment (2023).



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

POLICY SO2.3: PROVISION OF OPEN SPACE, SPORTS AND RECREATIONAL BUILDINGS AND LAND, INCLUDING PLAYING FIELDS

Existing Provision

The local planning authority will require development to maintain and support the improvement to the level of provision of open space, sports and recreational buildings and land, including playing fields and resist development which restricts physical access to them. Any development proposals that would result in a reduction in the provision will only be supported where:

- An assessment has been undertaken which has clearly shown the open space, sports and recreational buildings or land, including playing fields to be surplus to requirements; or
- The loss of provision resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable and accessible location; or
- The development is for alternative provision, the benefits of which clearly outweigh the loss of the current or former provision and meets an identified need within the Cannock Chase Playing Pitch Strategy (and any subsequent updates).

New Provision

The local planning authority will generally support development that provides opportunities to improve the provision of open space, sports and recreational buildings and land, including playing fields, where these do not conflict with other policies of this Local Plan. Major development proposals will provide new and/or enhanced open space, sports and recreational buildings and land, including playing fields to meet the demands that will be generated by the development.

Both new and replacement provision of open space, sports and recreational buildings and land, including playing fields will meet locally defined minimum standards and benchmarks in regard to quantity and accessibility. The contribution of the proposed provision will be assessed by its primary function. Provision will only be counted as helping to meet these standards where it is of sufficient quality to properly fulfil its intended primary function and meet the level of demand generated by the proposed development.

The contribution made by new developments to the achievement of these standards may include both new facilities and the improvement or refurbishment of existing facilities and should be in accordance with the following order of preference:

- A) On-site provision where this is practicable and would be the most effective way of meeting the needs generated by the development; and
- B) Off-site provision and/or a financial contribution to off-site provision

Where there are anticipated deficiencies, financial contributions to appropriate projects will be sought to enable the impacts of the new development to be mitigated. Where practicable, the required facilities will be phased and delivered as an integral part of the development.

New development proposals should set out how the management and maintenance of any facilities provided will be sustained, proportionate to the additional demand that they would be expected to generate.



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

Major development proposals will follow the principles of ‘Active Design’ in order to deliver a form of development that will encourage healthier and more active lifestyles.

All major development will ensure that the design and layout of the development will promote walking and cycling (in line with Policy SO5.3: Low Carbon Transport) and create new green infrastructure within the development (as required by Policy SO7.8).

From an early stage, developers will be expected to engage with local authorities, statutory consultees, infrastructure providers and relevant local community groups to ensure that the new provision meets the needs of the community it will serve. New development will be required to provide the necessary provision at a timely stage to meet the community needs arising as a result of the development.

Supporting Text

6.57. Open space includes all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity’ (NPPF 2023 Glossary definition). Improving provision will increase opportunities for leisure and physical activity, improve access to sports and recreation facilities, and enhance the quality of life of residents.

6.58. Protecting existing levels of access to high quality open space, sports and recreational buildings and land, including playing fields is an important part of supporting healthy communities. If the quantity, quality, and accessibility of provision in Cannock Chase is to be maintained and enhanced, then it will be necessary to strictly control developments that would affect existing provision. The incremental loss of existing provision to other uses has the potential to compromise the District Council’s ambition to improve provision in support of social, economic and environmental objectives.

6.59. Minimum local standards have been established, informed by nationally recognised standards, to guide developers of requirements. Contributions will be measured by the primary function of the provision. Multi-functional provision will be assessed in relation to the contributions made to each typology.

Typology and Definition of Primary Purpose	Size-based standards (Hectares per 1,000 population)	Distance-based standards (Walking Distance in metres)
Parks and Gardens Principal: High quality multifunctional green space with a distinct landscape or historical character and a range of facilities and activities accessible for all the community. Neighbourhood: Multifunctional green space offering facilities and activities for distinct groups. Local: Green space with limited facilities and activities other than informal recreation.	0.80	2,000
		710
		400
Semi-Natural Spaces Principal: High quality ecological site managed primarily for biodiversity. International or national designated site with	1.80	720



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

<p>specific nature conservation aims and/or dedicated long term management plan.</p> <p>Neighbourhood: District important site managed for biodiversity with specific nature conservation aims. Likely defined component of other typologies.</p> <p>Local: Local important site managed for nature conservation within scope of ground maintenance specifications.</p>		
<p>Landscape Links</p> <p>Principal: Network or corridor of green space linking several open space typologies or settlements with multifunctional provision for people, landscape and wildlife.</p> <p>Neighbourhood: Corridor of green space linking at least two open space typologies or settlements with multifunctional provision for people, landscape and wildlife.</p> <p>Local: Corridor of green space linking at least two open space typologies or settlements with at least one provision for people or landscape and/or wildlife.</p>	Not Applicable	See CCDC Open Space Strategy
<p>Green Spaces for Children and Young People</p> <p>Neighbourhood: Designed play space with equipped play facilities and informal opportunities for play toddler and junior, including Neighbourhood Equipped Areas for Play (NEAPs).</p> <p>Local: Designed play space incidental play space catering for toddler and juniors, including Local Equipped Areas for Play (LEAPs).</p>	0.25	1,000
		400
<p>Amenity Green Spaces</p> <p>Area of designed incidental open space associated with housing estates. Primarily for landscape and visual setting rather than recreation.</p>	0.60	480
<p>Churchyards, Burial Sites and Cemeteries</p> <p>Important formal spiritual area for commemoration of deceased. Including all faith and nonfaith groups.</p>	Not Applicable	See CCDC Open Space Strategy
<p>Outdoor Sports Provision</p> <p>Formal outdoor sports pitches for rugby, football, hockey or cricket for hire with associated facilities and infrastructure including car parks and changing rooms. Including public land, private clubs or institutional land.</p>	1.60	1,200
<p>Civic Spaces and Public Squares</p> <p>Spaces for memorials or associated with civic buildings. High quality hard and soft landscaping.</p>	Not Applicable	See CCDC Open Space Strategy

6.60. The local standards as described should be applied in a co-ordinated way to deliver multi-functional open space. For example, natural and semi-natural green spaces can overlap with amenity green space, or equipped open spaces for children and young people can be acceptable facilities within a wider area of parkland or amenity green space.

6.61. A distance of at least 30 metres should be maintained between the curtilage of residential properties and any recreation facilities that are likely to generate a significant level of noise and activity, such as Neighbourhood Equipped Areas for Play.

6.62. The strategic planning, management and provision of open space within Cannock Chase District will focus on the following aims:



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

- Maintaining the district standard of unrestricted open space of 28 hectares per 1,000 head of population.
- Ensuring the quantitative component of unrestricted open space (the supply) is planned to meet to meet future provision (demand).
- Maintaining standards in quality provision of unrestricted open space.
- Ensuring accessibility to unrestricted open space.
- Ensuring public satisfaction levels of open space are maintained as good or very good.

6.63. The Cannock Chase District Council Open Space Strategy and the Local Plan will form the basis of how the above will be achieved over time. This will be a combination of planning gain via planning policies such as s106; planned development within the District through high quality masterplanning and strategic management of open spaces by the Council and their partners.

6.64. The Cannock Chase Sport and Leisure Facilities Needs Assessment (August 2018) was prepared to identify supply and demand issues for sport and recreation provision across the District, identify priority sports based on national targets and local needs, and enable the Infrastructure Delivery Plan to be kept up to date. The assessment considered the supply and demand for sports halls, swimming pools, health and fitness suites, other sports (indoor bowls, squash, athletics), village halls and community centres.

6.65. The Cannock Chase District Council Playing Pitch Strategy & Action Plan (May 2019) provides the evidence required to help protect playing fields to ensure sufficient land is available to meet existing and projected future pitch requirements. The Playing Pitch Strategy and Action Plan concluded that there is a need to protect all existing outdoor sports provision, or to deliver an equivalent or better quantity and quality of provision to offset any loss of facility prior to the loss taking place. The only exception to the above would be in the case of existing sports provision being upgraded to provide a better facility.

6.66. The following types of outdoor sports facilities are included in the Strategy and Action Plan:

PITCH SPORTS	OUTDOOR SPORTS
Cricket pitches	Tennis
Football pitches	Bowls
Artificial Grass Pitches (AGPs)	Athletics
Hockey AGPs	Golf
Rugby Union pitches	

6.67. Financial contributions towards sports facilities (including swimming pools and sports halls) and playing pitches will be calculated using Sport England's planning tools such as Sports Facilities Calculator and the Playing Pitch Strategy New Development Calculator (NDC).

List of Relevant Evidence

- White Paper 'Planning for the Future' (August 2020)
- Joint Strategic Needs Assessment Annual Update (2019)
- Cannock Chase District Council Playing Pitch Strategy & Action Plan (May 2019)
- Cannock Chase Sport and Leisure Facilities Needs Assessment (August 2018)
- Cannock Chase Open Space Assessment (2023)



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

ALLOTMENTS AND COMMUNITY GARDENS

Introduction

6.68. National planning policies (NPPF 2023) require local plans to create places which promote health and well-being, with a high standard of amenity for existing and future users, and access to healthier food and allotments.

POLICY SO2.4: ALLOTMENTS AND COMMUNITY GARDENS

Development proposals that provide, or contribute to the provision of, allotments and community gardens for the purpose of food growing will be supported.

Development proposals that result in the loss, or reduction, of existing allotments and community gardens will be resisted unless there is an overriding sustainable development justification for the proposal, with replacement of the lost facilities in a location appropriate to demand.

Supporting Text

6.69. Protecting existing levels of access to high quality open space, including allotments and community food growing sites, is an important part of supporting healthy communities. If the quantity, quality and accessibility of provision in Cannock Chase is to be maintained and enhanced, then it will be necessary to strictly control developments that would affect existing provision.

6.70. Allotments and community gardens are likely to have a good level of community involvement and be managed for the benefit of local community with emphasis on healthy living.

6.71. The National Society of Allotment and Leisure Gardeners (NSALG) recommends a quantitative standard of provision of 20 plots per 1,000 households (about 9.1 plots per 1,000 people assuming an average household size of 2.2 people). The size of an allotment plot is 250 square metres (0.025ha). This standard of provision would be equivalent to 0.23 hectares of allotments per 1,000 people.

6.72. Local standards have been adopted by the District Council, informed by nationally recognised standards, to guide developers of requirements.

Typology and Definition of Primary Purpose	Size-based standards (Hectares per 1,000 population)	Distance-based standards (Walking Distance in metres)
Allotments and community gardens - Dedicated and secure site for the growing of non-commercial fruit and vegetables. Likely to have a good level of community involvement. Managed for benefit of local community with emphasis on healthy living.	0.125	See CCDC Open Space Strategy

6.73. National and local guidance on the general specification of allotments and community gardens should be followed in the design of the provision.

6.74. There is a waiting list for allotments for rent from Cannock Chase Council. The current provision is at the following locations:



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

- The Stadium, Pye Green – 14 plots;
- Rumer Hill, Cannock - 20 plots;
- Burn Street, Chadsmoor - 1 plot;
- Girton Road, Cannock -15 plots;
- School Close, Norton Canes - 4 plots;
- Rear of St Johns Road, Cannock - 3 plots;
- Oaks Drive, Cannock - 13 plots; and
- Ravenhill, Rugeley - 19 plots.

List of Relevant Evidence

- The National Allotment Society – www.nsalg.gov.uk
- Open Space Assessment Study 2023

PROVIDING OPPORTUNITIES FOR HEALTHY LIVING AND ACTIVITY THROUGH ACTIVE DESIGN

Introduction

6.75. National planning policies (NPPF 2023) require local plans to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Local plan policies should 'enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling' (NPPF paragraph 92(c)).

6.76. The National Design Guide (2023) identifies the value of active travel, where priority is given to pedestrian and cycle movements. In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment.

6.77. The concept of 'Active Design'⁴⁷ is rooted in Sport England's aims to promote the role of sport and physical activity in creating healthy and sustainable communities. The principles of Active Design include walkable communities, connected walking & cycling routes, networks of multifunctional open space, and high quality streets and spaces. Local Plan consultation has demonstrated support for increasing the role of active travel (and public transport).

⁴⁷ <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>



6. Local Plan Policy Options

Objective 2: Creating Community Facilities and Healthy Living Opportunities across the District

POLICY SO2.5: PROVIDING OPPORTUNITIES FOR HEALTHY LIVING AND ACTIVITY THROUGH ACTIVE DESIGN

Major development proposals will, in accordance with the principles of Active Design and the relevant Local Design Guide, set out how opportunities to support healthy living and active travel would be created or enhanced, by:

- Enabling activity for all ages and abilities by creating the conditions for active travel between all locations by co-locating community and other facilities in accessible locations, and creating walkable communities, connected walking & cycling routes, networks of multifunctional open space, and high quality streets and meeting spaces.
- Providing infrastructure that will enable sport and physical activity to take place in a variety of locations both inside and around buildings.
- Providing well designed, safe and convenient routes for walking and cycling which are integrated with green and blue infrastructure and connected to wider networks (in line with Policy SO5.1: Accessible Development).
- Encouraging more walking and cycling through an improved public realm, way marking and convenient access to local work, shopping, health, education, leisure, green infrastructure and other facilities (in line with Policy SO5.4: Maintaining and Improving the Transport System).
- Linking to existing green infrastructure, safeguarding the 'Strategic Green Space Network', or providing additional green infrastructure (in line with Policy SO7.8: Green Infrastructure).

Any development proposals that would result in a reduction in the provision of opportunities for active travel will only be supported where:

- The proposed development supports the delivery of the Cannock Chase Open Space Assessment and Strategy ; or
- An assessment has been undertaken which has clearly shown the facilities are surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable and accessible location.

Supporting Text

6.78. The principles of Active Design include walkable communities, connected walking & cycling routes, networks of multifunctional open space, and high quality streets and spaces. As with any other green infrastructure, new and improved recreation facilities should be designed to serve other green infrastructure functions wherever possible, linking into the wider green infrastructure network.

6.79. 'Active Travel' - walking and cycling – has obvious environmental, health, and economic benefits. Promoting active travel can contribute to reduced emissions of Nitrogen Dioxide, particulate matter and help to tackle climate change. It can also help people to meet recommended levels of physical activity and (by reducing road traffic congestion) also support local business.

List of Relevant Evidence

- Joint Strategic Needs Assessment Annual Update (2019)
- Cannock Chase Open Space Assessment (2023)
- Government White Paper 'Planning for the Future' (August 2020)



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

STRATEGIC OBJECTIVE 3

To deliver a sufficient supply of homes to provide for housing choice and ensure all people are able to live in a decent home which meets their needs by:

- **Facilitating sustainable housing provision;**
- **Delivering sufficient housing to meet the District's own need and an appropriate and sustainable contribution to the wider housing market area shortfall where justified in adopted plans;**
- **Helping meet local need for affordable dwellings;**
- **Providing housing choices for an ageing population;**
- **Catering for the needs of different groups in the community.**

Introduction

6.80. Local Plans must contain strategic policies that make sufficient provision for housing within their area. The minimum amount of new homes Cannock has to provide to meet its own need during the plan period has been calculated using the standard methodology set out in national guidance. This requires the provision of 5,808 dwellings during the period 2018-2040. The Council monitors the provision of dwellings annually and 2,103 dwellings have already been completed since 1st April 2018 to 31st March 2022, with further provision also under construction and with planning permission however there remains an unmet need and a need to provide flexibility to account for future fluctuations in the market.

Neighbouring Authorities Housing Needs

6.81. Local authorities must also co-operate with each other on strategic matters that cross local authority boundaries such as meeting housing need. The NPPF states that any housing needs which cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

6.82. At the time of preparing the new Local Plan for Cannock Chase, Birmingham City Council had identified a need for housing which it could not meet within its administrative boundary. Work had been undertaken (via the 'duty to cooperate') across the local authorities which share the same housing market as Birmingham in order to establish ways to assist Birmingham to meet the shortfall identified (up to 2031) and this has been monitored through a joint housing supply statement.

6.83. A number of authorities have proposed additional housing to help meet this identified shortfall. Our neighbouring authorities of South Staffordshire and Lichfield, who share the Greater Birmingham and Black Country Housing Market Area (GBBCHMA) have previously proposed 4,500 and 2,665 homes respectively through their emerging Local Plans. These proposals included sites being released from the Green Belt to help meet the shortfall, although this position is subject to review as the plans develop. Our other neighbouring authority is Stafford Borough and they are not part of the GBBCHMA.

6.84. The Association of Black Country authorities (ABCA) were preparing a joint Local Plan for the areas of Walsall, Sandwell, Wolverhampton and Dudley. Studies undertaken by ABCA identified a



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

dwelling shortfall of 29,260 between 2019-2038. ABCA formally requested the authorities that share their housing market, including Cannock Chase District to assist in meeting their unmet housing needs. However in 2022, the four authorities ceased work on the joint plan for the Black Country and have commenced work on separate Local Plans. The position of each authority regarding any potential shortfall in meeting their development requirements is not yet known.

6.85. Discussions with other members of the GBBCHMA and our neighbouring authorities have also been undertaken to ascertain whether they could accommodate some of the shortfall identified. South Staffordshire have formally written to the Council asking if we are able to assist with the unmet housing need of the GBBCHMA and if we can provide sufficient land to enable them to reduce their proposed Local Plan Review housing target. They also advised that their evidence is indicating that 'South Staffordshire will need to release further Green Belt land through the Local Plan Review in order to meet its own needs and to make a proportionate contribution to the GBBCHMA's unmet housing needs.'

6.86. Lichfield District Council also wrote to the Council advising that they were certain that in order for them to deliver their spatial strategy and make a contribution to the wider housing needs arising from the GBBCHMA then they would not be able to accommodate all of the identified housing need on sustainable sites outside of the Green Belt. They therefore wrote to their neighbouring authorities to ascertain if there were any 'sustainable non-green belt sites or areas, in neighbouring authorities which meet your spatial strategy and which could be brought forward to meet Lichfield District Council's housing needs'. Lichfield District Council were at an advanced stage of plan making with the plan subject to Examination. Their local plan proposed removal of land from the Green Belt for residential development. However the Local Plan was officially withdrawn from Examination in October 2023 in favour of development of a new Local Plan.

6.87. The proposed changes to plan making at a national level, combined with issues related to Green Belt release and the unmet development needs of the HMA have created a very difficult context in which to progress Local Plans to adoption. CCDC have developed the plan based on joint evidence, cooperative working and known shortfalls under the existing national planning framework (up to November 2023), and have committed to contribute to the unmet need of the HMA under the Duty to Cooperate. This is set out in the Councils Duty to Cooperate Statement of Compliance.

Assessment of Urban Capacity and Density

6.88. The Cannock Chase District Development Capacity Study (2023) has been prepared and published alongside this consultation. The Capacity Study identifies additional sites (capable of accommodating 10 or more units) that could be brought into the housing supply. A review of the existing employment sites has been incorporated, and the open space assessment has concluded that there is no surplus open space in the district.

6.89. The Capacity Study also considers the potential to increase the density of developments, it found that there was limited potential to increase capacity due to many of the sites already having planning permission. The SHLAA monitors the density of developments and includes a target of



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

50dph in the urban town centres of Cannock, Rugeley and Hednesford, 35dph in the sub-urban areas which accords with the recommendations of the Greater Birmingham HMA Growth Study. The site density is linked to the character area density zones in the Design SPD and site specific locations as many of the sites are small in area and the scope for increasing density can be more constrained. The Green Belt Topic Paper explains how the density of development was considered.

Viability Assessment

6.90. A Local Plan is required to deliver the levels of growth it identifies, so it needs to test if the sites within the plan and those that will be delivered through the policies in the plan are available, suitable and deliverable (NPPF paragraph 34). The draft Local Plan is therefore supported by evidence including the SHLAA, sustainability appraisal and viability assessment.

6.91. A viability assessment assesses if the development proposed through the Local Plan can be delivered given the policies which guide development. Sometimes the policies incorporated into the plan such as those requiring contributions to affordable housing provision and mitigating for the impacts of climate change involve additional costs to the developers. To test the impact of the policies on the delivery of the levels of growth required a viability assessment is undertaken.

6.92. The Viability Assessment is an iterative process and has been repeated at each stage of the local plan preparation.

PROVISION FOR NEW HOMES

Introduction

6.93. National planning policies support the government's objective of significantly boosting the supply of homes by ensuring that a sufficient amount and variety of land can come forward where it is needed. A local housing need assessment, conducted using the standard method in national planning guidance, has been used to inform the policies of this Local Plan. In addition to the local housing need figure, needs that cannot be met within neighbouring areas have been considered. Local planning policies should identify a sufficient supply and mix of sites, considering their availability, suitability and likely economic viability.

6.94. In rural areas, local planning policies should be responsive to local circumstances and support housing developments that reflect local needs. Local planning authorities should also support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

POLICY SO3.1: PROVISION FOR NEW HOMES

The Local Planning Authority will plan, monitor and manage the delivery of housing from 2018 to 2040 in accordance with the spatial strategy and the site allocations set out in this Local Plan. Housing provision will be made for a minimum of 5,808 dwellings (net) to meet the objectively assessed local housing needs, and ensuring a sufficient supply of deliverable and developable land is available to deliver around 264 dwellings each year. This is based on the government's standard methodology calculation for housing need.

In addition to the local housing need, the plan will deliver 500 dwellings to meet the unmet needs of neighbouring areas in the Greater Birmingham and Black Country Housing Market Area.

New housing allocations are concentrated within the existing urban areas, or within planned expansion to the urban areas in accessible and sustainable locations, in accordance with the Spatial Strategy.

Priority has been given to the re-use of previously developed land, including the former Rugeley Power Station site, to meet housing needs.

The allocated housing sites are shown on the Policies Map and are identified in the Site Allocations policies.

There is a need to identify new locations adjacent to existing settlements to accommodate the balance of dwellings which cannot be built on sites within the existing urban areas of the District. Therefore, strategic housing allocations including some or entire release of land within the Green Belt have been identified.

Development will achieve an average site density of 50dph in Cannock, Rugeley and Hednesford town centres and 35dph in the suburban areas.

In the rural areas only the following types of dwellings will be permitted:

- Infill development within the defined settlement boundaries set out on the Policies Map;
- Affordable housing for local community needs on small rural exception sites;
- Changes of Use and conversion schemes;
- Development identified in Neighbourhood Plans reflecting local need and affordable housing provision respecting the local character and infrastructure of the area; and
- Dwellings to serve the essential need for an agricultural, forestry or other occupational worker in a rural area in accordance with national guidance.

Sites under Construction

6.95. **Table A** identifies the contribution from sites which were under construction on or before 31st March 2023. These sites form part of the housing supply (2018-40) and many of these sites have already delivered some of the completions to the housing supply for the District and form part of the current housing trajectory and five-year supply. As they have planning permissions which are being implemented, they do not have a specific site allocation policy but are identified within the site allocations section.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

Table A: Sites under Construction

Area	Sub-Totals
Cannock, Hednesford & Heath Hayes	338
Rugeley & Brereton	27
Norton Canes	0
Minor/small sites under construction (SHLAA 2023)	89
Total	454

Site Allocations

6.96. **Table B** identifies the contribution from sites allocated for housing development within the Cannock Chase District during the period to 2040. Development of these sites had not started as of 31st March 2023.

6.97. The sites in Table B are considered suitable for residential development as they comprise sites which already have planning permission, are already allocated in an approved development plan for housing, form parts of larger sites which have planning permission, or are sites which the Council has already resolved to grant planning permission for housing. As they have planning permission, they do not have a specific site allocation policy (with the exception of Rugeley Power Station) but are identified within the site allocations section.

Table B: Proposed allocations which already have planning permission, are already allocated or have a resolution to grant planning permission for housing.

Area	Sub-Totals
Cannock, Hednesford & Heath Hayes	99
Rugeley & Brereton	1,166
Norton Canes	0
Total	1,265

6.98. **Table C** includes the sites which have been assessed as suitable for housing through the Cannock Chase District Development Capacity Study (2023) and Site Selection Methodology 2023 and which are considered as also able to provide housing during the plan period. Most are already listed in the Strategic Housing Land Availability Assessment. As they do not have planning permission, they do have a specific site allocation policy within the site allocations section.

Table C: Proposed Allocations – Additional Sites from Development Capacity Study

Area	Sub-Totals
Cannock, Hednesford & Heath Hayes	575
Rugeley & Brereton	180
Norton Canes	66
Total	821

Small Sites Contribution

6.99. Small sites form part of the housing supply. These comprise the sites of under 10 units. Delivery of these sites is monitored annually through the SHLAA. Guidance permits the capacity that these provide to be included within the trajectory for the 2018-2040 Local Plan. As the plan period is so long it is acceptable to estimate the contribution that small sites will make to meeting



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

the housing requirement. These small sites are called windfall sites. There are some windfall sites which are currently known to us and these are listed in the SHLAA. All of the minor sites which are currently under construction are counted towards the overall housing requirement for the District during the plan period.

Supporting Text

6.100. The Council is required to meet the requirements identified in the housing delivery test. This requires provision to be made for 5,808 dwellings within the plan period and to maintain a minimum supply of five years' worth of housing sites throughout the plan period. The Council is also currently required to meet its duty to cooperate and has made provision which enables provision of dwellings to meeting cross boundary needs within the housing market area which may arise.

6.101. Small sites and infill plots make a valuable contribution to the housing provision across the district and can help in meeting specific needs. However, within the non urban areas there is poorer provision of services and facilities as most of the essential services and facilities to meet daily needs are located within the urban areas, additional housing in non urban areas should therefore be minimised to safeguard our cherished countryside and should only be provided to support local needs where justified.

List of Relevant Evidence

- Local Housing Needs Assessment (LHNA) 2019 and Update (2024)
- Cannock Chase Green Belt Harm Assessment (2020); and
- Greater Birmingham and Black Country Housing Market Area (GBBCHMA) Housing
- Need and Housing Land Supply Position Statement (July 2020)
- Strategic Housing Land Availability Assessment 2023
- Development Capacity Study 2023
- Site Selection Methodology Paper 2023

HOUSING CHOICE

Introduction

6.102. National planning policies (NPPF 2023) require local plans to assess the size, type and tenure of housing needed for different groups in the community (including those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

6.103. The National Design Guide (2021) acknowledges that well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. This includes people who require affordable housing or other rental homes, families, extended families, older people, students, and people with physical disabilities or mental health needs.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

POLICY SO3.2: HOUSING CHOICE

The Local Planning Authority will seek to deliver a wide choice of high quality homes which widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities.

A mix of housing sizes, types and tenure appropriate to the area and as supported by local evidence should be provided, to ensure that there is a range of housing to meet the needs of existing and future residents. All phases of development should require the percentage of affordable housing required by this policy, unless otherwise agreed by the Council.

For developments above 10 homes, the percentage of dwellings which should be affordable housing is set out in the Table D below, the Council will adopt the governments minimum percentage for provision of First Homes⁴⁸, with the remaining provision of affordable homes providing 80% for rent and 20% for intermediate housing, prioritising the delivery of rented whenever possible.

Where delivery on site is not feasible or viable, sites of 10-14 residential units and exceptionally on sites of 15 or more units, financial contributions instead of on site provision may be accepted. Financial contribution will be based on a formula in the evidence on viability (Local Plan Viability Assessment 2022 or successor document) which enables delivery on other sites and as calculated by the Council's Valuer.

Where sites have a construction programme which is proposed to extend beyond 2 years, the planning obligation will provide for the affordable housing component of later phases to be reviewed based on updated viability evidence which may result in an increase of the affordable housing requirement.

All proposals for housing must provide a broad mix of housing suitable for different household types taking into account the evidence base from the Councils Housing Need Assessment 2023 (or subsequent updates) and recommended housing mix set out in Table E.

The Council will consider evidence set out in Housing Mix Statements in instances where a variation to this mix is sought. The Council will only support applications that achieve a balance of different dwelling sizes. Applications should present a mix of dwelling sizes across both market and affordable housing tenures.

The housing mix in Table E will not be applied to developments falling within Class C2 of the Use Classes Order.

Self and custom build housing will be supported provided they meet the sustainable development, general amenity and design policies of this Local Plan.

Table D: Affordable Housing Provision per site

Ward	Threshold	Affordable Housing
Cannock and Bridgtown	All development	20%
Hednesford	10 units - brownfield	20%
	All other development	30%
Rugeley	10 units - brownfield	25%
	All other development	35%
Norton Canes & Heath Hayes	All development	35%



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

Table E: Housing Mix⁴⁹

Housing tenure	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms	Total
Market housing	10%	35%	45%	15%	100%
Affordable housing (rented) general needs	20%	40%	30%	10%	100%
Affordable housing (rented) older people	55%	45%			100%
Affordable housing/ home ownership (those aspiring to homeownership)	20%	45%	30%	5%	100%

Where market housing is supported by access to high quality digital infrastructure on first occupation⁵⁰, a flexibility of 4% will be permitted across the dwelling sizes to facilitate homeworking.

Supporting Text

6.104. The latest evidence identifies there is a significant need for affordable rented housing. There is a need to restore the balance in the housing market by providing more dwellings suited to young families and older and disabled people and housing suitable for households with specific needs. The LHNA does identify the need of those with aspiration to enter the housing market but who would be unable to afford normal market housing. Some of this need is met by the private rented sector and through the provision for First Homes. The NPPF seeks a minimum level of provision of 10% for affordable home ownership unless local circumstances dictate otherwise.

6.105. Evidence shows the need for affordable dwellings across the district will not be met in entirety by this plan it is therefore appropriate to require a higher level of provision and to safeguard the provision made by the plan to ensure the amount of dwellings which remain affordable in perpetuity delivers this strategic objective.

6.106. The Viability Assessment prepared to support the Local Plan has demonstrated that the affordable housing provision shown in Table D is viable. All affordable units shall be provided on site unless robustly justified. Where robustly justified the requirement can be met by providing an off-site provision or commuted payment in lieu of an on-site provision to deliver affordable units. Any financial contribution will be calculated by the Council's Valuer prior to the planning permission being issued.

6.107. Where a proportion of affordable housing is required - whether via on-site provision or off-site contribution - development proposals will include an Affordable Housing Statement. The Statement should include an explanation and/or plans as to how the proposal meets the relevant policy requirements in respect to tenure type, house type and location.

⁴⁸ The current breakdown is therefore 25% First Homes, 60% rented and 15% intermediate housing.

⁴⁹ Table E contains derived data from Appendix A, figure 63, and may not sum due to rounding.

⁵⁰ Cannock Chase district is quite well served with superfast broadband at 99.54% and are currently 26.70% gigabit capable. It is highly likely suppliers such as Openreach and Virgin will start to address the gigabit capable service, given the majority of the premises in Cannock Chase ought to be commercially viable. Openreach have already announced the Cannock exchange for upgrade to full fibre within their First Fibre programme.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

6.108. Where a site has been sub-divided, phased or is not being developed to its full potential so as to fall under the affordable housing threshold the Council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site. On larger phased developments, affordable housing will be distributed evenly throughout the phases to avoid some phases being dominated by affordable or market housing.

6.109. The tenure mix and type of affordable provision will be agreed with the Council's housing manager on a site-by-site basis and secured through an appropriate legal agreement. Such agreements will be expected to ensure the affordable housing will remain at an affordable price for future eligible households, or for the subsidy or any receipts to be recycled to alternative affordable housing provision.

6.110. The Housing Need Assessment (2023) analyses the future mix of housing required which takes account of demographic change, including potential changes to the number of family households and the ageing of the population. It notes in applying the mix to individual development sites, regard should be had to the nature of the site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level. A Housing Mix Statement should be prepared, where evidence supports any deviation to the housing mix set out in Table E.

6.111. The Council recognises the valuable contribution made to the housing supply by those building their own homes and maintains an up to date register of those seeking plots for self-build and custom housebuilding. The Council identifies single plots for residential development within the SHLAA and this is currently in excess of the demand on the self build and custom-housebuilding register. Self-build/custom house build developments will be monitored through the Authority Monitoring Report.

6.112. Recent evidence showed levels of homeworking below the regional and national average, with only 7.9% of persons working from home, compared to nearly 12% across the West Midlands and 13% across the UK. Homeworking supports the Council's objective to address the climate change emergency and local economy. Connection to the latest high speed digital infrastructure available locally is necessary to support efficient home working as well as other household requirements. The percentage of older persons in the district will increase during the plan period. Intergenerational living can promote health and well-being especially in the older population and reduce the length of hospital stays. The level of demand within the district is currently unknown and can be addressed through delivering high quality housing as set out in Policy SO3.3.

List of Relevant Evidence

- Local Housing Needs Assessment (2019)
- Local Plan Viability Assessment (2022)
- Local Housing Needs Assessment Update (2024)

DELIVERING HIGH QUALITY HOUSING



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

Introduction

6.113. National planning policy (NPPF 2023) requires local plans to set clear expectations for the quality of the places to be created and how this can be maintained. This can be achieved by ensuring that masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community.

6.114. The National Design Guide (2021) notes that well designed homes and buildings are efficient and cost effective to run. They should be designed to help to reduce greenhouse gas emissions, have good ventilation, avoid overheating, minimise sound pollution and have good air quality. Well-designed homes and communal areas within buildings should provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. Where a need is identified, the National Design Guide advises that Local Plans may adopt the Nationally Described Space Standards and those for accessibility and water.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

POLICY SO3.3: DELIVERING HIGH QUALITY HOUSING

Housing development should be of a high quality in terms of its design and resilience, and provide adequate space to achieve good living standards.

New dwellings (including conversions of existing properties into flats) should be of sufficient size and layout to provide good quality accommodation to meet the needs of their occupants, with developers required to meet Nationally Described Space Standards. Sufficient external amenity space or private gardens should also be provided.

Developments which provide units suitable for households with health problems or disabilities will be supported. This could be through the provision of dwellings, single level accommodation such as bungalows and ground floor flats.

All new build housing must be built to Category M4(2) (Accessible and Adaptable dwellings) of Approved Document M: access to and use of buildings, unless it is built to M4(3) standards. Exceptions to this requirement will be considered for minor development sites where it can be demonstrated that it is not feasible due to unique site characteristics, constraints or due to a significant impact on viability, unless this is superseded by national amendments to Building Regulations.

At least 5% of housing on major development sites must be wheelchair user dwellings equivalent to M4(3) of the Building Regulations. This should increase to 10% of affordable housing delivered for wheelchair users.

When assessing applications for development suitable for older people, support will be given to proposals for dementia friendly environments. In principle, proposals for housing with care and combined sites that offer a range of housing with care (which could include nursing and extra care housing developments) will be welcomed in the District to increase the choice of housing for older people.

In principle, applications for all types of accommodation for looked after children that reflect local needs will be supported.

Factors which will be taken into consideration when assessing the suitability of proposals for housing which cater to specific needs include:

- (a) The type of use applied for**
- (b) A demonstration of local need**
- (c) The intensity of use and its effect on adjacent properties**
- (d) The suitability of the premises and the location**
- (e) The concentration of uses in any one location**
- (f) A management plan for the operation of the premises.**

Supporting Text

6.115. The Council has sought to enhance the attractiveness of the District and increase the number of workers residing in the district from the professional, financial and managerial sectors. The nationally described space standards will assist the aim of the authority by sending a clear message to developers that poor quality housing will not be tolerated and will enhance the health and well being of its residents, the standards will encourage greater numbers of persons to work from home which will also assist the Council in achieving its ambitions of zero carbon.

6.116. Current standards for amenity space are specified in the Design SPD, there is a need to consider a standard for care homes and 1 bedroom properties and increase the density of



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

development. It is appropriate to reconsider the local standard rather than just reflect the national standard, and this will be done through the preparation of the Local Design Guides.

6.117. During the plan period the age profile of the population is forecast to change with a rise in the proportion of older residents, particularly those aged 70+ and a substantial growth in households which have health problems or disabilities which affect their housing requirement, whilst this type of need is more prevalent amongst older persons it is not exclusive to them.

6.118. The Local Housing Needs Assessment updated in 2023, estimates a total of 1,815 wheelchair user households in 2021, and that this will rise to 2,260 by 2040. Although the number will increase this does not directly correlate with specific housing needs as some households will be living in a home that is suitable for wheelchair use, whilst others may need improvements to accommodation, or a move to an alternative home. The requirements for M4(2) and M4(3) homes are based on the recommendations of the Housing Need Assessment.

6.119. Where conversion relates to listed buildings the protection and safeguarding of the significance of the heritage asset will be prioritised over the need to deliver accessible and adaptable dwellings.

6.120. In addition to the Housing Needs Assessment, Staffordshire County Council have provided evidence and data which support accommodation for specific types of housing such as a range of types of housing with care, and accommodation for looked after children. The Council seek to support the delivery of a range of housing to meet the needs of all residents provided the location and premises are appropriate and comply with all relevant policies in the Local Plan.

List of Relevant Evidence

- Local Housing Needs Assessment 2019
- Local Housing Needs Assessment Update (2024)

GYPSIES, TRAVELLERS AND TRAVELLING SHOW PEOPLE

Introduction

6.121. National planning policies require local plans to assess the size, type and tenure of housing needed for different groups in the community, including travellers. '[Planning Policy for Traveller Sites](#)' (updated 2015) sets out the government's policies on how travellers' housing needs should be assessed. For the purposes of local planning policy, 'Travellers', 'Gypsies and Travellers', 'Travelling Showpeople', 'pitches' and 'plots' are as defined in Annex 1 of the national guidance.



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

POLICY SO3.4: GYPSIES AND TRAVELLERS AND TRAVELLING SHOW PEOPLE

The identified local needs for Gypsy and Traveller pitches (for those who meet the definition of travellers in national policy) and Travelling Showpeople plots will be met via:

- a) The safeguarding of existing authorised sites for Gypsies and Travellers and Travelling Showpeople from development which would preclude their continued occupation by these groups, unless acceptable replacement accommodation can be provided, or the site is no longer required to meet an identified need.
- b) The delivery of sites with planning permission, allocated sites and other sites granted planning permission during the Plan period in accordance with the criteria set out within this Policy. Additional pitches and plots will be delivered within the District at the following locations to meet the following local needs for at least the first five years of the Plan (from adoption):

Site Reference/Site Address	Number of pitches	Planning permission/allocation
Land at Cannock Wood Road, Rawnsley	3	Allocation Policy GT1
Land at Lime Lane, Little Wyrley	2	Allocation Policy GT2

To meet the longer term need (identified in the GTAA 2019) for a further 13 residential pitches, proposals for new sites for Gypsies and Travellers and 10 plots for Travelling Showpeople outside of the Green Belt will be supported provided that:

- The site is suitable in terms of highway safety, vehicular access, parking, turning and has access to essential services such as water supply, sewerage, drainage, and waste disposal;
- There is adequate provision for on-site facilities including storage, play, and on-site utility/amenity blocks for the number of pitches or plots proposed;
- The site is well designed to ensure that a high standard of residential amenity is maintained for the occupiers of the site and the occupiers of existing neighbouring properties.
- The site is landscaped to give privacy between pitches for satisfactory residential amenity both within the site and with neighbouring occupiers.
- The site does not detrimentally affect the amenity of local residents by reason of on-site business activities, noise, disturbance, or loss of privacy.
- The site is reasonably accessible to shops, schools, health facilities and other community facilities on foot, by cycle or public transport;
- Proposals for sites accommodating Travelling Show people should additionally allow for a mixed use yard with areas for residential provision and the storage and maintenance of equipment. All other proposals for mixed residential and business activities will be assessed on a site specific basis, taking the above criteria into account.

Proposals for new sites for Gypsies and Travellers and Travelling Showpeople in the Green Belt will not be allowed unless the applicant has demonstrated that very special circumstances exist that clearly outweigh the harm to the Green belt and any other harm having had regard to the criteria set out above, national policy requirements and any other material planning considerations, including being:



6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice

- **Proportionate to the scale of the nearest settlement, its local services and infrastructure.**
- **Located with reasonable access to a range of services, such as shops, schools, welfare facilities or public transport and/ or is in proximity to the A5 transport corridor.**
- **Compatible with landscape, environment, biodiversity and heritage assets as well as physical and visual character of the area.**

Any development granted planning permission under this policy will be subject to a condition limiting occupation to Gypsies and Travellers or Travelling Showpeople, as appropriate.

Supporting Text

6.122. Gypsies and Travellers and Travelling Showpeople are recognised as having specific housing needs. The GTAA 2019 has identified that the A5 is still a main travelling route. In recent years the Gypsy and Travelling community have been successful in securing sites in the District. Due to the need to be flexible to enable the Gypsy and Travelling show persons community to meet their needs throughout the plan period, a criteria based policy is also considered appropriate at this time.

6.123. Local circumstances have resulted in sites being located beyond the urban areas and settlement boundaries of the District, much of which is Green Belt. The policy has been established through work undertaken to inform the Council's Design SPD and GTAA. The Design SPD provides further detailed guidance for example in relation to the size of on-site facilities, lighting and boundary treatments. The policy will enable the Gypsy and Travelling show people's community to maintain their nomadic lifestyle and safeguards their health and well being. The SPD will be updated as appropriate and delivery of sufficient pitches/plots will be monitored through the Authority Monitoring Report.

6.124. Other policies will be relevant to the consideration of proposals, such as Cannock Chase SAC and sites which are prone to flooding.

List of Relevant Evidence

- Gypsy and Traveller and Travelling Show people Accommodation Assessment 2019;
- Green Belt Review Part 1;
- Gypsy, Traveller and Travelling Showpeople Accommodation Background Paper 2023;
- Site Selection Methodology Paper 2023.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

STRATEGIC OBJECTIVE 4:

To encourage a vibrant local economy and workforce by:

- **Championing clean growth principles to support a highly productive, clean and resilient economy;**
- **Safeguarding existing employment areas for employment uses;**
- **Providing employment opportunities in locations which best respond to market demands and which will attract inward investment;**
- **Ensuring that business locations and centres are accessible by public transport from all areas of the District, reducing travel needs where possible;**
- **Supporting the development of town centres as hubs for commercial uses such as offices, leisure and culture uses, residential opportunities and community activities;**
- **Providing a range of sizes and types of employment sites to meet modern business needs;**
- **Supporting sustainable tourism and the rural economy, balanced with the protection of the National Landscape and the District's two SACs;**
- **Ensuring the land based economies of the District, including agriculture and forestry, can continue to operate, diversify and prosper;**
- **Encouraging the development of Live Work units;**
- **Providing for local employment and the development of skills.**

SAFEGUARDING EXISTING EMPLOYMENT AREAS FOR EMPLOYMENT USES

Introduction

6.125. National planning policies acknowledge the role of local plans in the creation of the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

POLICY SO4.1: SAFEGUARDING EXISTING EMPLOYMENT AREAS FOR EMPLOYMENT USES

The existing Employment Areas (listed in the Supporting Text) will be safeguarded and their redevelopment for non-town centre offices, industry and warehousing (formerly Class B of the Use Classes Order) will be supported.

Proposals for the change of use of the existing and future Employment Areas (including vacant sites with a lawful use for employment purposes) will only be permitted if there are overriding and demonstrable economic, regeneration and sustainable community benefits from doing so:

- There is a demonstrable ongoing availability of land supply at other suitable locations for employment use; and**
- There is no reasonable prospect of the site being used for employment use in the future, due to the poor quality of the site/unit, the extent to which the site/unit is no longer viable for use or redevelopment for employment use. As shown by evidence of comprehensive marketing of the site for at least 12 months which demonstrates that there is no reasonable prospect of a manufacturing or warehousing use continuing; and**
- The redevelopment of part of the site for other uses does not affect the viability of existing businesses on the remainder of the employment area site; and**
- There are demonstrable benefits arising from the proposal, including improvements to local residential amenity (where applicable) and environmental amenity.**

All employment sites will be protected from inappropriate neighbouring development that will adversely affect the employment operations taking place on the site.

Proposals which enhance the existing employment areas through provision of supporting infrastructure including nurseries, afterschool clubs and other uses which enable the working population to have easily accessible network of family care and support will be encouraged.

Supporting Text

6.126. The Council seeks to retain primarily employment generating uses on sites where evidence demonstrates that the sites is still viable for employment use and that redevelopment will not provide the benefits where relevant, defined above. The Council wishes to support inward investment, economic development and regeneration and have a balanced portfolio of employment land and recognises this will include a variety of size, type, location and quality of employment sites. High quality employment sites exist in the district at Kingswood Lakeside and Towers Business Park and their retention for employment generation and higher job density are particularly important to the district.

6.127. The assessment of the existing employment areas, EDNA update 2023, ELAA and a review of the sites for the development capacity work identified that the District's employment areas are still performing important economic roles and providing a mixture of land and premises for a range of users. Evidence suggests they can currently contribute approximately 17 hectares of land to the employment land supply. For sites where there are quality issues to be addressed



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

elements of these areas may be appropriate for non-employment uses, particularly those listed in policy SO4.2 which can support the enhancement and attractiveness of the employment area.

6.128. The Existing Employment Areas (at July 2022) are listed below:

Cannock, Hednesford and Heath Hayes Employment Areas:

- Kingswood Lakeside;
- A5 Corridor North;
- A5 Corridor South;
- Bridgtown Business Area;
- Hawks Green North;
- Hawks Green South;
- Hollies Business Park;
- Intermodal Site;
- Keys Business Park;
- Park Plaza/Heritage Park;
- Walsall Road;
- Anglesey Business Park;
- Watling Street Business Park;
- Chasewood Park Business Centre;
- Cannock Wood Industrial Estate;
- Cannock Chase Enterprise Centre and
- EDS Couriers, Wimblebury Road.

Rugeley and Brereton Employment Areas:

- Towers Business Park;
- Brereton Business Park; and
- Power Station Road Business Area.

Norton Canes Employment Areas:

- Norton Canes Business Area; and
- Lime Lane.

List of Relevant Evidence

- Economic Development Needs Assessment (2019)
- Economic Development Needs Assessment Update (July 2020)
- Employment Land Availability Assessment (2023)
- Economic Development Needs Assessment Update (2024)



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

PROVISION FOR NEW EMPLOYMENT SITES

Introduction

6.129. National planning policies (NPPF 2023) require local plans to set out a strategy which encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration. Local plans should identify strategic sites, for local and inward investment to meet anticipated needs over the plan period. Planning policies should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

6.130. The EDNA (2019) recommends that a range of employment land of 46 to 69 hectares (net) including flexibility is made available during the period 2018-38 split between the following uses:

- 85% industrial/distribution and warehousing;
- 15% office Class E (g) (i)/(ii) office/ and D and Class E (g) (iii) light industrial.

6.131. The Employment Land Availability Assessment 2023 (ELAA) monitors the supply of employment land in the district. It provides a list of sites which are readily available for employment such as sites which have planning permission and also includes sites put forward for consideration for employment purposes. The ELAA identified that there have been 16.59 hectares of employment land completed since 2018.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

POLICY SO4.2: PROVISION FOR NEW EMPLOYMENT SITES

A flexible supply of employment land and premises will be maintained to support investment and expansion of existing businesses as well as for new inward investment by businesses.

The Local Planning Authority will provide for up to 74 hectares of land for office, manufacturing and distribution employment development during the period to 2040. This will provide for a range of sizes and types of employment to meet business needs and encourage inward investment, resilience and new investment and create a balanced portfolio of employment land. It will grow sectors which promote clean growth principles and renewable technologies.

The following employment sites (22.81 hectares) are allocated to protect them for employment uses and are shown on the Policies Map.

In order to accommodate our local need there is a need to remove land from the Green Belt. The site SE1 at Kingswood Lakeside, Cannock is therefore a strategic employment allocation.

Site specific policies for the following sites are in Chapter 8

Table F: Employment site allocations

Site Ref	<u>Site Name</u>	Area (Ha) (NDA)
SE1	Kingswood Lakeside Extension 2, Norton Canes	8.6
SE2	Watling Street Business Park Extension	7.36
E4	Former Power Station off A51 (adjacent to Towers Business Park), Rugeley	2.1
SM1	Rugeley Power Station, Rugeley	3.5
E6	Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton	0.14
E14	Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley	0.55
E16	Land Off Norton Green Lane, Norton Canes	0.56

Proposals for new employment development should safeguard and enhance active travel and sustainable travel opportunities, and accessibility to green infrastructure.

Proposals for new employment development within Use Class E will be directed to the town centres. Proposals for office uses in non-town centre locations will need to demonstrate that sites in the town centre are not suitable and viable.

Proposals for new employment development providing new units of between 1,000-3,000sqm for manufacturing and distribution will be encouraged.

Proposals for new employment development involving distribution (B8) uses and large numbers of HGV movements will be directed to areas with good access to the parts of the Strategic Road Network where impacts upon air quality can be avoided and mitigated.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

Supporting Text

6.132. The Local Plan will support the District Council's Economic Growth Strategy in providing opportunities for inward investment by new employers. In addition to the land at the West Midlands Interchange, this will widen the economic base and strengthen the resilience of the area.

6.133. Evidence shows a need for small units to support economic development of the small scale manufacturing and indigenous businesses to help insulate the District from future economic downturns.

6.134. Enhancements to infrastructure and the development of new infrastructure can assist employment areas adapt to change and support the health and well being of employees and their families and support the move to zero carbon.

6.135. Sites are available for offices and other Class E uses within the town centres in sustainable and accessible locations and footfall will increase vitality and viability of centres. For the purposes of this policy offices are classed as those falling within Class E (g) (i)/(ii) office/ Rand D and Class E (g) (iii) light industrial.

6.136. The Site-specific policies for the sites listed in Table F can be found in the Site Allocations section.

List of Relevant Evidence

- Economic Development Needs Assessment (2019)
- Economic Development Needs Assessment Update July 2020
- Employment Land Availability Assessment 2020
- Economic Development Needs Assessment Update (2024)

INTENSIFICATION OF EXISTING EMPLOYMENT SITES

6.137. A review of existing Employment Sites through the ELR and ELAA process has identified a number of employment sites which could make an important contribution towards meeting the employment needs.

6.138. The following sites are considered able to contribute to the employment land supply within the existing employment areas and further land is likely to become available during the plan period, the sites below total approx. 16 hectares.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

POLICY SO4.3: INTENSIFICATION OF EXISTING EMPLOYMENT SITES

The following existing employment sites have been identified for further intensification

Site Address	Site Area
Ridings Park (plots 8-10), Eastern Way, Hawks Green, Cannock	0.69
Former Hawkins Works, Watling Street, Bridgtown, Cannock	0.78
Gestamp, Watling Street/Wolverhampton Road, Cannock	0.8
Delta Way Business Park, Longford Road, Cannock	0.47
Albion Works, Gestamp Tallent, Wolverhampton Road, Cannock	0.691
Towers Business Park Phase II, Wheelhouse Lane, Rugeley	0.53
Granurite Ltd and Rugeley Tyre Service, Bostons Industrial Estate, Power Station Road, Rugeley	0.7
Power Station Road, Rugeley (ELAA site RE4a)	0.31
The Lead Mill, Rolling Mill Road, Cannock, WS11 9UH	0.17
Former JCB, Rugeley	3.00
Former Porcelain Works, Old Hednesford Road, Hednesford	0.54
Former ATOS Origin Site, Walsall Road, Cannock	3.2
Northwood Court, Hollies Avenue, Cannock	0.1
Unit 12, Conduit Road, Norton Canes	0.7
Cannock Wood Industrial estate	1.85
Yates Bros Sports and Social Club, Lime Lane, Pelsall WS3 5AS	1.38
Total	15.91

Proposals for Employment uses within these existing employment areas will be supported provided that the proposal can demonstrate that it makes the best and most efficient use of land and does not cause unacceptable environmental and highway impacts.

Supporting Text

6.139. The above sites are considered able to contribute to the employment land supply within the existing employment areas and further land is likely to become available during the plan period. The sites in Policy S04.3 total approx. 16 hectares. These sites have been identified through the Site Selection Methodology for further intensification of employment uses on site.

List of Relevant Evidence

- Economic Development Needs Assessment (2019)
- Economic Development Needs Assessment Update (July 2020)
- Employment Land Availability Assessment (2023)
- Economic Development Needs Assessment Update (2024)

SUSTAINABLE TOURISM AND THE RURAL ECONOMY

Introduction

6.140. National planning policies (NPPF 2023) require local planning policies to enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings. Local planning policies should also enable sustainable rural tourism and leisure developments which respect the character of the



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

countryside, and the development and diversification of agricultural and other land-based rural businesses.

6.141. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

POLICY SO4.4: SUSTAINABLE TOURISM AND THE RURAL ECONOMY

Support will be given to development proposals in suitable locations within the rural areas of the District which support the rural economy and which safeguards and/ or enhances the character and openness of the rural area.

Subject to the provisions of this Local Plan, proposals in the rural areas for the following types of development will be considered favourably:

- **Appropriate and proportionate expansion of existing employment sites in order to support the retention of existing employment opportunities;**
- **Proposals to reuse suitable buildings for employment uses and tourist accommodation;**
- **Development which assists in the sustainable diversification and development of agriculture, forestry and other land based rural businesses;**
- **Visitor and recreational facilities of an appropriate scale and nature which contribute positively to the long-term sustainability and vitality of the rural economy;**
- **The use of the local canal network and the abandoned canal network to support economic growth that is proportionate to the scale and nature of their location.**

The canal network and the abandoned canal network will be safeguarded along with sufficient space to enable the associated infrastructure such as locks and bridges to be reinstated so the long-term potential can be realised.

Development proposals should demonstrate that:

- **There are no adverse impacts on designated environmental assets (as defined in Policy SO7.1: Protecting, Conserving and Enhancing Biodiversity and Geodiversity, and Policy SO7.3: Special Areas of Conservation);**
- **The development would protect, conserve and enhance the Cannock Chase National Landscape, (as required by Policies SO7.4, SO7.5) and the Green Belt (SO7.6);**
- **All tourism and visitor developments will display educational material on how visitors can access local attractions and use the Cannock Chase in ways that respect the natural beauty, biodiversity and history of the area as part of the mitigation package required to meet the objectives of the habitat regulations.**

Supporting Text

6.142. Around 40% of the District area is designated as part of the Cannock Chase National Landscape and attracts many visitors each year. Agriculture and forestry are an integral part of the District landscape and economy and around 60% of the District is designated Green Belt. The



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

heritage of the area and the heritage sector has an important role in supporting sustainable tourism and the rural economy.

6.143. The policy supports the growth of sustainable tourism and the rural economy and balances this with the protections and enhancement of the National Landscape, the District's 2 SAC's and its other natural and historic assets, including the canal network and historic landscapes.

6.144. The reuse of rural buildings can support the rural economy, and the retention of attractive buildings which respect the local vernacular enhances the landscape and provides opportunities for local employment.

6.145. Opportunities exist in the district such as at the former Grove colliery which offer longer term opportunities for restoration of landscapes and other heritage assets through the development of open recreation uses, leisure and tourism focused activities.

List of Relevant Evidence

- Cannock Chase AONB Management Plan 2019-2024

LIVE WORK ACCOMMODATION

Introduction

6.146. National planning policies require local plans be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

POLICY SO4.5: LIVE WORK ACCOMMODATION

Within residential areas, proposals for the development of live-work accommodation for residential (Use Class C3) and operational or administrative functions (Use Class E g (i)) will be supported to encourage entrepreneurship and regeneration. Residential amenity in the surrounding areas will be protected.

Supporting Text

6.147. Whilst Class E uses will in general be directed towards our town centres, within the District there are instances of isolated buildings in employment use often within largely residential areas which can provide opportunities for live-work accommodation.

6.148. Much of the economy is indigenous to Cannock and highly localised. By enabling a variety of workspaces and ways of working such as live work accommodation, the Local Plan will encourage entrepreneurship and inward investment and reduce the need to travel for work. There has been an increase in the levels of working from home and creation of local employment opportunities can provide support to the wider local economy and local centres.

6.149. The combination of uses has the potential to cause conflict from matters such as hours of operation and visits to the site so will need to be carefully considered to ensure a safe and attractive environment for existing and future residents.



6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

List of Relevant Evidence

- Economic Development Needs Assessment (2019)
- Economic Development Needs Assessment Update (July 2020)
- Economic Development Needs Assessment Update (2024)

PROVISION FOR LOCAL EMPLOYMENT AND SKILLS

Introduction

6.150. The District Profile identifies there is a skills imbalance and a low level of educational achievement. Cannock Chase District Council, Staffordshire County Council and South Staffordshire College work in partnership with employers to develop employment and skills plans to help local people get into work or access training opportunities to upskill and reskill.

POLICY SO4.6: PROVISION FOR LOCAL EMPLOYMENT AND SKILLS

Proposals for major development where over 50 full time equivalent (FTE) jobs will be created during the construction phase will be accompanied by an Employment and Skills Plan.

Where 50 full time equivalent (FTE) jobs may be created by the proposed occupiers of the development, prior to the first operational phase of the property an Employment and Skills Plan will be submitted and agreed with the Authority.

The Employment and Skills Plans will demonstrate how the development will contribute to the training and employability of residents, especially young people.

This requirement will apply to changes of use as well as new build development, and includes temporary jobs such as those during the construction phase and permanent jobs/apprenticeships. The delivery of the Employment and Skills Plan will be secured through a legal agreement or planning condition as appropriate.

Supporting Text

6.151. Many large companies already engage with the District Council when creating jobs within the District and actively encourage local training and employment creation. The District Council wants to work positively with employers and developers in the area to deliver a local skilled workforce during the construction phase and with future occupiers of premises. As the future occupiers are not always known at the time of submission of the planning application an employment and skills plan prior to commencement for the construction workforce and a separate employment and skills plan will be required for the pre-occupation for the operational workforce.

6.152. Employment and Skills Plans provide opportunities to provide local people with available vacancies, through mechanisms such as Jobs Fairs, and enable the FE colleges to ensure that relevant training opportunities and apprenticeships can be promoted.

6.153. It is an aim of the Council to support economic recovery and improve employability and training opportunities for local people to increase skill levels in order to promote resilience, reduce poverty, reduce the distance to travel for work, increase propensity to walk/cycle to work and contribute positively to the health and wellbeing of the population. The area has experienced a

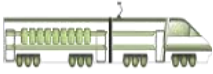


6. Local Plan Policy Options

Objective 4: Encouraging a Vibrant Local Economy and Workforce

high proportion of young people with poor skills and educational attainment levels and the youth unemployment figure during the COVID-19 pandemic grew disproportionately.

6.154. It is acknowledged that different types of major development create very different numbers of jobs. For example, supermarkets create more jobs per square metre than warehouse and distribution hubs. Further good practice guidance will be prepared by the Council.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

STRATEGIC OBJECTIVE 5

To support the provision of sustainable transport and communications infrastructure by:

Managing the need to travel

- **Providing for major new development in accessible locations that can provide access for all sections of the community to work, shopping, health, education, leisure, green space and other facilities;**
- **Clustering the development of services and facilities in locations that can provide convenient access to all sections of the community;**
- **Ensuring major new developments provide for safe pedestrian and cycle movement within the scheme and to neighbouring areas, and are designed to accommodate high quality public transport services;**
- **Supporting the installation of high quality and resilient digital communication technologies to facilitate business development and remote working.**

Supporting low carbon transport systems

- **Supporting the provision of electric vehicle charging points, and other infrastructure that may be required for alternative low and zero carbon transport options, including hydrogen vehicles;**
- **Supporting changes to the road network where they are related to the reduction of environmental impacts and the enhancement of public transport;**
- **Supporting sustainable freight distribution by road and rail.**

Maintaining and improving the transport system

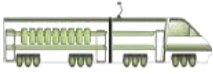
- **Achieving improvements to walking and cycling routes and supporting increased use of the canal network and towpaths as part of the integrated transport network;**
- **Securing the continued development of the Chase Line rail services, facilities and infrastructure as the preferred means of transport;**
- **Safeguarding land that is required for sustainable transport schemes, including road, rail, cycle ways and footpaths;**
- **Supporting the safe and efficient use of the highway network through traffic management schemes;**
- **Establishing standards for the provision of car and lorry parking.**

ACCESSIBLE DEVELOPMENT

Introduction

6.155. The NPPF (2023) notes that an appropriate scale and mix of uses can help to minimise the journeys needed to access employment, shopping, leisure, education and other activities. Development proposals should give priority first to pedestrian and cycle movements and where possible facilitate access to high quality public transport. Proposals should address the needs of people with disabilities and reduced mobility, and create places that are safe, secure and attractive. Development should also allow for the efficient delivery of goods, and access by service and emergency vehicle, and enable charging of plug-in and other ultra-low emission vehicles.

6.156. The National Design Guide (2021) states that patterns of movement for people are integral to well-designed places. Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

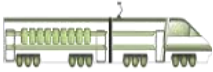


6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

6.157. The National Design Guide suggests that a well-designed movement network defines a clear pattern of streets that:

- Is safe and accessible for all;
- Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- Promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

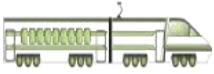
POLICY SO5.1: ACCESSIBLE DEVELOPMENT

All major development proposals will be in locations that can provide convenient access for all sections of the community to work, shopping, health, education, cultural, leisure, green space and other facilities. Developments which, individually or cumulatively, cause an unacceptable impact on the highway network in terms of safety, air quality, capacity or congestion will not be supported, unless it can be demonstrated that they can be satisfactorily mitigated.

Development proposals will set out, as appropriate, how and when the development will contribute to the delivery of:

- A reduction in the reliance on private cars, by locating the development where it can provide a full choice of viable, sustainable travel options, including walking, cycling and public transport, to access community services and facilities.
- Co-located shopping, education, and leisure facilities at convenient 'hubs' within a network of footpath and cycle routes.
- Well designed, safe and convenient routes for active travel, walking and cycling within the scheme and to neighbouring areas, and which are integrated with green and blue infrastructure and linked with wider networks.
- Sustainable and frequent public transport services to nearby Town and Local Centres which are accessible to all people,
- Layouts which have the capacity for public transport access along with high quality and well sign-posted walking connections to safe boarding points.
- Layouts which provide for safe traffic movement and vehicular access to, from and within the development, including the delivery of goods and access by service and emergency vehicles.
- Travel options, in relation to all modes of transport, that are accessible to people with disabilities and people whose mobility is impaired by other circumstances.
- The use of technology and innovation to inform those travelling and provide integrated travel options in line with Policy SO5.2: Communication Technologies.
- The infrastructure required to support the use of low and zero carbon emission vehicles (in line with Policy SO5.3: Low and Zero Carbon Transport).
- A design and layout of the development which will prioritise and promote walking and cycling (in line with Policy SO5.3: Low Carbon Transport) and create new green infrastructure within the development which links to the 'Strategic Green Space Network' (as required by Policy SO7.8).
- The provision of appropriate community infrastructure within the development in line with Policies SO2.1: Safeguarding the Provision of Community Infrastructure and SO2.3: Provision of Active Leisure and Sports Facilities.

All major developments will set out how the development will meet the requirements of this Policy as part of a Design and Access Statement. Developments which generate significant amounts of movements will be required to submit Transport Assessments and Travel Plans to set out clearly how the proposals they include will be implemented, monitored and evaluated.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

Supporting Text

6.158. The Local Plan policies guide significant development to locations which are (or which can be made) sustainable. This means that the locations are better able to:

- Provide an inclusive network of transport options and choices so that everyone (including the one fifth of people who identify as having some sort of disability) is able to access the economic and social opportunities that are essential to physical and mental well-being;
- Widen transport choice including the provision of high quality walking and cycling networks; where cycling infrastructure is segregated from the highway to increase safety and uptake of Active travel;
- Mitigate the impacts that the development has on the transport network (in terms of capacity, safety, pollution and congestion); and
- Minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

6.159. In line with national planning policies and design guidance, Local Plan Policies aim to ensure that development gives priority to pedestrian and cycle movements, and where possible facilitates access to public transport. Development will address the needs of people with disabilities and reduced mobility in relation to all modes of transport. Development will contribute to the creation of places that are safe, secure and attractive, and which acknowledge local character and design standards.

6.160. The NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

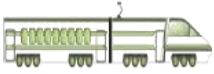
6.161. A Transport Assessment and Travel Plan will be required for all major developments (over 200 dwellings, all major developments of A1-A5 uses over 800sqm, B1-B8 uses over 2500sqm, D1/D2 uses over 1500sqm). A Transport Assessment identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and the measures that will be needed deal with the anticipated transport impacts of the development. A Travel Plan is a management strategy to deliver sustainable transport objectives and should be regularly reviewed.

6.162. A Transport Statement will be required for any development generating or having a significant effect on vehicle or pedestrian movement or other transport movement.

6.163. The national Planning Practice Guidance sets out the content of a Transport Assessment and Transport Statement.

6.164. The thresholds for preparing Transport Assessments and Travel Plans will be set out in the relevant Local Design Guides and seek to be consistent with Department for Transport guidance set out in 'Cycle Infrastructure Design' (Local Transport Note 2020 LTN 1/20).

6.165. The National Bus Strategy and TfWM's Bus Vision document highlight that a high-quality bus network is essential for promoting sustainable travel patterns, with bus infrastructure (including bus priority measures, improved frequencies, good accessibility standard requirements and increased capacity) being key considerations. Good inter-modal connectivity and interchange



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

facilities will ensure all modes (including cycling and walking networks, the rail network and the bus network) are joined up to create seamless journeys.

6.166. The growth in on-line retailing and has resulted in a sharp increase in the numbers of deliveries, particularly by vans, and the ways deliveries can be consolidated, the use of low and zero emission vehicles, cargo/E-cargo bikes and avoiding the need for repeat delivery attempts will be further investigated.

6.167. Cannock Chase District Council will continue to work closely with TfWM in the delivery of the developing West Midlands Key Route Network.

6.168. The Cannock Station Upgrade project and further improvements to Rugeley Train Station, Rugeley Trent Valley Train Station and its bus station will also bring benefits during the plan period.

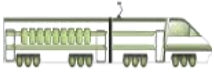
List of Relevant Evidence

- National Planning Policy Framework (2023)
- Government White Paper 'Planning for the Future' (August 2020); and
- Government Consultation 'National Planning Policy Framework and National Model Design Code' (January 2021)
- DfT LTN 1/20 Cycle Infrastructure Design Guidance
- Cannock Chase Integrated Transport Strategy supported by the Staffordshire LCWIP and subsequent revisions

COMMUNICATION TECHNOLOGIES

Introduction

6.169. The NPPF (2023) acknowledges advanced, high quality and reliable communications infrastructure as essential for economic growth and social well-being and requires planning policies and decisions to support the expansion of electronic communications networks, including next generation mobile technology, and full fibre broadband connections. The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

POLICY SO5.2: COMMUNICATION TECHNOLOGIES

The location and design of structures associated with the delivery of digital infrastructure shall be sympathetic to their surrounding area.

Applicants will be required to provide information that:

- **Demonstrates what alternative sites and design solutions have been considered and discounted; and**
- **Sufficient information in the form of streetscene or contextual plans and wireframe images to allow a full assessment of the visual impact of the proposal on the character of the area and how this is moderated; and**
- **The public benefits of the proposed development in enhancing access to digital services.**

All development proposals must incorporate high quality digital connectivity where appropriate.

Applicants will be required to demonstrate how they will deliver high quality digital connectivity through:

- **The provision of plans and a statement, including a technical specification, demonstrating how the technology is to be incorporated in the development at the point of first occupation.**
- **Facilitating technologically advanced methods of communication for businesses and residents to allow remote working and reduce the need to travel;**
- **Providing and future proofing the infrastructure that is required to enable access to high quality and resilient digital connectivity;**

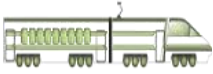
Supporting Text

6.170. Connectivity between people and communities can be achieved through physical connections between different areas, usually by transport modes, but also by digital means the latest being Gigabit broadband connections and Full Fibre to Premises.

6.171. Advanced, high quality and reliable communications infrastructure is essential for economic and social well-being. An increase in the distribution and effectiveness of digital connectivity supports the use of integrated journey planning and can often reduce the need to travel – for example by enabling remote working and virtual meetings. High speed digital connectivity is an important facility for business and residential property occupants, as well as those on the move.

6.172. Our district currently has a lower proportion of persons working from home and has a high percentage of access to high-speed broadband with 99.54% of premises being currently 26.70% gigabit capable⁵¹. The local authorities throughout Staffordshire have collaborated to ensure a high level of superfast broadband is available throughout Staffordshire. To increase the sustainability of the district it is important this level of high quality and resilient digital connectivity continues to

⁵¹ Cannock district is quite well served with superfast broadband at 99.54% and are currently 26.70% gigabit capable. It is highly likely suppliers such as Openreach and Virgin will start to address the gigabit capable service, given the majority of the premises in Cannock ought to be commercially viable. Openreach have already announced the Cannock exchange for upgrade to full fibre within their First Fibre programme.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

improve. It is therefore essential that development supports the provision and improvement of the most up to date communications infrastructure that can serve residents and local businesses, including town centre services and sustainable transport.

6.173. Where the delivery of the latest technology, currently gigabit – capable connectivity is not considered achievable the next best alternative technology should be provided. As a minimum, appropriate ducting should be provided to future proof the development and which facilitates a provider delivering a service at a later date. Provision during the initial construction enables the new development to function sustainably and prevents the need to excavate in newly completed surfaces which is a waste of materials and damages the appearance/vision/beauty of the area.

6.174. Staffordshire County council have indicated that they are willing to accommodate ducting within the highway, further guidance with regard to locating appropriate ducting within the highway will be issued by the highway authority.

6.175. Integrated journey planning and travel information enables residents and visitors to plan journeys and encourages the use of sustainable transport especially when using real-time information, the provision of ducting which enables provision for real time information encourages the use of sustainable transport.

6.176. Structures associated with the delivery of digital infrastructure will be located throughout the District, including within our town centres and other historic and sensitive environmental locations, The design of the technology is recognised as often stark in appearance and governed by operational constraints, the design and location of structures will need to respect the character of the area and be sympathetic to the surrounding area, unless the public benefits arising from that infrastructure outweigh the harm to the character of the area.

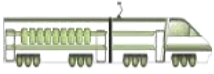
List of Relevant Evidence

- National Industrial Strategy (2017)
- Stoke-on-Trent and Staffordshire LEP Local Industrial Strategy (January 2020)
- Cannock Chase Economic Prosperity Strategy 2020-2030 (January 2020)
- [Gigafast Staffordshire](#)

LOW AND ZERO CARBON TRANSPORT

Introduction

6.177. National planning policy states that local planning policies should reduce our reliance on carbon-intensive modes of transport, and that development be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. ‘Climate Change Adaptation and Mitigation’ (Staffordshire County Council 2020) was commissioned to support the develop of an evidence base for new energy and sustainability policies being considered for Staffordshire County Council and its eight constituent Local Authorities. The Report found that the main source of emissions is related to heating buildings and transport. The report also identified a number of opportunities for reducing the carbon emissions that are caused by transport.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

POLICY SO5.3: LOW AND ZERO CARBON TRANSPORT

All major development proposals will contribute to the reduction of the reliance on carbon-intensive modes of transport, for example by supporting the take-up of ultra low emission vehicles, hydrogen vehicles, developing electric vehicle charging networks, accelerating the uptake of low emission taxis and buses investing in cycling and walking, and moving freight from road to rail.

All major developments will set out as part of the Design and Access Statement how they will:

- **Support changes to the road network where they are related to the reduction of environmental impacts and the enhancement of public transport.**
- **Include the provision of electric vehicle charge points and, where appropriate and proportionate, other infrastructure that may be required for alternative low and zero carbon transport options, designate parking spaces for low emission vehicles, and facilitate low emission bus service operations.**
- **Support, as appropriate, sustainable freight distribution by road and rail.**
- **Ensure that the design and layout of the development will reduce reliance on private vehicles while promoting walking, cycling and public transport (as required by Policy SO5.1 'Accessible Transport').**

Supporting Text

6.178. Evidence has shown that emissions from transport are a major factor which detrimentally impacts upon the health and well-being, economy, and environment of our District and beyond. The District is part of not only a local transport network but also part of the strategic highway network. Changes to the Building Regulations in June 2022 now require electric vehicle charging points to be incorporated in many types of development. By further facilitating low carbon transport, the District will be able to benefit from the improvement to the health and wellbeing of our residents, environment, and economy which can be secured through the delivery of low carbon transport in the short term and beyond the plan period. The development of low carbon infrastructure will enable the sustainable regeneration of the District and deliver a resilient economy as we move towards the national target of net zero carbon by 2050, and achieving the Council's ambition of net zero carbon before that point.

6.179. Cannock has the mid-Cannock rail freight depot and promotion of this will be supported where there is capacity on the rail network and consideration of the impact upon the local and strategic road network.

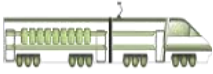
List of Relevant Evidence

- Government White Paper 'Planning for the Future' (August 2020); and
- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM Oct 2020)

MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM

Introduction

6.180. National planning policy requires that transport issues are considered from the earliest stages of plan-making and development proposals, so that the potential impacts of development on transport networks can be addressed, and opportunities from existing or proposed transport infrastructure are realised – for example in relation to the scale, location or density of development that can be accommodated.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

POLICY SO5.4: MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM

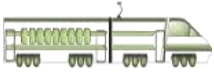
The District Council will work in partnership with the local highway authority, transport stakeholders, developers, key funding partners and investors, and the local community to maintain and improve the transport system.

Development proposals will:

- Incorporate safe and accessible connections to sustainable modes of transport, having regard to the nature and location of the development site, and contribute towards the improvement of existing, and the provision of new, public transport services to maximise accessibility by non-car modes to essential services and facilities.
- Contribute towards transport infrastructure improvements that are necessary to mitigate the demonstrable impacts of the development upon the strategic and local highway network, public transport services, and cycle and footpath links within and beyond the site.
- Avoid compromising, and support where appropriate, the delivery of the transport infrastructure improvements that are associated with the development of other allocations made in the Local Development Plan. The Local Highway Authority will provide the Local Planning Authority with appropriate advice in this regard.

The District Council will:

- Support proposals for traffic management and transport infrastructure that will alleviate pinch points on the network; facilitate the delivery of planned development; provide for the safe and efficient use of the local highway network; reduce transport pollution and carbon emissions; protect the natural environment; and promote improved public health and wellbeing.
- Facilitate accessible non-car travel options, including the improvement of walking and cycling routes, cycle storage facilities, public realm and wayfinding signage, and the promotion of an increased use of the canal network and towpaths as part of the integrated transport network.
- Supporting development which promotes active travel, including consideration of segregated paths and cycleways which promotes walking and cycling.
- Support improvements which promote the overall connectivity of active travel routes and connections to sustainable transport nodes.
- Support new routes where they are well integrated with existing routes.
- Facilitate strategic partnerships with bus operators to deliver high quality, high frequency bus services, and the continued development of rail services and associated facilities as the preferred means of transport to other areas, including Walsall, Birmingham, Stafford and Lichfield.
- Enable demand responsive transport services, including taxis and minibuses, to provide mobility at times and in locations where timetabled public transport services are not sustainable.
- Ensure that schools, higher education, GP & Hospital services and key employment locations are accessible by sustainable transport.
- Support improvements that will meet the transport needs of business - including the storage, distribution and delivery of goods – in more environmentally sustainable ways.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

Supporting Text

6.181. Good accessibility is key to delivering sustainable development. By requiring development to maintain the current functioning of the transport system and supporting improvements to it the Local Plan will deliver economic, environmental and social net gain. In accordance with national planning policies and guidance, the Local Plan favours the development and improvement of sustainable modes of travel to services and facilities.

6.182. The requirement for new development to address the impacts it will have on the strategic and local highway network is an accepted part of the planning and delivery process. The mitigation of the impacts of new development can be achieved through on-site design and developer contributions to off-site traffic management and highway improvement schemes. A good example of the latter is provided by the sites allocated in this Local Plan that would, without mitigation, have adverse impacts on the existing levels congestion at Five Ways island. The Site Specific Policies set out the requirements to establish proportionate funding arrangements to deliver the necessary improvements to Five Ways island.

6.183. It is also essential that future development proposals do not inadvertently compromise the delivery of planned highway improvements. The local planning authority (in liaison with the local highway authority) will therefore assess all development proposals to safeguard the effective delivery of proposed highway improvements. Development proposals that include transport infrastructure or other elements that would ease existing levels of congestion would be considered favourably, subject to the other provisions of the Local Plan.

6.184. Walking, wheeling and cycling (which also have obvious health benefits), referred to as 'active travel' are the most desirable and environmentally sustainable method of travel. There is potential to make better use of the canal network to increase the footpath and cycleway networks.

6.185. The next best option is to use public transport – rail and bus. The plan will facilitate the transformation of our current facilities to increase their accessibility, quality, attractiveness, distribution and frequency of public transport services as these are key to reducing dependence on the private car to access jobs, shops, leisure and recreation and services.

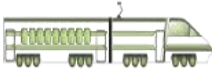
List of Relevant Evidence

- Government White Paper 'Planning for the Future' (August 2020);
- Active travel: local authority toolkit

HATHERTON CANAL RESTORATION CORRIDOR

Introduction

6.186. The historical development of the District has provided a wealth of canal network assets which provide opportunities for cycling and walking as well as other benefits (e.g. tourism, green infrastructure and biodiversity). Ongoing initiatives by the Lichfield and Hatherton Canals Restoration Trust, propose the phased restoration of the Hatherton Canal, partly on a new alignment.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

POLICY SO5.5: HATHERTON CANAL RESTORATION CORRIDOR

The proposed Hatherton Canal Restoration Corridor, as shown on the Policies Map, will be protected from development that would prevent the future implementation of the canal restoration project.

The Restoration Corridor will be protected to enable the development of the canal waterway and associated infrastructure, including locks, bridges, boat turning areas and towpaths.

The implementation of the restoration project will provide opportunities for sustainable transport links and improved biodiversity along the length of the safeguarded route.

Proposals for development adjacent to the protected Corridor will respect and enhance the setting of the canal. Development will be designed to use the canal frontage in order to reduce fear of crime and achieve good design in an attractive and safe environment.

The implementation of the restoration project will need to take into account the advice of statutory bodies on water quality, water supply and environmental issues.

Supporting Text

6.187. Cannock Chase Council has protected the alignment of the Hatherton Canal since 1997 through a safeguarded route policy in the Cannock Chase Local Plan 1997 and publication of the route (with amendments) in the Key Diagram of the Cannock Chase Local Plan (Part 1) 2014.

6.188. The route is being promoted and developed by the Lichfield and Hatherton Canals Restoration Trust who have land ownership and substantial infrastructure in place along parts of the route, in and adjacent to Cannock Chase District. The route corridor is also protected via cross boundary co-operation with the neighbouring Council areas of South Staffordshire and Walsall Metropolitan Borough.

6.189. The Lichfield and Hatherton Canals Restoration Trust and the Inland Waterways Association supported the continued protection of the route during the Local Plan Review - Issues and Options Consultation and in previous Local Plan consultations. The original restoration route is set out in a Feasibility Study commissioned by the Trust, with the later route amendments incorporated within a supplementary study.

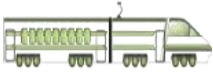
6.190. The Canal Restoration is a long term project and the continuing protection of the corridor has the potential to provide interlinked journeys for sustainable and healthy modes of transport including boaters, walkers and cyclists. The route is adjacent, but largely segregated from the busy A5 east to west transport corridor.

6.191. There are a number of broader economic benefits to be derived from the restoration of the canal, including heritage-based tourism visits. It will also enable the creation of a green corridor to benefit wildlife and associated habitats. Cannock Chase Council has a series of green spaces and corridors, which can link into this route and the wider countryside.

6.192. The Cannock Chase District Nature Recovery Network Mapping denotes the line of the canal restoration route on the combined habitat connectivity opportunity area map as an opportunity area for wetland habitats.

List of Relevant Evidence

- [Hatherton Canal Restoration Feasibility Report](#) (Ove Arup & Partners Ltd, September 2006) - commissioned by British Waterways on behalf of the Lichfield and Hatherton Canals Restoration Trust (LHCRT)



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

- [Hatherton Canal Restoration Supplementary Feasibility Report](#) (Atkins Ltd, February 2009) – Produced for the Lichfield and Hatherton Canals Restoration Trust (LHCRT)
- Cannock Chase District Nature Recovery Network Mapping (Staffordshire Wildlife Trust, 2020)
- Cannock Chase District Nature Recovery Network Mapping report (2020)

SAFEGUARDING PROPOSED RECREATIONAL FOOTPATH AND CYCLE ROUTES

Introduction

6.193. National planning policy requires opportunities to promote walking and cycling to be identified and pursued, and that provision is made for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking.

6.194. The Cannock Chase District Nature Recovery Network Mapping shows the potential for improving links between types of habitat and emphasises the importance of cross boundary habitat linkages. Woodland and wetland corridors linking habitats often follow existing recreational routes along green lanes and canal towpaths while open spaces contain grassland and heathland which are also crossed by many recreational routes. This provides opportunities for recreational and habitat improvements to be undertaken together.

POLICY SO5.6: SAFEGUARDING PROPOSED RECREATIONAL FOOTPATH AND CYCLE ROUTES

The proposed recreational footpath and cycle routes, as shown on the Policies Map, will be protected from development that will prevent the future implementation of the proposed schemes.

The Corridors will be protected to enable the development of the footpaths and cycle routes, including any related infrastructure such as highway crossing points and their upgrading to bridleways where there is a shortfall in available access routes.

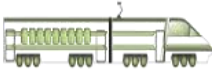
Implementation will provide opportunities for links to active transport links and improved biodiversity along the length of the safeguarded route.

The routes should provide an attractive and safe environment that will create a network linking the rural villages and countryside to the main urban areas to provide opportunities for healthy living and enhance wellbeing.

Supporting Text

6.195. Cannock Chase Council has protected the alignment of the potential off road footpath and cycle routes since 1997 through a safeguarded route policy in the Cannock Chase Local Plan 1997 and publication of the routes on the Key Diagram of the Cannock Chase Local Plan (Part 1) 2014. There is a well established network of local and national walking and cycling routes across the district which is expanding.

6.196. The routes are largely former mineral railway lines that carried coal from the coalfields on Cannock Chase to the main line railway for onward distribution to local customers and markets further away. Some routes have been restored as opportunities allow, but the remaining protected routes may, where no longer needed for railway use, provide an opportunity for a wider network of off road active transport corridors. They also link with other local off-road routes including the



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

Cannock Chase Heritage Trail from Cannock to Rugeley via Hednesford and phase 1 of the Brereton and Ravenhill Way from Rugeley Town Railway Station to Brereton.

6.197. Many of the routes are now unsurfaced green lanes bordered with hedgerows and trees that form linear green corridors to connect the urban areas with the wider countryside. Many are wide and have a relatively flat gradient. The routes provide opportunity to enhance the health and wellbeing for all residents and sustainable economic tourist growth which promotes the heritage and biodiversity of our district.

6.198. Opportunities for the creation and promotion of short circular walks to promote the health benefits of walking are supported. The replacement of stiles with gaps (where there are no stock) or gates in line with Staffordshire County Council Least Restrictive Principle for path furniture is also encouraged. The public path network should be protected and non-definitive routes across proposed development sites should be considered by applicants in the overall layout and design of schemes to encourage continued activity and health benefits of walking.

6.199. The District has a number of livery stables. To support an increase in physical activity and increase the provision for cyclists and horse riders, the creation of bridleways or the upgrading of public footpaths to bridleways where there is currently a shortfall in available access routes and other impacts can be mitigated is supported.

List of Relevant Evidence

- [Cannock Chase Heritage Trail](#)
- Brereton and Ravenhill Parish Plan/ Trail Booklet
- SCC Rights of Way Improvement Plan
- SCC Least Restrictive Principle for path furniture

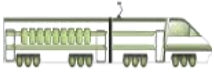
PARKING PROVISION

Introduction

6.200. National planning policy (NPPF 2023) states that in setting local parking standards for residential and non-residential development planning policies, policies should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

6.201. Planning policies and decisions should also recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance.



6. Local Plan Policy Options

Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

POLICY SO5.7: PARKING PROVISION

All major development proposals will make appropriate off-street parking in accordance with the relevant Local Design Guide and an assessment of the:

- **Anticipated demand for lorry, car, and cycle parking arising from the use proposed, or the other purposes that the development might be used for under Permitted Development Rights;**
- **Scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking, particularly in areas well served by public transport;**
- **Provision that will be made for private and public charging points for electric vehicles;**
- **Impact that parking might have on road safety and residential amenity; and,**
- **Provision of adequate and conveniently placed parking for people who are disabled or have restricted mobility.**

Supporting Text

6.202. The provisions of Policy SO5.7 'Parking Provision' will be used to inform further guidance that will include standards for provision of lorry parking which provides on site provision for early arrival, loading, unloading and parking with welfare facilities to enable rest breaks for drivers to be undertaken.

List of Relevant Evidence

- National Model Design Code (2021); and
- Guidance notes for Design Codes (2021)



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

STRATEGIC OBJECTIVE 6

To create attractive Town and Local Centres by:

- **Enhancing the Town and Local Centres in order to protect and improve their vitality and viability;**
- **Maintaining a hierarchy of Town and Local Centres;**
- **Supporting growth of shops, offices, business, education, leisure, arts, cultural and tourism in Town Centres, and improving access to employment and housing in order to achieve Town Centres with good vitality and viability;**
- **Supporting the development of Town Centres as hubs for comparison goods shopping, leisure and culture uses, residential opportunities and health and community activities;**
- **Supporting the development of Local Centres mainly for local food shopping and local services; and**
- **Supporting the direction of new investment to the Town and Local Centres via a range of means as most appropriate to the local context.**

HIERARCHY OF TOWN AND LOCAL CENTRES

Introduction

6.203. National planning policies (NPPF 2023) require local planning policies to support town centres by taking a positive approach to their growth, management and adaptation. Local planning policies should define a hierarchy of town centres and primary shopping areas.

6.204. The Council's Economic Prosperity Strategy (2020) sets out an ambitious vision for the District to 2030 based on clean growth principles to support a highly productive, clean, and resilient economy. The vision will be delivered through 5 themes, which reference the important role of the new West Midlands Designer Outlet at Mill Green to enhance the District's reputation and profile; the need to create a positive and entrepreneurial environment in which businesses can grow and thrive, and the need to ensure that the District's main towns are more vibrant and sustainable and act as hubs for leisure and culture uses, residential opportunities and community activities.

6.205. The Retail and Town Centre Services Study (2020) provides a comprehensive assessment of the performance of the three town centres within Cannock Chase District regarding retail and other service provision. The Study finds that the District's town centres continue to face challenges, which have been compounded by the Covid-19 pandemic. Centre Strategies need to be able to support the continued development/changes in the 'high street' if they are to successfully compete. Such strategies may seek to:

- Provide a good mix/variety of retail and leisure uses;
- Attract a mix of additional land uses beyond retail/leisure, including residential, educational, community and office uses;
- Support and improve existing cultural/heritage/tourist attractions;
- Enhance existing town centre markets and speciality retailing;
- Provide a high quality shopping/leisure experience;
- Provide convenient, affordable and accessible town centre parking;
- Promote and encourage events in the town centre;
- Embrace, and not compete against, multi-channel retailing; and
- Be responsive to changes in technology (the 'digital high street').



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

6.206. The key purpose of Town Centre Strategies should be to seek to promote the existing individuality of centres, ensuring centres are a focus/hub for their communities, and extend the 'dwell time' and spend of visitors/residents visiting the town centre which in turn will support their vitality and viability.

6.207. The existing hierarchy of centres is appropriate and should be perpetuated. Cannock is the principal centre and serves the widest catchment for retail, other services and facilities. Rugeley and Hednesford have a more localised catchment serving local residents. All centres are following national trends of a shrinking retail sector and will need to diversify to attract investment and maximise their assets and advantages. Cannock town centre has the greatest potential for this.

POLICY SO6.1 HIERARCHY OF TOWN AND LOCAL CENTRES

Development proposals for Main Town Centre Uses will be appropriate to the role, scale, and historic character of the settlement, and not conflict with other policies within this Plan.

- **Cannock Town Centre is designated, and shown on the Policies Map, as the Strategic Town Centre, with the role to provide the focus for District Town Centre Services and be the District focus for a night time economy;**
- **Rugeley and Hednesford, are designated, and shown on the Policies Map as Town Centres with the role to provide Town Centre Services to serve their local catchments and providing for main weekly food shopping;**
- **Hawks Green, Norton Canes, Heath Hayes, Chadsmoor, Bridgtown, Fernwood Drive and Brereton, are designated as Local Centres with the role to provide small scale Town Centre Services to serve the local needs in their catchment.**

The Primary Shopping Areas of Cannock, Rugeley and Hednesford are designated and shown on the Policies Map.

Supporting Text

6.208. The designated hierarchy of centres represent the District's most sustainable locations which include many assets, infrastructure and services which should be safeguarded. The hierarchy reflects the needs of the settlements they serve. Central Cannock provides the focus for administration of the District and is able to accommodate sustainably the largest number of visitors to the area.

6.209. Maintaining the designated hierarchy will promote the long term vitality and viability of the centres and sustainability of the area.

6.210. Increased residential use within the town centre can add to its vibrancy and vitality, although the principal role of our centres is to provide a concentration of a variety of uses such as comparison and convenience retailing, services and facilities to visiting members of the public. Our centres have evolved to meet these needs and have the infrastructure such as transport interchanges and attractive and safe environments with civic spaces and the opportunity to enjoy our heritage in use for large visiting members of the public in a sustainable way. The authority supports the wider range of town centre services, and the diversification of the centres however will monitor through the AMR the impact of these changes and may seek an Article 4 Directions to safeguard the vitality and viability of its centres.

6.211. Design guidance will be prepared for each of the centres.



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

6.212. 'Town Centre Services', as defined in the Glossary, include:

- 'Commercial, Business and Service' (Class E);
- Learning and Non-Residential Institutions' (Class F1);
- 'Local Community' (Class F2) Uses;
- 'Hotels' (Class C1); and
- Other town centre uses which fall outside the defined use classes, including drinking establishments, hot food takeaways, cinemas, concert halls, dance halls and bingo halls.

List of Relevant Evidence

- 'Planning for the Future' White Paper (August 2020); and
- Cannock Chase Retail & Town Centre Uses Study (January 2021)
- Build Back Better High Streets (2021)
- New Model Design Code (2021)

PROVISION OF MAIN TOWN CENTRE USES AND TOWN CENTRE SERVICES

Introduction

6.213. National planning policies (NPPF 2023) require local planning policies to support town centres by allowing them to respond to rapid changes in the retail and leisure industries by allowing a suitable mix of uses (including housing) as part of a positive strategy for the future of each centre. Local planning authorities are required to apply a sequential test to planning applications for main town centre uses. Main town centre uses should be located in town centres, then in edge of centre locations. Only if suitable sites are not available (or expected to become available) should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

6.214. When assessing applications for retail and leisure development outside town centres, which are not in accordance with the local plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.

6.215. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020⁵² came into force on 1st September 2020. The Regulations created a new Use Class E 'Commercial, business and service'. Use Class E 'Commercial, business and service' incorporates the former use classes A1 'shops', A2 'financial and professional services' A3 'restaurants and cafes', and B1 'offices'. Uses such as gyms, nurseries and health centres (previously in use classes D1 'non-residential institutions' and D2 'assembly and leisure') and other uses which are suitable for a town centre area are also included in the new Use Class E.

6.216. The Cannock Chase Retail and Town Centre Uses Study (2020) reviewed the existing evidence and the current health, performance, unit and floor space composition of each of the town centres; increasing competition from the internet; and availability of units in the main shopping areas capable of meeting potential national multiple occupiers in each of the centres which accords with the criteria set out in the NPPF. The Study advocated a more cautious approach than has been taken previously, recommending an assessment of impact be undertaken for proposals of over 500sqm which lie beyond Cannock, Rugeley and Hednesford Town centre boundaries and for the local centres. Elsewhere in the District a threshold of 200sqm is recommended.

⁵² The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 ([pdf](#)) ([link](#)). (SI 2020 No. 757)



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

POLICY SO6.2: PROVISION OF MAIN TOWN CENTRE USES AND TOWN CENTRE SERVICES

Proposals for Main Town Centre Uses which are located outside the designated Strategic Town Centre and Town Centres should be supported by a sequential test that demonstrates that there are no other sequentially preferable, suitable and available sites within or on the edge of an appropriate centre within the hierarchy of centres.

Proposals for Retail and Leisure Uses which are located outside designated Primary Shopping Areas must be accompanied by an appropriate and qualified impact assessment where the floorspace exceeds the thresholds set out below. Any proposal that is likely to have a significant adverse impact on the investment in and/or the vitality and viability of an existing centre will not be permitted.

- Development proposals creating new or additional floorspace greater than 500 square metres (gross) outside of the designated Primary Shopping Areas within the Strategic Town Centre of Cannock and the Town Centres of Rugeley and Hednesford.**
- Development proposals creating new or additional floorspace greater than 200 square metres (gross) outside of the Local Centres.**

The thresholds shall apply to all new developments requiring planning permission including applications for new floorspace, changes of use and variations of condition.

The impact assessment will be proportionate to the scale of the development proposed and undertaken by a suitably qualified person to enable the Council to have confidence in the findings.

Supporting Text

6.217. The designated hierarchy of centres provide important services and facilities for their communities, and their vitality and viability will be safeguarded. The NPPF permits local thresholds to be set within Local Plans where these can be justified. Evidence has shown that Cannock, Rugeley, Hednesford and the District and Local Centres are relatively small centres compared to national town centre policy and their consequent position at the lower end of the retail hierarchy means they have a greater susceptibility to likely significant adverse effects from alternative out of centre provision.

6.218. The West Midlands Designer Outlet at Mill Green⁵³ has performed strongly since opening attracting additional footfall to the district, but it will take time to gather data on the cumulative impacts of the development within the District.

6.219. The Town Centres have a range of opportunities available within them and considerable assets which need to be safeguarded and infrastructure which should continue to be utilised to support the sustainability of the communities they serve. Our town centres also provide opportunities for heritage led regeneration to bring new life into town centres and historic commercial buildings. By utilising existing assets and infrastructure to promote regeneration.

6.220. In order to take a proportionate approach where a retail assessment is required, the scope of the assessment should be discussed with the planning authority to ensure it is of the appropriate scale and nature and identifies any specific local issues or cross boundary centres which may need to be considered.

⁵³ Planning permission CH/15/0048



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

6.221. 'Town Centre Services' are defined in the Glossary.

6.222. Within the broader Use Class E 'Commercial, Business and Service Uses', a building can be in a number of uses concurrently, or used for different uses at different times of the day. Changes to another use, or mix of uses, within this Use Class do not require planning permission. At present the sequential test and threshold can only be applied to retail and leisure uses.

List of Relevant Evidence

- Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020; and
- Cannock Chase Retail & Town Centre Uses Study (January 2021)

SAFEGUARDING EXISTING TOWN CENTRE SERVICES

Introduction

6.223. National planning policies (NPPF 2023) requires local planning policies to take a positive approach to town centre growth, management and adaptation.

6.224. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020⁵⁴ came into force on 1st September 2020. The Regulations created:

- Use Class E 'Commercial, business and service';
- Use Class F1 'Learning and non-residential institutions'; and
- Use Class F2 'Local community'.

6.225. The Regulations remove the former use classes A4 'drinking establishments' and A5 'hot food takeaway'. However, these uses have been included in the list of uses (Use Classes Order Article 3(6)) as uses which do not now fall within any use class (sui generis uses). The same approach has been taken with cinemas, concert, dance and bingo halls which fell within the former D2 use class. Any material change of use from a sui generis use, or to a sui generis use, will require planning permission.

6.226. The Cannock Chase Retail & Town Centre Uses Study (January 2021) considers the potential for growth in retail and other town centre uses across the district and its centres and considers the role of the centres and the potential within the centres to enhance their vitality and viability.

⁵⁴ The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 ([pdf](#)) ([link](#)). (SI 2020 No. 757)



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

POLICY SO6.3: SAFEGUARDING EXISTING TOWN CENTRE SERVICES

Proposals for changes of use to retail uses (Class E (a)) within the primary shopping area will be supported.

Where they occupy active street frontages/ground floor level within a designated Primary Shopping Area, proposals for changes of use from:

- a) Commercial, Business and Service Uses (Use Class E);**
- b) Learning and Non-Residential Institutions (Use Class F1);**
- c) Local Community Uses (Use Class F2);**
- d) Hotel (Use Class C1); or**
- e) Drinking establishments, hot food takeaways, cinemas, concert halls, dance halls, bingo halls (Sui Generis)**

will only be supported where they promote the vitality and viability of the centre in compliance with the spatial strategy for the centre and where;

- There is no significant adverse harm to the level of service, role and vitality of the centre; or**
- There is no reasonable prospect of the current use continuing or other alternative town centre service uses occupying the unit/site; or**
- The proposal supports the delivery of an approved masterplan/Local Design Guide for the area.**

Evidence which demonstrates that there is no reasonable prospect of a town centre service use (a-e above) continuing will be an assessment showing details of comprehensive marketing of the site for at least 12 months and appropriate prevailing market conditions.

Supporting Text

6.227. Town Centre retail is changing and our town centres are some of our greatest assets. They provide an attractive environment which has evolved to provide a sustainable location for people to visit and shop which can be accessed by sustainable transport options and provides opportunities for many entrepreneurs offering goods and services. Uses within Class E(a) thrive when similar uses are in close proximity to them, hence the name comparison goods. Whilst there is almost 30% of retailing undertaken online there is still a need for high street shopping and growth in sectors such as 'brick and click' retailing. Town centres have evolved to enable local entrepreneurs and large scale multi-national operators to have equal access to local markets and town centres need to be given opportunity to adapt to meet the changing demands.

6.228. Encouraging active frontages especially at ground floor level safeguards accessibility for persons with restricted mobility and aids legibility of the centre to those who are new visitors or need familiarity to their environment. Inclusion of some sui generis uses encourages their location into centres which have adapted to provide sustainable access to large numbers of visiting members of the public and adds vitality to the town centre.

6.229. The policy approach has been formulated to identify the important elements of the town centre which should be safeguarded. The Council recognises that some residential development within the town centre can have positive benefits where it does not lead to a fragmentation of town centre uses or reduce active frontages at ground floor level. The Council have released the Cannock Development Prospectus to identify potential opportunity sites in the town centre and have assessed their potential for alternative uses.



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

6.230. The Council will prepare a strategy for Cannock Town Centre and work with local communities to develop Local Design Guides or Neighbourhood Plan policies to support the vitality and vibrancy of Rugeley and Hednesford Town Centres.

6.231. **'Commercial, Business and Service Uses'** are defined as use, or part use, for all or any of the following purposes—

- (a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public,
- (b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises,
- (c) for the provision of the following kinds of services principally to visiting members of the public:
 - (i) financial services,
 - (ii) professional services (other than health or medical services), or
 - (iii) any other services which it is appropriate to provide in a commercial, business or service locality,
- (d) for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,
- (e) for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner,
- (f) for a crèche, day nursery or day centre, not including a residential use, principally to visiting members of the public,
- (g) for—
 - (i) an office to carry out any operational or administrative functions,
 - (ii) the research and development of products or processes, or
 - (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

6.232. **'Learning and non-residential institutions'** are defined as any use not including residential use—

- (a) for the provision of education,
- (b) for the display of works of art (otherwise than for sale or hire),
- (c) as a museum,
- (d) as a public library or public reading room,
- (e) as a public hall or exhibition hall,
- (f) for, or in connection with, public worship or religious instruction,
- (g) as a law court.

6.233. **'Local Community Uses'** appropriate to Town Centres are defined as:

- (a) a hall or meeting place for the principal use of the local community,
- (b) an area or place for outdoor sport or recreation, not involving motorised vehicles or firearms,
- (c) an indoor or outdoor swimming pool or skating rink.

List of Relevant Evidence

- Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020
- Cannock Chase Retail & Town Centre Uses Study (January 2021)



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

TOWN CENTRE DESIGN

Introduction

6.234. The National Design Guide (2021) notes that built form (the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces) and the interrelationship between these elements creates an attractive place to live, work and visit. This is particularly relevant to town centres, where well-designed places have:

- Compact forms of development that are walkable, contributing positively to well-being and placemaking;
- Accessible local public transport, services and facilities, to ensure sustainable development;
- Recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and
- Memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

POLICY SO6.4: TOWN CENTRE DESIGN

Creating an attractive and safe environment is vital to ensuring the growth and resilience of our town centres. Development within the Strategic Town Centre, Town and Local Centres will be of high quality and consider:

- **The Local Historic Environment including Conservation Areas and the proximity to Listed Buildings to ensure that local heritage is conserved and enhanced whilst enabling new, vibrant and attractive uses;**
- **Shop fronts and adverts, preserving historic shop fronts and design respects historic context where appropriate**
- **Navigable features for those with visual, mobility and other needs;**
- **Create attractive gateways between centres and nearby public transport interchanges to encourage greater use of sustainable transport;**
- **Use of different spatial characteristics, including building typologies and building to street relationships to differentiate principal and minor streets to help people find their way around a place;**
- **Security measures required by businesses whilst ensuring they provide an attractive and interesting visual appearance and do not make an area appear unappealing and unsafe at night-time;**
- **The wide mix of uses within a town centre, enabling them to co-exist and form a busy, vibrant area whilst not being of detriment to extant or future occupiers;**
- **Accessibility of streets, pathways and buildings for the benefit of everyone, including opportunities to enhance access for people with additional visual, mobility and other needs;**
- **Active frontages, which where appropriate, may include front doors, balconies and terraces to enliven and add interest, and provide natural surveillance opportunities to the streetscene;**
- **Promoting well-lit streets and areas to ensure a feeling of safety for both day and night-time users;**
- **Streets for people, sharing street space fairly between pedestrians, cyclists and motor vehicles;**
- **Servicing of properties and storage of refuse;**
- **Clear windows along the ground floor of non-residential buildings (avoid obscured windows); and,**
- **Provision of benches to assist those with mobility difficulties to walk more easily between places.**

Local Design Guides should be used in conjunction with other relevant policies within the Local Plan.

Supporting Text

6.235. Our strategic town centre, town centres and local centres need to be adaptable in their use to remain vital and viable, however they also need to be attractive and safe places to be. A quality environment which promotes a sense of place and a desire to visit and dwell will support the changing use of these centres and their resilience.

6.236. Our centres are our most sustainable locations. They provide the focus for services and facilities to meet the needs of our local residents throughout their lifetime and the legibility, accessibility and attractiveness of each centre for the frequent and infrequent visitors should be



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

something the district can be proud of. Our centres show our history as people and reflect our needs for goods and services at a moment in time, the continued ability of the centres to adapt, improve and to meet the needs of current and future generations can be safeguarded through high quality design.

TOWN CENTRE POLICIES

Introduction

6.237. Traditional town centre retailing is undergoing structural change with the growth of the internet fuelled by the coronavirus pandemic and pressure on the fashion industry to become more environmentally aware. However, our centres still offer the greatest potential for supporting concentrations of retailers selling comparison goods in an attractive and sustainable location. The potential of our town centres to provide a focus for convenience and comparison retailers and the variety of facilities they offer should thus be protected and enhanced. Accessibility and legibility will be fundamental factors in supporting the town centres. Providing sufficient and easily accessible car parks and active travel links with attractive, safe routes and signposting will help to make the town centres attractive and promote our District as a place where people will want to live, work and visit.

6.238. More residential uses in the town centres can increase access to the housing market and secure a greater variety in accommodation, for example by providing accommodation for residents with reduced mobility in close proximity to services. More town centre accommodation means more footfall and people utilising the town centres for day to day shopping and service needs alongside the office workers and visitors and supporting food and beverage venues. Increased residential use within the town centre will be supported, especially on upper floors and where this will not lead to a fragmentation of town centre uses.

6.239. The West Midlands Designer Outlet at Mill Green provides a specialist retail offer and will support the town by encouraging greater visitors to Cannock town centre. The new town centre boundary will enable flexibility in uses and land prices to encourage our dynamic small businesses access to a variety of sites. Our primary shopping area will be safeguarded to protect the retail function of Cannock town centre. Careful design to provide safe and attractive environments throughout the day and night. The historic environment will play an integral part in supporting the town centre.

6.240. Sites are available within the town centre boundary which can meet the growth need identified for town centre services and are of the scale and type of development required to deliver a vibrant and vital town centre.

CANNOCK TOWN CENTRE – STRATEGIC TOWN CENTRE

6.241. The Cannock Chase Economic Prosperity Strategy (2020-30)⁵⁵ seeks to ensure that the District's main towns are more vibrant and sustainable and act as hubs for leisure and culture uses,

⁵⁵ <https://www.cannockchasedc.gov.uk/business/economic-development/cannock-chase-economic-prosperity-strategy-2020-2030>



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

residential opportunities and community activities. The role of the West Midlands Designer Outlet at Mill Green is seen to enhance the District's reputation and profile.

6.242. The Economic Prosperity Strategy identifies a number of opportunities within Central Cannock including:

- Development opportunities in and around Cannock Town Centre, which is designated as the Strategic Town Centre;
- Benefits of investment at the adjacent West Midlands Designer Outlet at Mill Green development, which is identified as a Strategic Retail Outlet;
- Potential transformation of Cannock Railway Station;
- Potential to develop the visitor economy offer;
- Developing Cannock Campus of South Staffordshire College; and
- Repurposing the town centre to become a hub for leisure and cultural uses, residential opportunities and community activities.

6.243. The Economic Prosperity Strategy identifies a number of priorities for action, including:

- Cannock Town Centre Regeneration & Prospectus;
- The West Midlands Designer Outlet at Mill Green and Retail Training Academy;
- Skills and Innovation Hub & Engineering Skills Academy; and
- Station Improvements/Upgrades. Long term transformational upgrade of Cannock Railway Station and short term enhancements to Cannock Town.

6.244. The Cannock Culture and Leisure Hub Development Prospectus (2019)⁵⁶ was prepared to provide an opportunity for developers to see how Cannock Town Centre is changing and to promote development opportunities.

6.245. Cannock is the principal shopping and leisure destination in Cannock Chase and is located in the south west of the District. The town centre provides a mixture of retail, service and leisure facilities including some 31,960sq m gross retail floorspace, 4,130sq m retail service floorspace, 10,300sq m leisure service floorspace and 4,850sq m financial and business service floorspace (source: Experian Goad Survey).

6.246. The Cannock Chase Retail & Town Centre Uses Study (January 2021) includes a Cannock town centre health check. The health check considers the town centre is currently displaying relatively poor levels of vitality and viability. It has a good convenience goods offer, with several large foodstores located on its edge. A reasonable retail service and financial and business offer, a hospital, college, library and theatre and several attractive historic buildings. Several opportunities for investment and potential for more commercial office space, a hotel, cinema and/or other key leisure uses, more retail including an anchor store and more national multiple operators.

⁵⁶ <https://www.cannockchasedc.gov.uk/business/economic-development/cannock-town-centre-development-prospectus>



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

POLICY SO6.5: CANNOCK TOWN CENTRE REDEVELOPMENT AREAS:

The following sites in Cannock Town Centre are suitable for redevelopment for the purposes outlined:

- **Site Allocation M1 - Multi-storey car park, Market Hall and retail units, Church Street (0.78ha) – retail, leisure use, food and beverage uses, upper floors could also provide residential apartments, hotel or office space.**
- **Site Allocation M2 - Bus Station (0.11ha) – hotel and conferencing facilities or residential uses and an improved intermodal interchange.**
- **Site Allocation M3 - Beecroft Road Car Park (0.68ha) – mixed use including residential, retail or commercial office use, and a new car park**
- **Site Allocation M4 - Backcrofts Car Park (0.26ha) – offices, ancillary retail and leisure or residential.**
- **Site Allocation M5 - Avon Road / Hallcourt Lane – (0.37ha) - leisure facilities, retail, food and beverage uses and/or residential.**

Development proposals should promote the function of Cannock Town Centre as the main retail, leisure and cultural hub of the District. A wide mix of town centre uses will be considered on regeneration sites to promote higher footfall and reduce vacancy rates.

Opportunities for residential above shops, where this does not detract from the operation of town centre uses on ground floor will be encouraged

Redevelopment Proposals involving the redevelopment of existing buildings and other land uses in the town centre will be supported where they improve the appeal and attractiveness of units to modern occupiers, are of high quality design and materials and improve the quality and accessibility of the public realm.

The refurbishment of existing buildings along Market Place to support a vibrant range of main town centre uses will be supported. This could include the redevelopment or improvement of existing poorly designed buildings, removal of unsympathetic alterations to historic buildings and the redesign of shop fronts to promote a higher quality facade.

Proposals which respond positively to historic assets in the town centre, including the Cannock Town Conservation Area, St. Lukes Church, Cannock War Memorial, Conduit Building and Water Pump and other Listed buildings promoting distinctive architectural design and character features will be supported.

The central Market Place remains an important defining centre of the public realm in Cannock Town Centre. Proposals should encourage activity and footfall in the Market Place and support open air markets and events in this location.

Redevelopment opportunities should be compatible with the Councils Cannock Chase Town Centre Development Prospectus or successor documents, and support priorities and the Councils vision for the town centre.

Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.

Where applicable, development proposals should improve connectivity for pedestrian, wheeling and cycling between the town centre, public transport interchanges including the bus station and rail station and to the West Midlands Designer Outlet at Mill Green.



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

Supporting Text

6.247. Cannock town centre is the principal town centre of the District and has a variety of renewal opportunities within its boundary. The redevelopment of these sites will support the viability and vitality of the town centre.

6.248. Cannock Chase Council was allocated £20m from the Government's Levelling Up Fund (LUF) in the Budget in October 2021. There are ambitious plans to rejuvenate Cannock Town Centre which includes a leisure and cultural hub in the town centre, the demolition of a multi-storey car park to create a footprint for a new cafe and studio space, an incubator space for new businesses, and plans to replace a subway crossing.

6.249. The sites available within the town centre can meet the identified growth needs and offer opportunities to diversify the town centre which will increase its resilience. Their development will be guided by a masterplan, strategy or design guide as appropriate and site allocation policies.

6.250. Active travel links between the rail station and the West Midlands Designer Outlet at Mill Green will facilitate sustainable active travel methods which support the health and well being of existing and future residents and the support the economy and the vitality and viability for the town centre. The ability to access real-time information for sustainable transport services promotes their use by visitors and can promote dwell time in the strategic town centre.

List of Relevant Evidence

- Town Centre Prospectus
- Cannock Chase Retail & Town Centre Uses Study (January 2021)

Cannock Town Centre Design Guide:

- Setting of St Luke and St Thomas Church
- Setting to The Whitehouse
- Prince of Wales theatre is a key asset
- Cannock College, Library, hospital
- Improve active travel connectivity to the north of the town and train station
- Improve the public realm
- Increase the food and drink and leisure offer in the town centre
- Redevelop the multi storey car park
- Define active frontages
- Encourage a bricks and clicks environment
- Consider provision of ULEV taxi rank

RUGELEY TOWN CENTRE

Introduction

6.251. Rugeley is situated in the north of the District, some 10km from Cannock. The centre contains 198 retail and commercial leisure units, accommodating a total of 32,870sq m gross floorspace. Of the retail floorspace in the town centre, 6,520sq m is occupied by convenience retailers, 9,560sq m by comparison retailers and 3,670sq m by retail service providers. Additionally, 8,090sq m of floorspace is occupied by commercial leisure providers and 1,720sq m by financial and business service providers.

Cannock Chase Retail & Town Centre Uses Study (January 2021)

6.252. The Study includes a health check for Rugeley town centre. The health check shows that Rugeley has reasonably good levels of vitality and viability. It is an attractive centre with a good range of independent businesses, bricks and clicks digital offer and good provision for leisure facilities for both daytime and night – time. It has opportunities for investment and redevelopment



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

and a vacancy rate below the national average, although this is currently increasing in response to the impact upon retail habits from increased on-line shopping and the Coronavirus. It has good connectivity to nearby residential areas and potential to improve connectivity to the railway stations, canal towpath and to the north of the town.

POLICY SO6.6: RUGELEY TOWN CENTRE REDEVELOPMENT AREAS

The following sites in Rugeley Town Centre are suitable for mixed use development:

- **Site Allocation M6 - Rugeley Market Hall/Bus Station and Surrounding Area**
- **Site Allocation M7 - Land at Wellington Drive**

Proposals for development should promote the function of Rugeley Town Centre as the main retail and service hub in the north of the District.

Opportunities for redevelopment should promote a high-quality public realm in terms of design and materials and, where possible, improve the greening of the town centre.

Development proposals should respect small scale built form (height, layout and plot size/urban grain) to encourage independent retailers and small businesses. New development should safeguard the medieval historic street layout where this does not detract from the overall accessibility of the town centre for pedestrians and cyclists.

Proposals which conserve and enhance Rugeley Town Centre Conservation area and respond positively to local heritage assets, the historic local vernacular and unique character features of the built environment will be supported. Contemporary design which respects the built form and uses high quality materials may also be appropriate, dependant on the characteristics of the site.

Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.

Active travel links will be promoted from the town centre to the rail stations, canal and the allocation at the former Rugeley Power Station (Policy SM1).

Supporting Text

6.253. Considerable public investment has been delivered within Rugeley Town Centre and recent retail developments have enhanced the convenience retail market. Safeguarding the existing town centre, whilst ensuring changing shopping habits are accommodated is a priority. The policy seeks to ensure public investment is focused on existing opportunities for redevelopment which are currently detracting from the attractive nature of this important centre for tourists and residents and that these are deliverable within the plan period.

6.254. Active travel links between the rail stations, canal and the Rugeley Power Station site will facilitate sustainable active travel methods which support the health and well being of existing and future residents and the support the economy and the vitality and viability for the town centre. The concept of 'Active Design'⁵⁷ is rooted in Sport England's aims to promote the role of sport and physical activity in creating healthy and sustainable communities. The principles of Active Design include walkable communities, connected walking, wheeling & cycling routes, networks of multifunctional open space, and high quality streets and spaces (see Policy SO2.3).

6.255. A design guide will enable the town centre to respond to change more rapidly and enable community engagement.

⁵⁷ <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design> (accessed 04/09/23)



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

List of Relevant Evidence

- Cannock Chase Retail & Town Centre Uses Study (January 2021)

Rugeley Town Centre Design Guide

- Safeguard and deliver active travel links to the rail station, canal towpath, edge of centre convenience food store, power station site.
- Preserve and enhance the conservation area and heritage assets
- Encourage provision of ULEV parking points.

HEDNESFORD TOWN CENTRE

Introduction

6.256. Hednesford is the smallest of the town centres in Cannock Chase District. It is situated within the same urban area as Cannock and lies approximately 3km to the north-east. Hednesford Town Centre has a total of 117 retail and commercial leisure units, accommodating a total 26,209sq m (gross) floorspace. 10,674sq m of this floorspace is given over to convenience retailing, 4,070sq m to comparison shopping and 2,150sq m to retail service providers. The town centre accommodates 5,395sq m of commercial leisure floorspace and 830sq m of financial and business service floorspace.

6.257. The Cannock Chase Retail & Town Centre Uses Study (January 2021) includes a Hednesford town centre health check. The health check considers the town centre serves an important retail and service centre for residents in the north eastern part of Cannock. It currently has a reasonable level of vitality and viability and has benefited from investment over the past decade. It is a compact town with a small catchment area and currently has a good range of retail services and leisure offer with a ball room/function room and a bingo hall. It has an attractive built form with numerous buildings of historical interest.

6.258. Hednesford Town Council produced a neighbourhood plan for Hednesford which was officially made in November 2018 and presents detailed policies which apply to the town centre.

POLICY SO6.7: HEDNESFORD TOWN CENTRE REDEVELOPMENT AREAS

Development proposals should promote the function of Hednesford Town Centre as an important visitor gateway to Cannock Chase and as a local hub for services and facilities.

The heritage assets, civic spaces and green spaces in Hednesford Town Centre add to the character of the area and will be conserved and enhanced. Opportunities to improve active travel linkages and improve accessibility between the train station, town centre and wider green infrastructure network will be supported.

Opportunities for redevelopment which will improve the design quality of Market Street, respond positively to the historic local vernacular and increase the functionality and overall appeal of ground floor units for town centres uses will be encouraged.

Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.

Supporting Text

6.259. Hednesford Town Centre is an important visitor gateway to Cannock Chase. Hednesford train station provides an opportunity to access Cannock Chase by sustainable transport.



6. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

Accessibility between the train station, town centre and wider open space network will promote the vitality and viability of the centre.

6.260. A design guide will enable the town centre to respond to change more rapidly and enable community engagement.

6.261. The Hednesford Neighbourhood Plan (2017-2028) contains seven town centre policies including Policy TC1 which designates Market Street area of special local character and Policy TC5 – Town Centre Proposals which identifies opportunity sites for redevelopment. The District Council supports the neighbourhood planning process and considers that policies in the Local Plan should complement the existing detailed policy framework for Hednesford Town Centre. The District Council will support any future review of the Neighbourhood Plan.

6.262. Recent retail developments in Hednesford have enhanced the retail offer. Restricting the levels of convenience and comparison goods will safeguard the existing town centre whilst changing shopping habits are accommodated will ensure inward investment in this important centre for tourists and residents is deliverable within the plan period safeguarding the vitality and viability of this centre.

6.263. Limited opportunities exist for redevelopment in the town centre, however opportunities for town centre uses exist on redevelopment sites in Rugeley and Cannock. Given the close proximity and shared catchment consideration of these sites these locations should be considered before out of centre locations are identified in line with Policy SO6.7.

List of Relevant Evidence

- Cannock Chase Retail & Town Centre Uses Study (January 2021)
- Hednesford Neighbourhood Plan (2018)

HEDNESFORD DESIGN GUIDE

- Safeguard and deliver active travel links to the rail station;
- Preserve and enhance the conservation area and heritage assets;
- Encourage provision of ULEV parking points.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

STRATEGIC OBJECTIVE 7

To protect and enhance the natural environment, development will:

- **Minimise impacts on, and provide net gains for biodiversity, including by conserving, expanding and linking natural habitats through habitat creation and improvement to ensure a robust and coherent ecological network of sites that provides wildlife with the opportunity to prosper;**
- **Protect, conserve and enhance the District's natural environment assets, valued landscape and townscape, sites of biodiversity or geological value and soils. The highest degree of protection will be given to the protected landscapes of the Cannock Chase National Landscape and the Green Belt; and**
- **Avoid any harmful impacts on the integrity of the Cannock Chase Special Area of Conservation (SAC) and the Cannock Extension Canal Special Area of Conservation (SAC).**

PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY

Introduction

6.264. National planning policy (NPPF 2023) requires that local planning policies contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity or geological value and soils, and minimising impacts on and providing net gains for biodiversity, including by establishing more resilient, coherent ecological networks.

6.265. To protect and enhance biodiversity and geodiversity, local plans should:

- Safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

6.266. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on the natural environment, doing so by mitigating, and reducing to a minimum, potential adverse impacts resulting from noise from new development and limiting the impact of light pollution from artificial light on nature conservation (NPPF 2023 paragraph 185).

6.267. 'Climate Change Adaptation and Mitigation' (Staffordshire County Council 2020) was commissioned to support the development of an evidence base for new energy and sustainability policies being considered for Staffordshire and its eight constituent Local Authorities. The report identifies a number of opportunities for offsetting and mitigating the carbon emissions that are caused by existing developments. These include offsetting emissions through more tree planting, enhanced biodiversity provision, and increasing sequestration on Council-owned land (e.g. areas of green space).



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

POLICY SO7.1: PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY

Development proposals will support the protection, conservation, enhancement and restoration of designated biodiversity and geodiversity sites, ecological networks, irreplaceable habitats and priority habitats, and the protection and recovery of legally protected and priority species populations. Development proposals whose primary objective is to conserve or enhance biodiversity will be supported.

Opportunities to improve biodiversity in and around the development will be considered as part of the design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate. Biodiversity enhancement opportunities include the retention, enhancement and creation of habitats and ecological networks, and the creation of 'stepping stones' and wildlife corridors, following the application of the mitigation hierarchy. Enhancement features for wildlife within the built environment will be sought where appropriate from all scales of development.

All development proposals will deliver proportionate and appropriate net gains for biodiversity, with all qualifying development proposals providing a measurable minimum 10% net gain in biodiversity in accordance with Policy SO7.2: 'Biodiversity Net Gain'.

The existing, or potential, international, national and locally designated sites of importance for biodiversity or geodiversity are shown on the Policies Map, but may change over time.

Development with the potential to have a significant effect on the integrity of any internationally designated Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar, or associated functionally linked land or watercourse (either alone or in combination with other plans and projects) will not be supported, unless a Habitats Regulations Assessment (HRA) has concluded there will be no adverse impacts on site integrity, in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

Development proposals which are likely to have an adverse effect on a nationally designated Site of Special Scientific Interest (SSSI) or National Nature Reserve (NNR), either individually or in combination with other developments, should not normally be permitted. The only exception is where the benefits of the development in the location(s) proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs.

Development proposals which are likely to result in the loss or deterioration of irreplaceable habitats (including ancient woodland, ancient or veteran trees and lowland fen) will be refused. Such proposals will not be permitted, unless where there are wholly exceptional reasons, and a suitable compensation strategy exists.

Development likely to have an adverse effect on locally designated sites (Sites of Biological Interest, Local Nature Reserves and Local Geological Sites), their features or their function as part of the ecological network, will only be supported where the



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

benefits of the development clearly outweigh the loss, and the coherence of the ecological network is maintained. Where significant harm cannot be avoided, the mitigation hierarchy should be followed.

All development proposals will seek to preserve, restore and re-create priority habitats, ecological networks and the protection and recovery of priority species, taking into account the hierarchy of legal protection and whether the mitigation hierarchy has been followed. Where adverse impacts are likely, development will only be supported where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensation measures will be required.

Supporting Text

6.268. The District contains designated habitat sites of international and national importance as well as priority UK habitats and is working hard towards creating a resilient and coherent ecological network to ensure the long term protection and enhancement of the natural environment.

6.269. Special Areas of Conservation (SACs) are protected areas which aim to conserve the high quality habitats and species which are considered to be most in need of conservation at the European level. The District includes two Special Areas of Conservation: Cannock Chase; and the Cannock Extension Canal.

6.270. The District includes three Sites of Special Scientific Interest. The importance of Cannock Chase for wildlife was recognised when it was designated as a Site of Special Scientific Interest (SSSI) in 1951. The area is therefore protected from harm and neglect under UK law. The other two SSSI's partly or wholly in the District are the 'Chasewater and the Southern Staffordshire Coalfield Heaths', and the 'Cannock Extension Canal'.

6.271. Irreplaceable habitats are defined with the NPPF 2023, and by government in secondary legislation. Ancient Woodland, ancient or veteran trees and lowland fen are examples of irreplaceable habitat and their loss should be avoided unless there are wholly exceptional reasons and there is a suitable compensation strategy in place.

6.272. There are also over thirty local Sites of Biological Interest, three Local Nature Reserves, and one Local Geological Site.

6.273. For the purposes of applying Policy SO7.1: 'Protecting, Conserving and Enhancing Biodiversity and Geodiversity', 'imperative reasons of overriding public interest' are set out in national guidance, and will be given considerable weight in the consideration of planning matters. They currently include:

- The requirement to maintain the nation's health, safety, education, environment (sustainable development, green energy, green transport)
- Complying with planning policies and guidance at a national, regional and local level



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

- Requirements for economic or social development (Nationally Significant Infrastructure Projects, employment, regeneration, mineral extraction, housing, pipelines etc.)

6.274. In relation to irreplaceable habitats, 'wholly exceptional reasons' are set out in national guidance. Wholly exceptional reasons include infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

6.275. Sufficient and robust information should be submitted with any development proposal to demonstrate comprehensive understanding of habitats and species associated with the site, and to enable the likely effects on biodiversity (including designated sites, ecological networks, protected and priority habitats and species) to be assessed. Ecological surveys and reports should follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance. Submitted mitigation, conservation and enhancement strategies and information should take account of currently recognised professional guidance, for example the Institute of Lighting Professionals and Bat Conservation Trust Bats and Artificial Lighting at Night Guidance Note (2023).

6.276. In addition to particular habitats, species and sites afforded legal protection, certain habitats and species are also considered to have some level of nature conservation importance, due to factors such as their rarity, vulnerability or declining population/status. These priority habitats and species include habitats and species of principal importance (as defined within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006), species and protected sites identified as priorities in strategies produced by Natural England (in accordance with the Environment Act 2021), and habitats and species of local conservation priority/key habitats and species, identified within the Cannock Chase District Nature Recovery Network Mapping (March 2020), the Local Nature Recovery Strategy (when completed) and Staffordshire Biodiversity Action Plan.

6.277. In all cases, where the principle of development is considered appropriate, the mitigation hierarchy should be applied so that:

- a) Firstly, adverse effects on habitats and species are avoided through good design, which can be achieved through the selection of alternative sites, layouts or designs, where no harm to biodiversity would occur;
- b) Where adverse effects cannot be avoided, mitigation measures to minimise negative impacts are considered
- c) As a last resort, where residual impacts to biodiversity still occur following full consideration of options for avoidance and mitigation, compensation measures should be used to offset any residual damage to biodiversity
- d) Capitalise opportunities to enhance or create new benefits to wildlife, in accordance with national and local conservation priorities, and Policy SO7.2: 'Biodiversity Net Gain', should be considered alongside the application of the mitigation hierarchy.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.278. Biodiversity enhancements can include both the creation of new habitat as well as improving existing habitats and can include, but are not limited to:

- Bird and bat boxes/bricks integrated into the structure of existing and/or new buildings
- Wildlife friendly sustainable urban drainage (SuDS)
- Wildlife tunnels under paths, roads and fencing
- Wildlife friendly ponds
- Living roofs and walls
- Bug hotels
- Using native species and those with benefits to wildlife, such as nectar and berries, in landscaping
- Setting aside space within a development to create new habitat, such as woodland, wetland or wildflower meadow
- Improve and re-naturalise waterways

6.279. Further guidance on biodiversity enhancement and net gain will be provided in a guidance note.

6.280. The District has identified through existing evidence in the Nature Recovery mapping considerable need and opportunities for the beneficial enhancement of the biodiversity connectivity throughout the District and has an important role in protecting the Cannock Chase SAC which lies mostly within the district and the connectivity to it from neighbouring areas. There have been long term projects to connect Cannock Chase to Sutton Park and the future Local Nature Recovery Strategy will assist in identifying cross boundary corridors for long term protection.

6.281. Many residents in the district are passionate about Cannock Chase and accessibility to semi natural green space. Landscape links throughout the district via green infrastructure and strategic green space network can assist in managing the impacts of recreation on Cannock Chase and designated sites, it is important their character and attractiveness for such use is maintained and enhanced where practicable and is not in conflict with their primary purpose/function.

6.282. An Urban Forestry Strategy 2019-2024 has been adopted by the Council which seeks to maintain, improve and expand the quality of the existing tree and woodland cover, in a sustainable way across the district and enhance the retention of tree planting and landscaping. It recognises the benefits of tree planting and its contribution to addressing climate change, biodiversity, social and health benefits and economic benefits. It considers the management of Council's stock, protected trees and new tree planting and landscaping offering advice on locations and the type of trees to be planted so the right trees are planted in the right place.

6.283. The Nature Recovery Network Mapping (March 2020) outlines the existing picture of the District's nature network and describes key locations where habitats may be created or enhanced



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

to contribute to nature's recovery as well as delivering against objectives set out in national planning policy legislation. It looks at a strategic scale, including cross boundary and uses biodiversity metrics to identify areas which have good habitat connectivity, and where has the potential for future habitat creation or restoration to contribute to a more successful nature recovery network. It identifies 6 habitat connectivity opportunity areas in the district.

List of Relevant Evidence

- White Paper 'Planning for the Future' (August 2020)
- Cannock Chase Special Area of Conservation (SAC EU Code UK0030107)
- Cannock Extension Canal Special Area of Conservation (SAC EU Code UK0012672)
- Nature Recovery Network Mapping (March 2020)
- Urban Forestry Strategy 2019-2024
- Staffordshire Biodiversity Action Plan
- Conservation of Habitats and Species Regulations 2017 (as amended)
- Environment Act 2021
- Natural Environment and Rural Communities (NERC) Act 2006

BIODIVERSITY NET GAIN

Introduction

6.284. National planning policy states that development should deliver a net gain in biodiversity. This is in line with the Government's 25 Year Environment Plan, and The Environment Act 2021, which sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain and approval of a biodiversity net gain plan. The Act includes provision for secondary legislation to set a date for the requirement to come into force.

6.285. Biodiversity net gain is an integral part of sustainable development. The most recent [State of Nature report](#), published in 2023, suggests there has been a 19% decline in the average abundance of wildlife in the UK since the 1970s, despite legislation and policy to protect biodiversity and wildlife. Some elements of the District's biodiversity assets are at potential risk of decline due to development and recreational pressures unless appropriate mitigation measures are put in place.

6.286. Cannock Chase Council has declared a Climate Change Emergency with a target date for achieving Net Zero, and the impacts associated with climate change risks are already being felt. Safeguarding against future climate impacts and responding to loss of biodiversity are cross-cutting issues, and measures such as the creation of new habitats and enhancement of existing habitats is essential for supporting nature recovery and addressing the climate emergency, as well as providing benefits through ecosystem services, and linking to a range of other agendas including green infrastructure, access to greenspace and nature, mental and physical health and wellbeing, flood resilience and improving air quality.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

POLICY SO7.2: BIODIVERSITY NET GAIN

This policy applies unless, and until, subsequently superseded, in whole or part, by national regulations or Government policy associated with the delivery of mandatory biodiversity net gain arising from the Environment Act 2021. Where conflict between the policy below and the provisions of Government regulations or national policy arises, then the latter should prevail.

All qualifying development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using the statutory Biodiversity Metric. Where a policy in a made Neighbourhood Plan has set a higher target, this will be applied within the applicable neighbourhood area.

Biodiversity net gain should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site where the improvements can be demonstrated to be deliverable. The delivery of net gains in biodiversity will be designed to support the delivery of a District-wide biodiversity network based on the designated biodiversity sites and in accordance with guidance set out in Policy SO7.1: 'Protecting, Conserving and Enhancing Biodiversity and Geodiversity' and the Local Nature Recovery Strategy, when adopted.'

All development proposals, unless specifically exempted by Government, must provide clear and robust Biodiversity Gain Information to enable decision-makers to assess whether the general biodiversity gain condition can be successfully discharged. This Biodiversity Gain information should include:

- a) Information about the steps to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
- b) The pre-development biodiversity value of the on-site habitat;
- c) The post-development biodiversity value of the on-site habitat following implementation of the proposed ecological enhancements/interventions;
- d) Details of proposed off-site biodiversity enhancement (including the purchase of statutory credits, as a last resort, following consideration of the Biodiversity Gain Hierarchy); and
- e) A working assessment of the expected biodiversity net gain.

A Biodiversity Gain Plan must be submitted as a post-permission document and must be approved in writing before development can commence.

Demonstrating the value of the habitat (pre and post-development) with appropriate and robust evidence will be the responsibility of the applicant. Proposals which do not demonstrate that the post-development biodiversity value will exceed the pre-development value of the onsite habitat by a 10% net gain will be refused.

All qualifying development schemes will provide for the long term management of biodiversity features retained and enhanced within the development site and of those features created off site to compensate for development impacts.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

Significant on-site enhancements and all off-site gains will be secured by legal agreement and ongoing management of any new or improved significant onsite and offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development.

Supporting Text

6.287. The Environment Act 2021 sets out the requirements for different types of development to deliver biodiversity net gain, however in light of current evidence and future publication of guidance Cannock Chase have chosen to adopt the minimum standard.

6.288. Biodiversity net gain means leaving the natural environment in a measurably better state than before and is central to delivering nature's recovery and increasing stocks of natural capital. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Such improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy. As part of delivering net gains for nature, development proposals will be expected to protect, conserve and enhance biodiversity in accordance with Policy SO7.1: 'Protection, Conserving and Enhancing Biodiversity and Geodiversity'.

6.289. Biodiversity net gain assessments, including the completion of the Biodiversity Metric assessment and calculations, and habitat condition assessments, should be undertaken by a 'competent person', defined as 'being able to confidently identify the positive and negative indicator species for the range of habitats likely to occur in a given geographical location at the time of year the survey is undertaken'. For a full metric application, the competent person should be an ecologist. The competent person should demonstrate how they have acquired through training, qualifications or experience, or a combination of these, the knowledge and skills enabling them to perform specified tasks in competing and reviewing metric calculations. Biodiversity net gain assessment should follow best practice guidance such as the Biodiversity net gain. Good practice principles (CIRIA 2019), the Biodiversity Net Gain: Good practice principles for development (CIEEM, CIRIA, IEMA 2016) and the Biodiversity Net Gain Report and Audit Templates (CIEEM 2021).

6.290. The biodiversity value of a development site must not be artificially reduced before the baseline for the net gain is set. Where the Council considers that on-site habitat has been degraded or removed intentionally, it will require the baseline to reflect at least the full biodiversity value of the site before the degradation occurred and will apply any punitive measures set out in legislation. Off-site biodiversity sites must likewise not be intentionally cleared or degraded in order to increase the potential for biodiversity net gain.

6.291. Future interim guidance will identify how strategic significance should be assigned within the district until it is superseded by the adopted Staffordshire Local Nature Recovery Strategy. Interim guidance will be informed by the Cannock Chase District Nature Recovery Network Mapping report (2020), the Local Nature Recovery Strategy (once completed) and Staffordshire Biodiversity Action Plan should be referred to when assessing strategic significance, along with the Urban Forestry Strategy (2019-2024), Cannock Chase Open Space Assessment (2023) and Strategy (under preparation), Cannock Chase AONB Management Plan (2019-2024) and the Strategic Green Space Network Mapping.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.292. Opportunities for off-site provision will be identified in future guidance to ensure biodiversity net gain is provided within the District where the loss occurs. The District has identified through existing evidence in the Nature Recovery mapping considerable need and opportunities for the beneficial enhancement of the biodiversity connectivity throughout the District and has an important role in protecting the Cannock Chase SAC which lies mostly within the district and the connectivity to it from neighbouring areas. There have been long term projects to connect Cannock Chase to Sutton Park and the future Nature Recovery Network Strategy will assist in identifying cross boundary corridors for long term protection.

6.293. Further guidance on biodiversity enhancement and net gain will be provided in a guidance note.

6.294. This policy should also be considered in conjunction with Policy SO7.8: 'Protecting and Improving Green Infrastructure', Policy SO8.2: 'Achieving Net Zero Carbon Development', Policy SO8.3: 'Sustainable Design, and Policy SO8.4: 'Managing Flood Risk'.

List of Relevant Evidence

- Environment Act 2021
- Nature Recovery Network Mapping (March 2020)
- Urban Forestry Strategy 2019-2024
- Staffordshire Biodiversity Action Plan
- Cannock Chase AONB Management Plan (2019-2024)
- Cannock Chase Open Space Assessment (2023) and Strategy (under preparation)

HABITATS SITES

Introduction

6.295. Cannock Chase District contains two Special Areas of Conservation (SAC), which were both designated in April 2005 - Cannock Chase SAC and Cannock Extension Canal SAC.

- The Cannock Chase SAC (1,244 ha) is one of the best areas in the UK for European dry heath and is the most extensive in the Midlands. The Council is part of a SAC Partnership which works together to prevent damage to the Cannock Chase SAC.
- The Cannock Extension Canal SAC (5 ha) is an example of anthropogenic, lowland habitat supporting floating water-plantain (*Jurionium natans*) at the eastern limit of the plants natural distribution in England.

6.296. 'Cannock Chase District Council has a duty under the Conservation of Habitats and Species Regulations 2017 (as amended) (Habitats Regulations) to ensure that it, as the competent authority, undertakes a Habitats Regulations Assessment (HRA) including, where necessary, an Appropriate Assessment where it is considered that an application, plan or project, is likely to have a significant effect on a habitats site (also referred to as a European Site).

6.297. To protect the Cannock Chase and Cannock Extension Habitat Sites the effective avoidance and/or mitigation of any impacts will need to be demonstrated in accordance with the Habitat Regulations. In order to permit development, it must be demonstrated that alone or in combination with other development it will not have an adverse effect, whether direct or indirect upon the integrity of the Habitat Site having regard to avoidance or mitigation measures.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.298. For both Cannock Chase and Cannock Extension Canal SAC's monitoring is taking place to enable plans to be implemented to manage any increase in Nitrogen levels as a result of the impact of new development. This may include energy use and production, agriculture and increased motorised vehicle use. Any development that would have an adverse impact on a SAC prior to a partnership mitigation scheme being implemented will need to address this issue via a case specific action plan. The permitted scheme at Rugeley Power Station provides a case study example.

6.299. Other matters which may arise through the life of the plan period and development may prompt a requirement to undertake further assessment in order to meet the requirements of the Habitat Regulations.

6.300. This will also apply to any habitats sites newly proposed or newly designated during the lifetime of the Local Plan.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

POLICY SO7.3: HABITAT SITES

Development will not be permitted where it would lead directly or indirectly to an adverse effect on habitats sites and the effect cannot be avoided or mitigated. Impact pathways could include pollution from run-off, damage to habitats, increased recreation pressure, or air pollution.

The effective avoidance and/or mitigation of any identified adverse effects must be demonstrated to the Council as competent authority, and secured by means of a suitable mechanism (for example, a legal agreement) prior to the approval of the development.

The habitat which Cannock Chase SAC is designated for (European Lowland Heathland) is also known to be impacted by increases in the level of atmospheric concentrations of Nitrogen Oxide, Nitrite & Nitrate (collectively referred to as NO_x) and NH₃. A number of different types of development can increase the levels of NO_x and NH₃ in the air both directly (via increasing industrial and agricultural emissions) or indirectly (via increasing traffic usage on main roads than run within 200m of the boundary of the SAC).

Where it is possible that a development may result in harm to Cannock Chase SAC via significantly increasing the atmospheric concentrations of NO_x or NH₃ (directly or indirectly, alone or in combination with other developments) then the Council will be required to conduct a Habitats Regulations Assessment prior to determining the application. If it is determined that the application could cause harm to the SAC then the developer will need to avoid their impact and/or provide mitigation to reduce the impact sufficiently or else the application will need to be refused. Guidance will be provided by the Council to the developer on a case by case basis where NO_x or NH₃ concentrations are determined to be an issue.

The impact of air pollution on the integrity of the Cannock Extension Canal SAC and its qualifying features is being determined and will inform the mitigation strategy.

Recreation pressure at Cannock Chase SAC

To ensure the integrity of Cannock Chase SAC is not adversely affected by increased recreational use, all development that results in a net increase in homes, or an increase in tourism or visitor use of Cannock Chase SAC will be required to supply the council (as competent authority) such information as reasonably required for the CA to undertake a HRA or make a financial contribution in accordance with the most up to date Cannock Chase SAC Partnership Mitigation Scheme.

This mitigation may include:

- Contributions to habitat management and creation;**
- Access management and visitor infrastructure;**
- Publicity, education and awareness raising;**
- Provision of additional recreation space within development sites where they can be accommodated, and where they cannot by contributions to off-site alternative recreation space; and measures to encourage sustainable travel.**



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

Supporting Text

6.301. The evidence shows that any development which would increase the human population, tourism or visitor use within 15km of the Cannock Chase SAC may have a significant impact. Cannock Chase District Council, along with other local authorities within the 15km radius of Cannock Chase SAC, has agreed to collect financial contributions from developments within 15km zone and to spend these on a package of mitigation measures to prevent harm arising to the SAC. As the entire district is within 15km of the Cannock Chase SAC, any development which would produce a net increase in the number of homes or increase tourism or visitor use of Cannock Chase SAC will be required to undertake a Habitats Regulations Assessment (HRA) or make a financial contribution before development takes place.

6.302. The types of development affected includes any development which would produce a net increase in the number of homes, new homes arising through the conversion of existing buildings, houses in multiple occupation, sheltered accommodation and care homes falling within Use Class C3 and gypsy and traveller pitches. Hotels, holiday lets, and camping & caravan sites will also need to undertake a Habitats Regulations Assessment (HRA) or provide a financial contribution if they could generate visitors to Cannock Chase SAC.

6.303. Where local residents are in close proximity to the Cannock Chase SAC and able to walk directly onto it, evidence shows residents are likely to use it in a very different way to those who make a choice to visit and travel some distance, bespoke mitigation may be required in these instances.

6.304. Prior approval and permitted developments, such as conversion of offices into new homes, are also affected by the Cannock Chase SAC requirement. The HRA process and consultation with Natural England must be undertaken before Cannock Chase District Council can determine if a development is permitted development or if prior approval can be granted.

6.305. Development in close proximity to Cannock Extension Canal SAC or watercourses upstream of it could result in pollution of the SAC, for example via run-off. Cannock Extension Canal SAC is connected to Chasewater Reservoir via the Wyrley and Essington Canal, although other hydrological pathways also exist.

List of Relevant Evidence

- Conservation of Habitats and Species Regulations 2017 (as amended)
- Cannock Chase Special Area of Conservation (SAC) Site User Implementation Plan March 2020
- Cannock Chase Special Area of Conservation Car Parking Implementation Plan March 2020
- Cannock Chase Special Area of Conservation (SAC) Guidance to Mitigate the Impact of New Residential Development (1st April 2022)

PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER

Introduction

6.306. National planning policies require local plans to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes in a manner commensurate with their statutory status or identified quality (NPPF 2023 paragraph 174).



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

POLICY SO7.4: PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER

All development proposals in the District will protect, conserve and enhance landscape character by:

- **Protecting and conserving local distinctiveness, scenic qualities, rural openness and sense of place.**
- **Maximising opportunities to conserve and enhance existing landscape features of the site including trees, hedgerows, woodlands, and watercourses especially where these form part of the historic environment.**
- **Locating and designing the development to respect the surrounding scenic quality and providing sensitive edges to the adjacent areas.**
- **Locating and designing the development to avoid the erosion of relative tranquillity and prevent impacts of light pollution from artificial light on intrinsically dark landscapes.**
- **Protecting, conserving and enhancing the Cannock Chase National Landscape, as required by Policy SO7.5 and the Green Belt (as required by Policy SO7.6).**
- **Creating new green infrastructure within the development which links to the 'Strategic Green Space Network' (as required by Policy SO7.8).**

All major development proposals must be supported by a Landscape and Visual Impact Assessment.

Supporting Text

6.307. Cannock Chase District includes a wide range of landscapes and townscapes, including the nationally designated National Landscape and Green Belt. Without adequate planning controls over development, these assets could be diminished. Areas of tranquillity add to the health and well-being of the population of Cannock District and beyond and along with dark skies contribute positively to the biodiversity of the district.

6.308. The area is densely populated and areas between settlements are important to the retain the identity of the individual areas and provide corridors of movement for biodiversity. Development proposals should be designed to make a positive contribution to townscape and landscape (as required by Policy SO1.2: Enhancing the Quality of the Built Environment). Additional guidance will be included in the relevant Local Design Guide.

6.309. Landscape and Visual Impact Assessments will be required for major developments with wider landscape impacts, and may be required for minor developments that are within, or visible from, the Cannock Chase National Landscape or Special Area of Conservation.

6.310. Landscape and Visual Impact Appraisals should be carried out by an appropriate professional in accordance with the "Guidelines for Landscape and Visual Impact Assessment 3rd Edition" published by the Landscape Institute and IEMA 2013 (or any subsequent revisions to the Guidelines).

List of Relevant Evidence

- Environment Act 2021
- White Paper 'Planning for the Future' (August 2020)



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE NATIONAL LANDSCAPE

Introduction

6.311. National planning policies give great weight to conserving and enhancing landscape and scenic beauty in National Landscapes and indicate that planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.

6.312. The Cannock Chase National Landscape was designated as an AONB in 1958 to conserve and enhance its natural beauty. There are many special sites within the National Landscape that are recognised as being important internationally, nationally and locally including 1,237 ha of the heathland which is designated as a Special Area for Conservation (SAC).

6.313. Around 40% of the District is designated as part of the National Landscape, which extends into the adjacent districts of Lichfield, South Staffordshire and Stafford. The part of the National Landscape that is in the District lies within the boundary of the Green Belt. The National Landscape provides a strategic area of accessible countryside with conservation, recreation, economic and tourism benefits.

6.314. The National Landscape contains heritage such as World War I military training camp, Commonwealth cemetery and a German War Cemetery and across the site has over 600 non-designated heritage assets.

POLICY SO7.5: PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE NATIONAL LANDSCAPE

The protected landscape areas of Cannock Chase National Landscape are shown on the Policies Map and will receive the highest degree of protection from damaging or inappropriate development.

Development proposals within or on land forming the setting of the National Landscape will be expected to positively contribute to the special qualities of the National Landscape. Development proposals which, individually or cumulatively, adversely impact on the landscape and scenic beauty of the National Landscape or its setting will be resisted.

All development proposals within the National Landscape will contribute to meeting the objectives of the AONB Management Plan (2019-2024 and subsequent plans) in regard to:

- **Landscape character;**
- **Wildlife and nature;**
- **Historic environment and culture;**
- **Experience and enjoyment; and**
- **Communities and business.**

Supporting Text

6.315. All designated Areas of Outstanding Natural Beauty became 'National Landscapes on 22nd November 2023. National planning policy (NPPF 2023 paragraph 177) requires that



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

consideration of applications for development within National Landscapes should include an assessment of:

- The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

6.316. The Cannock Chase National Landscape, the smallest inland AONB in the UK, lies at the heart of the West Midlands where it connects landscapes, habitats and communities. Its influence extends far beyond its boundary, and it has visual prominence and wide-ranging uninterrupted views outward, which are recognised in the AONB Management Plan. Views towards the distinctive profile of Cannock Chase are also an important attribute within the surrounding area. The National Landscape Views and Setting Guide describes representative views from and towards the National Landscape and offers viewpoint specific advice and spatial advice to help ensure that the surroundings of the National Landscape are developed and managed in ways that conserve and enhance the National Landscape's significance and special qualities.

6.317. Local communities highly value the National Landscape and its protection, conservation and enhancement contributes directly to the health and well-being of the population and identity of the District.

List of Relevant Evidence

- White Paper 'Planning for the Future' (August 2020)
- Cannock Chase AONB Management Plan 2019-2024
- Cannock Chase AONB Views and Setting Guide (July 2020)

PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT

Introduction

6.318. Green Belt serves 5 purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

6.319. National planning policies (NPPF 2023) advise that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

6.320. The NPPF advises that strategic policies should establish the need for any changes to green Belt boundaries, having regard to their permanence in the long term, so they can endure beyond the plan period.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.321. When defining Green Belt boundaries, plans should:

- a) ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development;
- b) not include land which it is unnecessary to keep permanently open;
- c) where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- d) make clear that safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to a plan which proposes the development;
- e) be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period; and
- f) define boundaries clearly using physical features that are readily recognisable and likely to be permanent.

6.322. Around 60% of the District is designated Green Belt as part of the larger West Midlands Green Belt that extends to around 580 square miles around the Black Country, Coventry, Birmingham and Solihull. The Green Belt contains 2 SAC's and plays an important role in providing for recreation, maintaining the District's character and its wildlife, and safeguarding the wider open countryside.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

POLICY SO7.6: PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT

The Green Belt area within the Cannock Chase District, as shown on the Policies Map, will receive the highest degree of protection from development. Development will protect the character and openness of the Green Belt.

Inappropriate development proposals within the Green Belt will be refused, except in 'very special circumstances'. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Opportunities to enhance the beneficial uses of the Green Belt will be supported. This may include opportunities to provide access for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land.

In association with the large strategic site allocations SH1 Land south of Lichfield Road, Cannock and SE1 Kingswood Lakeside Business Park Extension, land indicated on the Policies Map will be safeguarded for the delivery of public open space as a community park and green infrastructure links and pedestrian and cycle links to adjacent safeguarded land.

Supporting Text

6.323. The Green Belt area within the Cannock Chase District Council area is shown on the Policies Map. The revised Green Belt boundaries will be confirmed at the point that the Cannock Chase Local Plan is adopted.

6.324. The community park proposed to be delivered alongside the strategic housing site on land south of Lichfield Road is an example of enhancing the Green Belt and provides opportunities to link open spaces and habitat and deliver large scale tree planting which will help address climate change. It is therefore important that this opportunity is protected along with similar opportunities for enhanced open space at Kingswood Lakeside. Opportunities to deliver compensatory mitigation at other strategic development sites proposed for release from the Green Belt such as Land to the East of Wimblebury Road are in development. This is likely to involve improvements to the adjacent woodland.

6.325. Future opportunities exist to create a landscape scale green infrastructure network on land identified in the plan and adjacent to that proposed to be safeguarded from development within this plan period.

List of Relevant Evidence

- Cannock Chase Green Belt Study (2016)
- Cannock Chase Green Belt Harm Assessment (2021)
- Cannock Chase Green Belt Topic Paper

AMENDMENTS TO THE GREEN BELT

Introduction

6.326. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.327. The Local Plan provides the first opportunity to check and verify the existing boundary is clear and uses features which are readily recognisable and likely to be permanent following the publication of Ordnance Survey base mapping for the district.

POLICY SO7.7: AMENDMENTS TO THE GREEN BELT

Amendments to the Green Belt boundary are proposed in this Local Plan to accommodate the growth requirements of the District, these are shown on the Policies Map and are at:

- **SH1 - Land south of Lichfield Road, Cannock;**
- **SH2 - Land east of Wimblebury Road;**
- **SH3 - Land to rear of Longford House, Watling Street Cannock;**
- **SH6 - Former Hart School (Hagley Park), Burnthill Road, Rugeley (southern site- part)**
- **SE1 - Kingswood Lakeside Extension 2, Blakeney Way**
- **SE2 - Watling Street Business Park Extension, A5**

Suitable mitigation will be identified and detailed boundaries are shown in the site specific policies.

Amendments to the Green Belt boundary are proposed in this Local Plan to accommodate growth requirements of the District beyond the plan period or following a review of this Plan at:

- **Site Allocation S1- East of Wimblebury Road, Heath Hayes (southern site)**
- **Site Allocation S2 - Land at Newlands Lane, Heath Hayes, Cannock (former golf driving range)**
- **Site Allocation S3 - Land to the west of Hednesford Road, Norton Canes**
- **Site Allocation S4 - Jubilee Field, Watling Street**

In all cases, appropriate mitigation will be made to compensate for the loss of Green Belt land. This would include:

- **New or enhanced green infrastructure;**
- **Woodland planting;**
- **Landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);**
- **Improvements to biodiversity, habitat connectivity and natural capital;**
- **New or enhanced walking and cycle routes; and**
- **Improved access to new, enhanced or existing recreational and playing field provision.**

Supporting Text

6.328. Evidence has shown that the Green Belt still performs well and meets the purposes set out in the NPPF (checking urban sprawl, preventing the merging of towns, safeguarding the countryside, preserving the setting of historic towns, and assisting urban regeneration).

6.329. The Green Belt performs many functions within Cannock. Much of it is part of our historic mining legacy and large tracts of it have been reclaimed to provide an attractive setting to our settlements, strengthening local distinctiveness and sense of place, enhancing access to the natural open space, health and well-being and enhancing the landscape setting to the Area of



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

Outstanding Natural Beauty. The Green Belt also provides opportunities to protect and enhance the SAC and other important habitats and deliver long term biodiversity networks as identified in the network recovery mapping.

6.330. The NPPF makes clear that changes should only be made to the Green Belt in exceptional circumstances, and they should set out ways in which the impact of removing land from the green belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.

6.331. Throughout development of the Local Plan it has been evident that development needs over the plan period cannot be met wholly on land outside the Green Belt. The Council commissioned the Green Belt Harm Assessment to assess land parcels adjacent to the urban area to determine the potential harm for Green Belt release. The Council have produced the Green Belt Topic Paper which sets out the Councils approach to the consideration of Green Belt release through the Cannock Chase Local Plan and explains the exceptional circumstances case.

6.332. The areas of land identified as safeguarded are not allocated for development at the present time and should be safeguarded from development which would prevent their long-term potential to assist in delivering the future economic and housing needs of the district and strategic network of green infrastructure.

6.333. When the development sites south of Lichfield Road and Wimblebury Road are completed potential will exist to expand the community park to the south of Lichfield Road with new areas of green infrastructure. Sites S1 -East of Wimblebury Road, Heath Hayes (southern site), S2-Land at Newlands Lane, Heath Hayes, Cannock (former golf driving range) and S3 - Land at west of Hednesford Road, Norton Canes have the potential to deliver sustainable development and deliver the compensation required in addition to mitigating their own impact.

6.334. Site Allocations S1-S3 should be safeguarded to provide enhanced connectivity for active travel and biodiversity between Newlands Lane and Cannock Chase, including Fairlady Coppice, and across Hednesford road through to Wimblebury Road, Wimblebury mound and the former Bleak House open cast site and Chasewater and the Southern Staffordshire Coalfield Heaths SSSI. Site S1 also has the potential to help with flood mitigation downstream in Norton Canes. Site S2 has the potential in the long term to expand the green infrastructure to provide biodiversity links to the currently active landfill site on Lichfield Road as the areas which are reclaimed expand and the potential for future recreational access to the landfill site which should be investigated in subsequent reviews.

6.335. Site S4 has the potential to deliver sustainable employment development and deliver the compensation required in addition to mitigating their own impact. Site S4 can provide enhanced connectivity for recreation and walking and cycle routes along with a safe crossing between the area of the former Grove Colliery and Norton Canes village across the A5. There is potential to deliver enhancements to the biodiversity and strategic green infrastructure links to the Cannock Extension Canal SAC and enhance the habitat connectivity to Wyrley Common, the SBI fronting the A5 and the dismantled railway line which forms the district boundary and is identified in the open space assessment as a landscape link.

List of Relevant Evidence

- Cannock Chase Green Belt Study (2016)



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

- Cannock Chase Green Belt Harm Assessment (2021)
- Cannock Chase Green Belt Topic Paper (2023)

PROTECTING, CONSERVING AND ENHANCING GREEN INFRASTRUCTURE

Introduction

6.336. Green infrastructure is defined (NPPF 2023) as ‘a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity’. The multi-functional nature of green infrastructure within Cannock Chase District is attested by the diverse range of designations and typologies of land within its extent. Green infrastructure includes:

- Designated and non-designated heritage assets (including Conservation Areas; Listed Buildings; Scheduled Monuments; locally listed buildings and features, and locally important parks and gardens) and their settings (see Policy SO1.1).
- Designated sites of importance for biodiversity or geodiversity (Special Areas of Conservation; Sites of Special Scientific Interest; Ancient Woodland; Local Sites of Biological Interest; Local Nature Reserves; and Local Geological Sites) and their settings (Policy SO7.1).
- Cannock Chase National Landscape (Policy SO7.5).
- Green Belt land (Policy SO7.6).
- Cycleways and footpaths, bridleways, public transport networks, and the road network (Policy SO1.2).
- Open space (including parks and gardens, semi-natural spaces, landscape links and amenity green spaces), outdoor sports and recreation land (including playing fields and green spaces for children and young people) (Policy SO2.3).
- Allotments and community gardens (Policy SO2.4).
- Agriculture, forestry and other land based rural businesses (Policy SO4.3).
- The local canal network and the abandoned canal network (Policy SO4.3).
- Priority habitats, ecological networks, wildlife corridors and ‘stepping stones’ (Policy SO7.1).
- Landscape features trees, hedgerows, woodlands, and watercourses (Policy SO7.4).
- Flood protection features such as trees and planting, water bodies, retention ponds and filter beds, and sustainable drainage systems (Policy SO8.4).

6.337. Local Plan policies seek to ensure that all parts of the District can benefit from the provision of accessible and high quality green infrastructure, including the more densely developed areas. To be accessible to some communities, the green infrastructure network needs to ‘reach into’ the urban areas. This will be achieved by:

- Designating the ‘Strategic Green Space Network’ , which is of the greatest significance in terms of existing or potential purpose, value and accessibility to urban communities, and where appropriate protection and improvement measures will be put into place.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

- Encouraging new development to enhance existing areas of green infrastructure, and where possible, provide new areas of green infrastructure.

POLICY SO7.8: PROTECTING, CONSERVING AND ENHANCING GREEN INFRASTRUCTURE

The Policies of this Local Plan seek to protect, conserve and enhance existing green infrastructure in accordance with its importance to heritage, biodiversity, geodiversity, landscape beauty, and its value to facilitate movement, sport and recreation.

The sites which have been designated as part of the ‘Strategic Green Space Network’ within and adjacent to the built-up areas of the District are shown on the Policies Map and these will receive a higher degree of protection from development. Development in these areas will normally be only permitted where it enhances the value of the green space, for example through: enhancing the quality of the townscape and landscape; providing cycling and walking routes and sport and recreation opportunities; enhancing natural habitats; providing opportunities for local food production; and mitigating the risks and impacts of flooding and pollution.

Development that would result in an unacceptable conflict with the functions or characteristics of the ‘Strategic Green Space Network’ will be resisted except where:

- **This supports the Open Spaces Strategy;**
- **An assessment has been undertaken which has clearly shown the ‘Strategic Green Space Network’ no longer fulfils that purpose; or**
- **The loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable and accessible location.**

Where applicable, new development proposals will set out how the development will impact or enhance the directly affected and adjacent areas of green infrastructure, including the ‘Strategic Green Space Network’. New areas of green infrastructure, with links to existing green infrastructure, should be created within the development wherever possible.

Additional areas of green space of particular importance to local communities which have been allocated in neighbourhood plans as Local Green Space will be afforded the same level of protection as the Green Belt. Neighbourhood plan proposals to allocate Local Green Space within the designated ‘Strategic Green Space Network’ will be supported.

Supporting Text

6.338. Protecting, conserving and enhancing green infrastructure will help to maintain the value of the District’s heritage, biodiversity, geodiversity, landscape assets. It can also enhance the quality of life for residents by improving physical and mental health, reducing the impact of climate change, mitigating flooding and pollution and providing recreational opportunities, including walking and cycling routes. The effective stewardship of the District’s green infrastructure will be managed in accordance with a range of Local Plan Policies.



6. Local Plan Policy Options

Objective 7: Protecting and Enhancing the Natural Environment

6.339. Sites designated as part of the 'Strategic Green Space Network' have been identified by taking account of how parts of the existing provision of green infrastructure can contribute to the:

- Separation of individual developments and settlements, and enhancement of the distinctive quality of townscapes and landscapes;
- Provision of attractive walking and cycling routes, and accessible sport and recreation opportunities;
- Provision of habitats for plants and animals, and corridors and 'stepping stones' for their movement;
- Provision of opportunities for food production, including allotments; and
- Mitigation of the risks and impacts of flooding, and air, water and noise pollution.

6.340. The designation of land as Local Green Space through neighbourhood plans (or future local plans) allows communities to identify and protect green areas of particular importance to them. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period. Future designations of Local Green Space may, or may not, be within Local Plan designations of 'Strategic Green Space Network'. Any designations of Local Green Space will supersede 'Strategic Green Space Network' designation given the greater protection afforded by the former.

6.341. The Local Green Space designation should only be used where the green space is:

- In reasonably close proximity to the community it serves;
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- local in character and is not an extensive tract of land.

6.342. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

List of Relevant Evidence

- Strategic Green Space Network (Oct, 2022);
- Cannock Chase Open Space Assessment (2023)



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

STRATEGIC OBJECTIVE 8

To support a greener future, development will:

- **Increase production of low and zero carbon energy and heat;**
- **Promote sustainable building design and climate change adaptation measures by consideration of site layout, orientation of structures, construction materials, green building design and increasing Low and Zero Carbon development;**
- **Offset and mitigate any carbon emissions that cannot be avoided;**
- **Reduce the risk of flooding, manage surface water and drainage, maximise flood protection and manage the effects of flooding;**
- **Avoid air, water, soil, noise and light pollution;**
- **Ensure development makes efficient use of previously developed land and buildings;**
- **Safeguard potential minerals reserves;**
- **Minimise waste: and,**
- **Encourage and facilitate the use of sustainable modes of transport.**

National Policy Context

6.343. The Environment Act 2021 sets out how the Government plans to protect and improve the natural environment in the UK. The Environment Act will help deliver the vision set out in the 25 Year Environment Plan.

LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION

Introduction

6.344. The 25 Year Plan for the Environment⁵⁸ was published by Department for the Environment, Food and Rural Affairs (DEFRA) in 2018. The 25 Year Plan sets out the Government's long-term approach to protecting and enhancing natural landscapes and habitats in England. The goals of the 25 Year Plan are to achieve:

- Clean air
- Clean and plentiful water
- Thriving plants and wildlife
- A reduced risk of harm from environmental hazards such as flooding and drought
- Using resources from nature more sustainably and efficiently
- Enhanced beauty, heritage and engagement with the natural environment

6.345. National planning policies seek to achieve an environmental objective, including mitigating and adapting to climate change, including moving to a low carbon economy. National policy requires the planning system to support the transition to a low carbon future in a changing climate, including support for renewable and low carbon energy and associated infrastructure. To help increase the use and supply of renewable and low carbon energy and heat, plans should provide a positive strategy for energy from these sources and also support community-led initiatives for renewable and low carbon energy.

6.346. Planning applications for renewable and low carbon development will not require applicants to demonstrate the overall need for renewable or low carbon energy.

⁵⁸ <https://www.gov.uk/government/publications/25-year-environment-plan>



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

POLICY SO8.1: LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION

Development proposals for appropriate low and zero carbon (LZC) energy and heat production installations (including solar photovoltaic (PV), wind energy, and air and water source heat pumps) will be supported where they can demonstrate that:

- The impacts arising from the construction, operation and de-commissioning of solar and wind farms and other LZC energy and heat generating installations (both individually and cumulatively) can be mitigated.
- The impacts of the development proposals (both individually and cumulatively) on designated landscapes and heritage assets including their setting, the natural environment, and on local amenity have been assessed and shown to be acceptable.
- The development proposal has been informed by the outcome of consultation with the communities that would be affected by the development.
- There are appropriate plans in place for the removal of the installations at the end of their lifetime and for the restoration of the site to an acceptable alternative use.

Development proposals to install LZC energy and heat production into existing built infrastructure, including housing estates, employment areas, retail sites and car parks, will be supported where they can demonstrate that:

- The installation promotes good design and is in line with the relevant Local Design Guide;
- The installation has been designed to allow for adaptability to new LZC technologies that may emerge.
- The installation has been informed by the outcome of consultation with the communities that would be affected by the installation; and,
- There are appropriate plans in place for the removal of the installation at the end of its lifetime and for the restoration of the site to an acceptable condition.

Supporting Text

6.347. National Planning Policy Guidance supports the use and supply of renewable and low carbon energy and heat, and the Local Plan provides a positive response to development proposals which increase the production of renewable and low carbon energy and heat within the District.

6.348. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) recommends that Local Authorities should consider adopting a policy stance with a presumption in favour of appropriate low and zero carbon (LZC) technologies - onshore wind and PV farms. The report has confirmed the findings of earlier studies which found that there is considerable wind resource across the County. However, due to the constrained land area in Cannock Chase (and Tamworth) these areas will inevitably rely on renewable energy generated elsewhere. However, the opportunities to incorporate solar photovoltaic (PV) arrays into existing built infrastructure, including industrial sites and car parks should be investigated.

6.349. The Study recommends that Local Authorities should support the use of efficient heating technologies powered by renewable electricity (e.g. heat pumps), and identifies that there may be opportunities to utilise water source heat pumps (WSHPs) in wastewater treatment works,



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

legacy mining assets, and rivers or other waterbodies (although a detailed assessment was outside the scope of the report).

List of Relevant Evidence

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

ACHIEVING NET ZERO CARBON DEVELOPMENT

Introduction

6.350. National planning policies (NPPF 2023) requires new development to be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. When new development is brought forward risks should be managed through suitable adaptation measures, including through the planning of green infrastructure, and through its location, orientation and design.

6.351. National Design Guidance (2021) supports the development of well-designed places and buildings to conserve natural resources including land, water, energy and materials. Their design should respond to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.

6.352. The National Design Guidance suggests that a compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO₂ absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution. The Guidance notes that well-designed places are likely to:

- Have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water;
- Be fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste;
- Use materials and adopt technologies to minimise their environmental impact.



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

POLICY SO8.2: ACHIEVING NET ZERO CARBON DEVELOPMENT

All development proposals should strive to achieve the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest carbon emissions that can practically and viably be achieved.

All major development proposals will deliver, in priority order:

- **Zero carbon emission development;**
- **Low carbon emission development with on-site mitigation to achieve net-zero carbon emissions;**
- **Low carbon emission development with off-site mitigation which is within Cannock District to achieve net-zero carbon emissions;**
- **Low carbon emission development with compensatory contributions to an appropriate carbon offsetting fund to achieve net-zero carbon emissions.**

All major development proposals will include evidence in a Sustainability Statement (part of the Design and Access Statement) that the development has achieved the lowest carbon emissions that can practically and viably be achieved.

Supporting Text

6.353. Planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The achievement of national and local carbon targets will require mitigation and carbon offsetting as well as new low and zero carbon development. Further local advice will be included in a Design SPD and Local Design Guides. Historic England produce a range of technical advice with regard to energy efficiency and sustainable design for historic homes which is available on their website⁵⁹.

6.354. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) made a number of recommendations about reducing CO₂ emissions in the built environment. In relation to Local Plans, these included:

- Setting the highest level of building performance standards for energy use and CO₂ emissions that can practically and viably be achieved, and looking to implement an Energy and Heat Hierarchy. In addition to regulated emissions, which are covered by Building Regulations, policies should also seek to reduce unregulated emissions and embodied carbon.
- Considering establishing a Carbon Offset Fund that developers can contribute to in lieu of on-site mitigation. This fund would be used to deliver carbon offsetting and reduction projects such as large-scale L₂C installations and / or installations on existing built infrastructure (e.g. solar car parks), afforestation, and peatland restoration.

6.355. Accredited UK offset schemes are currently run by the Woodland Carbon Code (WCC) and the Woodland Trust. The District Council will also consider establishing a Cannock Chase Carbon Offset Fund as part of a reformed Community Infrastructure Levy.

⁵⁹ <https://historicengland.org.uk/advice/technical-advice/retrofit-and-energy-efficiency-in-historic-buildings/> accessed 04/09/23



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

6.356. The offset schemes will be used to support initiatives to increase carbon sequestration in the District. These initiatives may include:

- Woodland creation, green infrastructure, and 'rewilding' underutilised land;
- Developing carbon management and reduction plans, including promoting energy efficiency measures and the increasing the uptake of low and zero carbon technologies;
- Retrofitting existing housing stock with low and zero carbon energy and heating systems, and enhancing existing performance of the stock;
- Projects that achieve a reduced use of energy, supply energy more efficiently, and increase the use of renewable energy;
- Introduction of carbon storage technologies.

List of Relevant Evidence

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

SUSTAINABLE DESIGN

Introduction

6.357. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) made a number of recommendations about reducing carbon emissions in the built environment. In relation to Local Plans, these included:

- Setting the highest level of building performance standards for energy use and carbon emissions that can practically and viably be achieved, and looking to implement an Energy and Heat Hierarchy. In addition to regulated emissions, which are covered by Building Regulations, policies should also seek to reduce unregulated emissions and embodied carbon.
- Ensuring that proposals are 'futureproofed' to facilitate the uptake of LZC technologies; particularly those that deliver low carbon heat (such as air source heat pumps - ASHPs) and providing on-site renewable electricity generation and storage (such as PV and battery technologies).
- Considering requiring applicants to undertake a BREEAM or HQM assessment (or similar).
- Requiring applicants to describe their sustainability strategy in a standalone Sustainability Statement or as part of the Design and Access Statement.
- Identifying opportunities for holistic sustainability interventions (for example: co-locating green corridors with pedestrian and cycle routes and integrating these with sustainable drainage systems and blue infrastructure; and integrating LZC technologies with the built environment).
- Incorporating circular economy principles such as: designing out waste; lean design; designing for flexibility and adaptability; and designing for deconstruction and reuse.



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

POLICY SO8.3: SUSTAINABLE DESIGN

All residential development proposals should meet or exceed the standards set out by the Home Quality Mark, or equivalent.

All new dwellings should have a maximum consumption of water of 110 litres/person/day and levels below this will be supported.

All non-residential development proposals of more than 500m² gross (new build and conversions) should meet or exceed BREEAM 'excellent' rating, and be accompanied by an independent and validated assessment of the net carbon emissions or reductions that are expected to result from the development, together with details of the monitoring system that will be put into place to monitor impacts.

All major development proposals must incorporate sustainable design. Applicants will be required to provide a Sustainability Statement (as part of the Design and Access Statement) to set out how the design will:

- **Meet the requirements of Policy SO8.2: 'Achieving Net Zero Carbon Development';**
- **Maximise opportunities for on-site production and use of low and zero carbon energy and heat (including air and water source heat pumps and solar photovoltaic arrays);**
- **Incorporate, and/or link to, low and zero carbon energy and heat systems;**
- **Take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change;**
- **Protect, improve and enhance existing woodlands and habitats, and integrate new green and blue infrastructure with sustainable drainage systems (SuDS) and pedestrian and cycle routes;**
- **Provide a contribution to the creation of urban forests, woodlands and street trees as an integral part of the development or as part of a linked off-site scheme.**
- **Conform to the relevant Local Design Guide;**
- **Make effective use of previously developed land, existing buildings and infrastructure (in line with Policy SO8.6: Brownfield and Despoiled Land and Under-Utilised Buildings).**
- **Use materials with a low environmental impact, minimise the use of non-renewable natural resources, and maximise the reuse and recycling of materials in construction and deconstruction (in line with Policy SO8.8 'Managing Waste'); and**
- **Provide electric vehicle recharging infrastructure within new development, designate parking spaces for low emission vehicles; provide opportunities for local walking and cycling, and facilitate low emission bus service provision (in line with Policy SO5.3 'Low and Zero Carbon Transport').**

Supporting Text

6.358. National Planning Policy Guidance supports appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

6.359. Partnership working will be required to deliver the aspiration to achieve the national target to achieve net zero carbon by 2050, and the Council's ambition to be net zero carbon before that date. An important part of the partnership effort will be to ensure that all new



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

developments make a contribution by minimizing their impacts during their lifetimes, including construction. All new development must therefore achieve the appropriate standards set out in national guidance and the Local Development Plan and the Local Design Guides.

6.360. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. If HQM is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied.

6.361. Government guidance on optional technical standards enable local plans to set higher water efficiency target in new dwellings where supported by evidence. Current standards set in Building Regulations are equivalent to 125 litres/person/day but where there is clear local need a target of 110 l/p/d can be introduced. This should be seen as a maximum as examples already exist in the district where 105 l/p/d and 95 l/p/d has been achieved on new build properties.

6.362. The BREEAM (Building Research Establishment Environmental Assessment Method) applies to non-residential developments, non-self-contained housing and residential development arising from conversions and changes of use. This method provides an assessment of the environmental sustainability of a development. If BREEAM is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied.

List of Relevant Evidence

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

MANAGING FLOOD RISK

Introduction

6.363. National planning policies require local planning authorities to ensure that flood risk is not increased by development, and that, where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- The development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- Any residual risk can be safely managed; and
- Safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

6.364. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- Take account of advice from the lead local flood authority;



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

- Have appropriate proposed minimum operational standards;
- Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- Where possible, provide multifunctional benefits.

POLICY SO8.4: MANAGING FLOOD RISK

The Local Planning Authority will manage flood risk within the District by directing development away from areas at highest risk.

Development proposals on sites known to be at risk from any form of flooding will be resisted if alternative sites are available for the proposed development in areas with a lower probability of flooding.

Where it is not possible for the development to be located in areas with a lower probability of flooding, an Exception Test may be required. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning policy. To meet the Exception Test the applicant will need to show:

- (a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and**
- (b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.**

All major development proposals will:

- **Incorporate sustainable water management measures to reduce water use, and increase its reuse, minimise surface water run-off, and ensure that it does not increase flood risks or impact water quality elsewhere.**
- **Reduce the risk of flooding and maximise flood protection by including features such as trees and planting, water bodies, retention ponds and filter beds, and permeable paving. Surface drainage requirements should work with the local topography to create low maintenance sustainable drainage systems.**

All major development proposals at sites which fall into Flood Zones 2 or 3 (in whole or in part) will as a minimum:

- **Be supported by a Flood Risk Assessment and a comprehensive and deliverable strategy to minimize flood risk.**
- **Be resilient to flooding through design and layout, incorporating sensitively designed mitigation measures. These may take the form of on-site flood defence works and/or a contribution towards, or a commitment to undertake such off-site measures as may be necessary to meet required flood protection standards, for example, as set out in the Local Flood Risk Management Strategy.**
- **Provide sufficient space for drainage and flood alleviation schemes.**
- **Promote the safety of people in consultation with emergency planning services.**



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

Supporting Text

6.365. Staffordshire County Council is the Lead Local Flood Authority and has produced a Local Flood Risk Management Strategy. Both Cannock and Rugeley feature in the list of the top 10 communities at risk of flooding from surface water and small watercourses (Cannock: 1,292 and Rugeley: 729 properties at risk). The County Council's 'Sustainable Drainage Systems Handbook' (2017) includes advice on the planning process, and design guidance incorporating national and local standards and best practice examples.

6.366. Potential is thought to exist within the District for the canal network to assist in mitigating the impact of flooding however the network also contains a SAC and thus significant biodiversity resource so further research is considered necessary.

List of Relevant Evidence

- Staffordshire Local Flood Risk Management Strategy (2015)
- Staffordshire Sustainable Drainage Systems Handbook (2017)
- Souther Staffordshire Water Cycle Study (2020)
- Southern Staffordshire Strategic Flood Risk Assessment (2019)

AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION

Introduction

6.367. National planning policies require local planning policies to ensure that a site is suitable for its proposed use taking account the ground conditions and any risks arising from land instability and contamination. Local planning policies should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

POLICY SO8.5: AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION

Development proposals which will cause unacceptable on-site or off-site risk or harm to human health or the natural environment (either individually or cumulatively) will not be permitted.

All major development proposals will:

- Set out how any air, water, noise, light pollution or soil contamination that may arise from the development will be avoided (or, if it is not possible to avoid, set out how it will be mitigated);**
- Set out in an Air Quality Assessment (where relevant) how they will avoid any adverse impacts on an Air Quality Management Area. If it is not possible to avoid adverse impacts, the proposals will set out how the impacts on the Air Quality Management Area will be mitigated through the implementation of measures contained within air quality action plans and transport plans, and through green infrastructure provision and enhancements, or building layout and design which will help to minimise harmful air quality impacts.**
- Protect (and where appropriate enhance and restore) water quality. Development will not be permitted without confirmation that the existing or improved sewage and wastewater treatment facilities can accommodate the new development;**
- Protect and conserve soil resources, and safeguard the best and most versatile agricultural land;**
- Ensure that public lighting and signage is designed and maintained in a way that will limit the impact of light pollution on local amenity, nature conservation, wildlife habitats, and intrinsically dark landscapes and skies; and**
- Maintain and improve the noise environment through good design which takes account of the acoustic environment (in line with the Noise Policy Statement for England).**

Supporting Text

6.368. An Air Quality Assessment will be required where new residential development proposals are in Air Quality Management Areas. An Assessment will also be required for applications for 10 or more dwellings, where the scale of development could potentially contribute to a significant worsening of local air quality.

6.369. Air quality mitigation can include: providing electric vehicle recharging infrastructure within new development; designating parking spaces for low emission vehicles; contributing to low emission vehicle refuelling infrastructure; supporting local walking and cycling initiatives; providing low emission bus service provision or waste collection services.

6.370. Any additional contribution of emissions from new development may worsen air quality and cause the creation of a new Air Quality Management Area (AQMA) and therefore a small change in pollutant concentration can be as much a cause for concern as a large one. The areas of concern to consider are:

- Air Quality Management Areas (AQMAs);**
- Areas near to or adjacent to AQMAs and candidate AQMAs; and**
- Developments that require Environmental Impact Assessments (EIA).**



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

6.371. The Council undertakes air quality monitoring through an air quality monitoring station, currently located on the A5190 Cannock Road in Heath Hayes, and diffusion tubes that are located across the District. Site details and summary of monitoring data can be viewed [here](#).

6.372. At the time the Local Plan was in development, the District had three designated Air Quality Management Areas (AQMA's) to address elevated nitrogen dioxide concentrations primarily caused by road traffic. These applied to areas on the A5 Watling Street and A5190 Cannock Road, Heath Hayes. Air quality at these locations has shown signs of improvement. Air Aware Staffordshire was launched in 2019 to raise awareness about air quality and influence commuting behaviour for businesses and schools near to the AQMA's.

6.373. In March 2023, two of the three AQMA's in the district were removed following public consultation as a result of a reduction in concentration of pollutants. One AQMA remains at A5 Watling Street (Churchbridge and the Turf Island). A map of the Air Quality Management Area can be obtained from the Council's website as well as more general information about air quality in the District⁶⁰.

6.374. The individual and cumulative impact of site allocations in all areas which either are or were subject to an AQMA has been carefully considered throughout production of the Local Plan and necessary mitigation outlined. Evidence on the impact of air quality on the Cannock Chase SAC has been jointly commissioned by the Council and other members of the Cannock Chase SAC Partnership which will help to inform any further specific mitigation measures, if required.

6.375. The District Air Quality Action Plan, which is due to be updated is available on the Council's website along with further local advice on air quality and planning.

6.376. National Planning Practice Guidance⁶¹ requires noise to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment. The Government also produces guidance for local authorities and other land managers in England on maintaining local environmental quality⁶².

6.377. The Cannock Chase National Landscape in particular includes a largely intact landscape which offers a haven of tranquillity and wildness. The National Landscape and the other areas designated as protected areas are particularly vulnerable to the impacts of air, water, noise and light pollution and soil contamination.

6.378. Soil should be managed in a sustainable way the Defra Code of Practice for the sustainable use of soils in construction provides advice on the use and protection of soil in construction projects.

List of Relevant Evidence

- Cannock Chase AONB Management Plan 2019-2024
- The developers Guide to Land Contamination in Staffordshire (https://www.cannockchasedc.gov.uk/sites/default/files/developers_guide_2021_0.pdf)
- Defra Code of Practice for the sustainable use of soils in construction
- Government Guidance: Local Environmental Quality

⁶⁰ <https://www.cannockchasedc.gov.uk/content-z-tags/air-quality> accessed 04/09/23

⁶¹ Paragraph 30-001-20190722

⁶² [Local environmental quality - GOV.UK \(www.gov.uk\)](https://www.gov.uk)



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

- Cannock Chase District Air Quality Action Plan (update in progress)

BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS

Introduction

6.379. National planning policies promote the effective use of land and making as much use as possible of previously-developed or 'brownfield' land. Local planning policies should promote and support the development of under-utilised land and buildings, for example converting space above shops, or supporting opportunities to use the airspace above existing residential and commercial premises for new homes.

6.380. National planning policies also recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production.

POLICY SO8.6: BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS

Development proposals, where appropriate and in line with the provisions of the relevant Local Design Guide, will:

- **Prioritise the use of suitable brownfield land for homes and other uses, particularly within designated settlement boundaries, and support appropriate opportunities to remediate despoiled (degraded, derelict, contaminated and unstable) land; and,**
- **Make effective use of under-utilised land and buildings, particularly within designated settlement boundaries, through building renovations and conversions, the demolition and rebuilding of vacant and redundant buildings, and building on or above existing buildings, service yards, car parks or other infrastructure.**

Supporting Text

6.381. Brownfield sites are those available for reuse which have previously been developed and are either abandoned or underused. The definition covers the curtilage of the development. The Brownfield Land Register includes all the brownfield sites that the local planning authority has assessed as appropriate for development. This includes sites with extant full planning permission, outline planning permission and permission in principle as well as sites without planning permission. Sites on the Brownfield Land Register have been sourced from the Council's Strategic Housing Land Availability Assessment which includes all known potential residential development sites across the District.

6.382. Where there is the possibility of contamination from mineral or coal workings, waste disposal, or previous development or use, development proposals will include an appropriate Contaminated Land Desktop Study and Remediation Statement.

6.383. Cannock Chase Development Capacity Study has been prepared to set out evidence about the need for, and supply of, land for housing in the District over the period from 2020 to 2040. The Study has been continually reviewed throughout the development of the Local Plan



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

and shows how all sources of sites have been exhausted before consideration of Green Belt release. The full process is detailed in the Green Belt Topic Paper.

6.384. Changes of use and conversions /adaption of buildings can assist in reducing waste by re-using the embodied energy in the existing building and can assist in reducing carbon emissions in the built environment.

List of Relevant Evidence

- Cannock Chase District Brownfield Land Register;
- Cannock Chase District Development Capacity Study;
- Town and Country Planning (General Permitted Development) (England) (Amendment) (No.3) Order 2020 (S.I. 2020.No. 756);
- Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 (S.I. 2020.No. 632);
- Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2020 (S.I. 2020.No. 755);

SAFEGUARDING MINERAL RESERVES

Introduction

6.385. Staffordshire County Council are the designated Minerals Planning Authority and therefore have greater responsibility in relation to planning for minerals in the district. The National Planning Policy Framework requires planning policy to provide for the extraction of mineral resources of local and national importance (but not identify new sites or extensions to existing sites for peat extraction).

6.386. Mineral resources should be safeguarded by defining Mineral Safeguarding Areas and Mineral Consultation Areas. A Mineral Safeguarding Area is an area designated by the Minerals Planning Authority to safeguard known deposits of minerals from sterilisation by non-mineral development.

6.387. A Mineral Consultation Area is a geographical area based on the Mineral Safeguarding Area, where the district council should consult the Mineral Planning Authority for any proposals for non-minerals development. Planning policies should safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material.



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

POLICY SO8.7: SAFEGUARDING MINERAL RESERVES

In support of the delivery of the objectives of the Minerals Local Plan for Staffordshire, all development will maximise the contribution that substitute or secondary and recycled material can make as an alternative to primary minerals.

The Local Planning Authority will consult the Minerals Planning Authority as required where development falls within the Mineral Safeguarding Areas defined in the Minerals Local Plan for Staffordshire.

All major development proposals will:

- Provide, where appropriate, for the extraction of mineral resources of local and national importance;**
- Ensure that the development does not sterilise known locations of mineral resources of local and national importance by safeguarding the Mineral Safeguarding Areas defined in the Mineral Local Plan for Staffordshire; and the associated Safeguarded Mineral Infrastructure sites used for mineral processing, handling, and transportation.**

Supporting Text

6.388. Minerals are a finite resource and best use needs to be made of them to secure their long-term conservation. The NPPF requires relevant local authorities to ensure there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods needed. This involves the protection of areas for minerals workings.

6.389. Planning applications for the extraction and working of minerals are determined by Staffordshire County Council. The County Council adopted the [Minerals Local Plan for Staffordshire](#) (2015-2030) in February 2017. The Minerals Local Plan Policy 4 'Minimising the Impact of Mineral Development' sets out the environmental considerations that will be taken into account in assessing the impact of proposals for minerals development (including Green Belt, the Cannock Chase National Landscape, and the natural environment).

6.390. An objective of the Minerals Local Plan is to achieve an acceptable balance between the adequate supply of minerals and the impact of mineral operations on local communities and the environment; taking account of the contribution that substitute or secondary and recycled material can make as an alternative to primary minerals; and ensuring that important economic mineral resources are not needlessly sterilised.

6.391. The Minerals Local Plan (Policy 3 'Safeguarding Minerals of Local and National Importance and Important Infrastructure') defines criteria for the assessment of planning applications for non-mineral related development within Mineral Safeguarding Areas and zones for Safeguarded Mineral infrastructure sites.

6.392. The Minerals Local Plan identifies Mineral Safeguarding Areas, including an area of surface coal and associated fireclays in the southern part of Cannock Chase District. This area will be safeguarded against needless sterilisation by non-mineral development. Prospective development will not be permitted unless it has been demonstrated that either: the development does not permanently sterilise the mineral; or, the benefits of the development outweigh the benefits of the mineral; or, it is not environmentally acceptable to extract the mineral.



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

6.393. The Local Planning Authority will follow the relevant standing advice provided by the County Council in processing planning applications in respect of the County's mineral safeguarding policy.

List of Relevant Evidence

- The [Minerals Local Plan for Staffordshire](#) (2015-2030) - February 2017
- Staffordshire County Council Standing Advice: Mineral and Waste Safeguarding (May 2023)

MANAGING WASTE

Introduction

6.394. National Planning Policy for Waste sets out the government's detailed waste planning policies. It refers to the Waste Management Plan for England which sets out the government's ambition to work towards a more sustainable and efficient approach to resource use and management.

6.395. Staffordshire County Council are the designated Waste Planning Authority and therefore have greater responsibility in planning for waste management in the district. Cannock Chase District Council have developed a local planning policy on managing waste to support the County's overall approach to waste management.

POLICY SO8.8 MANAGING WASTE

All major development proposals will:

- Be supported by a site waste management plan demonstrating that waste prevention is the first priority and how the demolition, construction and operational phases of the development will minimise the generation of waste.
- Provide integrated facilities for the storage of recyclable and non-recyclable waste, and have regard to the operational needs of the relevant waste collection authorities in their design and access arrangements.

Development proposals for waste management facilities will need to demonstrate that the proposals:

- Are compatible with the objective of moving the management of waste up the Waste Hierarchy.
- Will not result in unacceptable direct or indirect impacts on the amenity of existing or proposed neighbouring uses.
- Have good access to the principal road network, and where practicable, other modes of transport.

Non-waste related development proposals on or in the vicinity of the permitted waste management facilities will not be supported, unless there are overriding planning reasons why the non-waste related development should be permitted, including the relocation of waste facilities to alternative sites.

Supporting Text

6.396. The Staffordshire and Stoke-on-Trent Joint Waste Local Plan (2010-26) was adopted in March 2013. Following a First Review during 2018, the County Council resolved in March 2019



6. Local Plan Policy Options

Objective 8: Supporting a Greener Future

that the Waste Local Plan did not need to be revised, and that the Plan would continue to carry weight in the determination of planning applications.

6.397. The Waste Hierarchy, as adopted in the National Waste Strategy, is a method of sustainable waste management which ranks waste management options in a way that protects human health and the environment. The hierarchy runs from the most to least effective solution: prevention; preparing for re-use; recycling; other recovery; and disposal.

List of Relevant Evidence

- Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026 (adopted 2013)
- National Planning Policy for Waste (2014)



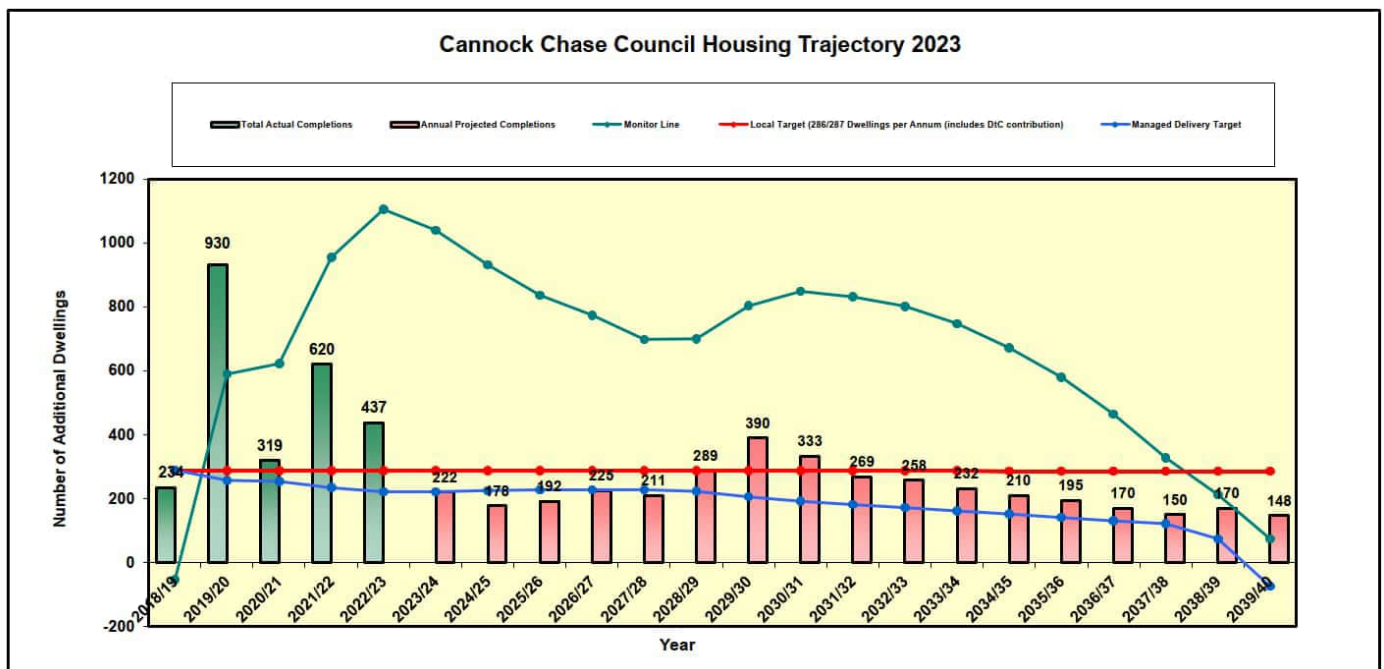
6. Local Plan Policy Options

Site Allocations

Site Allocations

6.398. The following section identifies the sites being allocated to deliver the Local Plan requirement for 5,808 new dwellings and 69ha of employment land between 2018-2040. Sites being allocated in this plan have been assessed against a site selection process which is set out in the supporting Site Selection Paper, which explains the detailed methodology and site selection criteria.

Housing Trajectory



Monitor line - The position above or below zero represents the amount of dwellings an authority is ahead or behind their cumulative allocation at any time.

Source: Local Plan Target - 5,808 Dwellings 2006-2028 (Plus an additional 500 dwelling contribution to HMA totalling 6,308)

Strategic Site Allocations

6.399. The following policies provide details of sites being allocated for residential development or residential-led, mixed use developments.

6.400. In Policy SA1, each site allocated for residential development has a figure identifying the number of dwellings. For sites with permission the figure is the total number of dwellings with planning permission on the site or, if the site is already under construction, it is accompanied by the remaining number of dwellings (as of 1st April 2023) still to be completed in accordance with the permission. Where the site is without planning permission, the figure is in most cases an estimate based on the size of the site, an assumption about the net developable area, an assumption about the net residential density which would be appropriate for the area in which the site is located, or an assumption provided by the developer/landowner/agent that has been submitted to the Council.



6. Local Plan Policy Options

Site Allocations

6.401. The indicative numbers of dwellings are used to demonstrate how the Local Plan requirement can be met. It is emphasised that they are only 'indicative', and do not represent a fixed policy target for each individual site.

6.402. Developers are encouraged to produce the most appropriate design-led solution, taking all relevant Local Plan policies and national policy into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the policy as an 'indicative dwelling figure'.

6.403. The site allocation policies are separated out to distinguish between Strategic Site Allocations which are subject to more detailed policy and guidance and all other residential development sites which are supported by identified development considerations.

Strategic Residential Site Allocations

6.404. The following sites are considered to be strategic in terms of scale and delivery of the Local Plan Strategy. They comprise of new locations identified that require some or entire release of land within the Green Belt. A further strategic site is identified as the cross-boundary site at Rugeley Power Station. Whilst this site benefits from outline planning permission and does not require release of Green Belt land, the site will contribute significantly to the housing supply over the plan period, and the policy can help to inform detailed reserved matters applications.

6.405. In developing the Local Plan, the authority has examined all other reasonable options before meeting the identified need for development. The Green Belt Topic Paper shows how the tests in national policy have been met and demonstrates the exceptional circumstances case for Green Belt release.

6.406. The strategic site allocations are fundamental to the delivery of the spatial strategy and will deliver a significant number of new dwellings and infrastructure improvements necessary to serve residents.

6.407. The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.



6. Local Plan Policy Options

Site Allocations



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Land south of Lichfield Road, Cannock

Site Reference: SH1

Address: South of A5190, Lichfield Road, Cannock.

Proposed Use: The development will deliver in the region of 700 dwellings, and provision for a new primary school and Community Park with primary access from Cannock Road. The strategic housing allocation will also contribute to the delivery of off-site highway and sustainable travel improvements and associated infrastructure including the Wimblebury Road Relief Road (WRRR). The development will deliver a mix of housing sizes, types and tenure to ensure that there is a range of housing, including affordable housing.

Indicative Dwelling Yield: 700 dwellings.

Site Area (Hectares): Total 47.2 hectares.

Net developable area (indicative): 20ha.

Density minimum: 35dph

Description of Site

The proposed allocation is split into two parts:

- The northern part of the site (SH1 SHLAA ref: C116(a)), approximately 32.4ha, lies to the south of Lichfield Road (A5190), Heath Hayes, and is bounded by Newlands Lane to the south, and existing woodland areas to the east and west. The entire site is released from the Green Belt for residential development, and associated infrastructure.
- The southern part of the site (C116(b)), approximately 14.8ha, lies to the south of Newlands Lane and is being proposed as a community park to be delivered alongside the residential development. This part of the Green Belt will be enhanced.

The site is located on the urban edge of Heath Hayes and is therefore in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is sustainably located and promotes active travel; the site is within walking distance of Heath Hayes Local Centre and is close to a local cycle path. A bus route serves Lichfield Road. The site is within close proximity to local facilities including primary schools and a health centre.

An Air Quality Management Area on the A1590 around Five Ways Island has now been revoked. To ensure no further adverse impact from increased traffic on the highway network on air quality, and to address highway capacity issues, development in the vicinity will be required to contribute towards improvements to the Five Ways junction.

The site is in proximity to an operational landfill site located to the west of the site, although this is close to capacity and once this use has ceased the land will be subject to remediation and restoration.

The site is adjacent to areas with local designations to protect biodiversity, and it is anticipated that the new community park will support green infrastructure and ecological network linkages.



6. Local Plan Policy Options

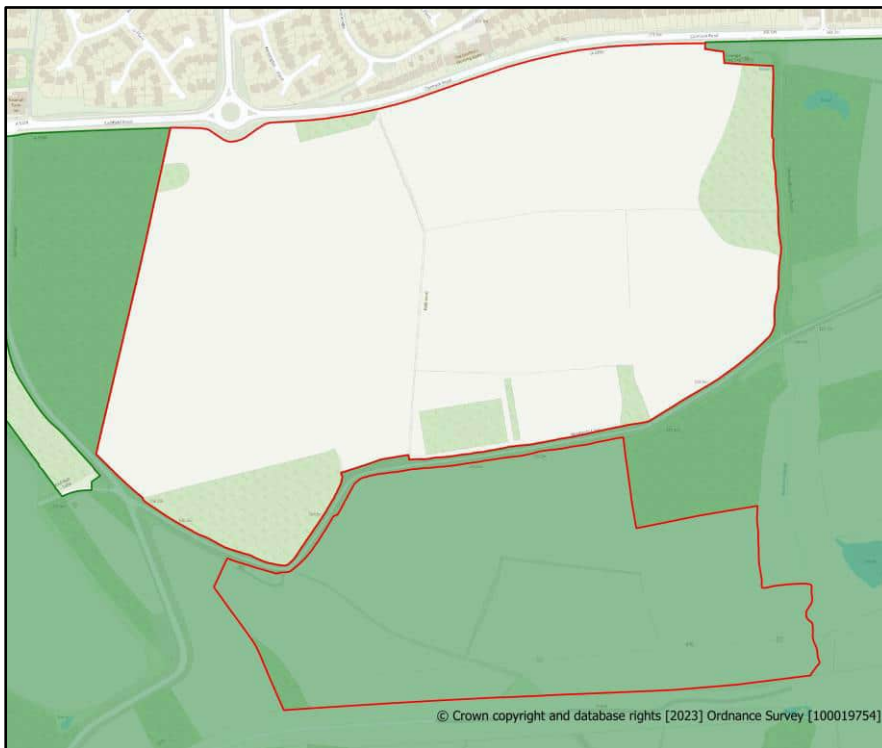
Site Allocations

The Chasewater and the Southern Staffordshire Coalfield Heaths SSSI is located approximately 800m east of the site. The Cannock Chase SAC lies approximately 4.2km to the north of the site. Development will be subject to the adopted charge which supports management of the SAC.

New Hall Farmhouse, a Grade II Listed Building, is located approximately 45m to the north west of the site. The Heritage Impact Assessment recommends woodland is retained to the south of Lichfield Road to screen the site from the impact of development. The woodland is beyond the development site boundary and therefore will be unaffected.

The scale of development results in the requirement for a new primary school to be provided to serve new pupils from the site and to account for an increase in population resulting from the development of the nearby site at Wimblebury Road (SH2).

Site Boundary



POLICY SH1: LAND SOUTH OF LICHFIELD ROAD, CANNOCK

Land south of Lichfield Road, shown as SH1 on the Policies Map is allocated for residential development and a Community Park.

- Approximately 700 dwellings will be located on 32.5ha of land which comprises the northern part of the site referenced as C116a. This land is released from the Green Belt;
- A new country park will be located on 14.8ha of land which comprises the southern part of the site referenced as C116b. This land will remain designated as Green Belt and will be delivered as a compensatory improvement to enhance the remaining Green Belt in accordance with the provisions of the NPPF.

CCDC will work with the site promoter to agree an illustrative masterplan for the site alongside the broad parameters shown on the Concept Plan, including a design code for



6. Local Plan Policy Options

Site Allocations

the site. A planning performance agreement to scope the level of support for each stage and identify key officers and resources will also be drawn up between CCDC and the site promoter.

Parcel C116a

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Cannock Road and will serve the residential area within parcel C116a. A Transport Assessment and Travel Plan will be required to support the application and will need to consider the cumulative impact of Local Plan allocations, with particular regard to impact on the Five Ways junction and mitigation of any adverse impact on air quality and traffic congestion.

The site will provide 2.3 ha of flat, level land of a regular shape with significant road frontage to the adoptable highway to accommodate a new 2FE Primary School. The school site and access, as shown on the concept plan, shall form part of the first phase of development and be transferred to the County. Prior to the planning consent being issued for Site SH1 a strategy for the delivery of the Primary School shall be agreed between the applicant, Staffordshire County Council and the Local Planning Authority. No completions shall take place on SH1 until the school site has been transferred in accordance with the requirements of the County Council as set out in a S106 agreement. Development will be subject to proportionate primary and secondary education contributions as requested by Staffordshire County Council, where evidenced by need.

Development proposals at the outline planning application stage will be accompanied by a phasing strategy and details of a proportionate funding mechanism to deliver the necessary infrastructure to address the cumulative impact of site allocations SH1 and SH2 in combination, on the local transport network (including facilitating the delivery of the WWR in site SH2) and with regard to education provision (including delivering a new 2FE primary school in site SH1). Proposals will be assessed with regard to the Infrastructure Delivery Plan. No substantive housing completions should occur until the funding and phasing of critical infrastructure is agreed by the applicant, Local Planning Authority and Staffordshire County Council.

A Landscape Strategy will be required to ensure that the development form and layout minimises any significant adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.



6. Local Plan Policy Options

Site Allocations

The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of development, in accordance with Policy SO7.2. An Ecological Impact Assessment will be required in accordance with Policy SO7.1.

New native woodland planting on the south western boundary of parcel C116a will provide visual containment to prevent urbanisation of Newlands Lane. Established wooded areas bordering Newlands Lane should be retained to protect its rural character and the wider Green Belt.

The development will be required to provide new and/or enhanced open space, sports and recreational provision, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4). The Council will work with the developer to determine whether any provision is more appropriately located on land for the community park on the southern land parcel (C116b). The development of the community park should not offset the requirement for particular types of open space/sports pitch provision to meet the needs of new residents.

The site will be supported by a Drainage Strategy. Development should have no adverse impact on the environmental quality of Newlands Brook. It is anticipated that the pond and running water courses will be retained. The development will incorporate new or enhanced attenuation ponds and SUDS features within the greenspace to provide suitable drainage systems on the site and help with flood mitigation.

An odour assessment will be required to assess the impact of Poplars Landfill on the health and amenity of residents and determine any mitigation required.

The development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.

Parcel C116b

All details of the community park including, but not limited to, the design, layout, appearance, materials, infrastructure, landscaping and planting will be agreed with the Council through the submission of an outline planning application for the whole site (SH1). The ecological value of land identified for the Community Park will be enhanced with habitat creation in the form of new wet woodland associated with Newlands Brook at the eastern boundary of the site.

The existing Public Right of Way will be retained and new surfaced circular routes created to facilitate recreational use of the site, accessible to all users. Infrastructure serving the



6. Local Plan Policy Options

Site Allocations

route will be provided including any seating, bins and gates or fencing prior to the opening of the routes.

Existing trees and hedgerows should be retained where possible, having regard to access and other infrastructure requirements, with new planting of native species to enhance biodiversity on site.

A management company will be formed prior to commencement of the development of the community park which will maintain the park in perpetuity.

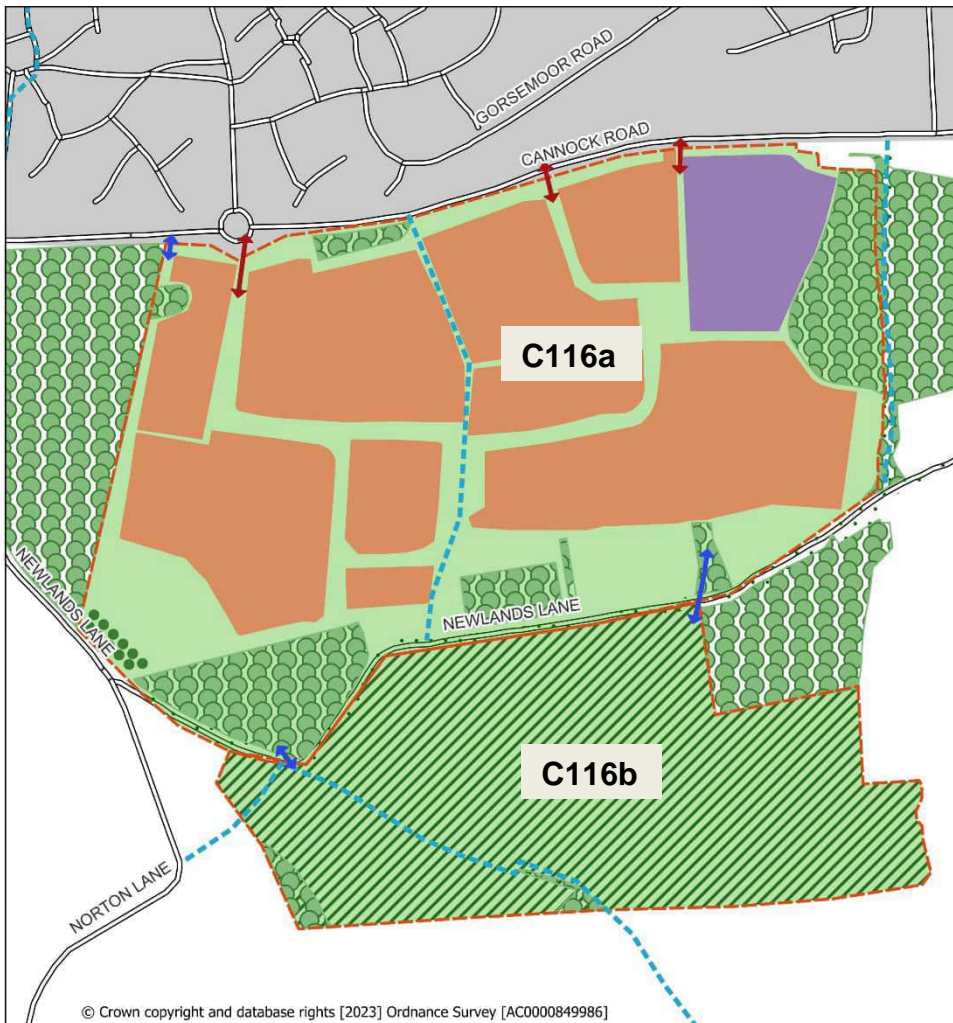
The community park will be completed and open to the public on completion of initial phases of the development and before occupation of the 350th dwelling (or equivalent mid-way marker of development) on the northern land parcel (C116a); unless an alternative phasing plan is agreed with the Local Planning Authority.



6. Local Plan Policy Options

Site Allocations

Concept Diagram



Key

- | | |
|------------------------------|--|
| Site Boundaries | Indicative Vehicular Access Points |
| Existing Streets | Indicative Active Travel Access Points |
| Existing Urban Area | Indicative Location for Enhanced Screening |
| Existing Area of Woodland | Indicative Location for Residential Development |
| Existing Areas of Open Space | Indicative Location for New Primary School |
| Existing Pond | Indicative Location for Community Parkland |
| Existing PRoWs | Indicative Location for Areas of Blue-Green Infrastructure |



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Land east of Wimblebury Road, Heath Hayes

Site Reference: SH2

Address: East of Wimblebury Road at Bleak House, Wimblebury Road

Proposed Use: The development of approximately 400 dwellings, public open space and access from Wimblebury Road to Cannock Road. The development will deliver the Wimblebury Road Relief Road (WRRR) and contribute to off-site highway and sustainable travel improvements and associated off-site infrastructure including a primary school. The development will deliver a mix of housing sizes, types and tenure to ensure that there is a range of housing including affordable housing.

Indicative Dwelling Yield: up to 400 dwellings

Site Area (Hectares): Total 17.9 hectares.

Net developable area (indicative): 11ha.

Density minimum: 35dph

Description of Site

The proposed allocation comprises:

- The site covers a total area of 17.9 hectares and extends along the eastern side of Wimblebury Road as indicated on the policies map. This site SH2 comprises an area of land previously outside the Green Belt and designated as safeguarded land for development in the Local Plan 2014 (6.4ha), and a further 11.5ha of greenfield land to its immediate east previously located within the Green Belt. The site is enclosed on its northern and eastern boundaries by woodland and adjoins Heath Hayes Park on its southern boundary. The entire site is released from the Green Belt for residential development, and associated infrastructure.
- The second element of the allocation comprises land required as indicatively shown on the policies map for the delivery of the WRRR which will connect from the roundabout at Wimblebury Road to a new junction on the A5190 Cannock Road, east of Five Ways junction. The WRRR is designed to divert traffic from the congested Five Ways junction.

The site is currently green field land used for agriculture but does not qualify as Best and Most Versatile land (BMV).

The site is located on the urban edge of Heath Hayes and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

Part of the site was previously safeguarded for development and therefore development of the wider land parcel will ensure that development is planned for comprehensively. The proposals will ensure strategic infrastructure is provided including the Wimblebury Road Relief Road. The WRRR ensures sufficient capacity is provided on the local highway network for the delivery of both this allocation and SH1 (Land south of Lichfield Road, Cannock). The WRRR will create appropriate highway capacity at the currently congested Five Ways Junction. As the whole land parcel is surrounded by woodland and a public park this will provide a sense of permanence to the boundary of the wider Green Belt.



6. Local Plan Policy Options

Site Allocations

The site is sustainably located and promotes active travel; the site is within walking distance of a primary school, Heath Hayes Local Centre and Heath Hayes Park and allotments. The site is also within walking distance of a number of bus stops, with those along the Hednesford Road (B4154) served every 30 minutes promoting the use of public transport to Cannock and more distant facilities.

The site is bounded by an existing plantation woodland which is also within the same ownership. The woodland was historically the location of Cannock Chase Colliery No.8 which included a railway line connecting the colliery to Burntwood to its south-east. Public rights of way are located within the woodland. It is anticipated that the existing woodland could be subject to improvements enhancing access to, and enabling recreation within, the retained Green Belt. The woodland also helps to screen the site from the wider Green Belt, helping to reduce the visual impact on the openness of the remaining Green Belt. Any potential new areas of public open space within the site will support green infrastructure and ecological network linkages.

The Chasewater and the Southern Coalfield Heaths SSSI lies close to the site's eastern boundary. The site is close to 2 locally designated Site of Biological Importance. The site is also hydrologically connected to Cannock Extension Canal SAC. The Cannock Chase SAC lies approximately 3.3km to the north of the site. Development will be subject to the adopted charge which supports management of the SAC. Specific assessments and mitigation measures are likely to be required to ensure habitats are protected and air and water quality are not adversely affected by development.

The site lies within a Coal Authority High Risk Development Area, and features some historic landfill, as well as previously forming part of an open cast coal and clay quarry; some mine shafts remain on site. As such, site surveys will be required and the site layout or construction plans may need to account for any ground constraints.

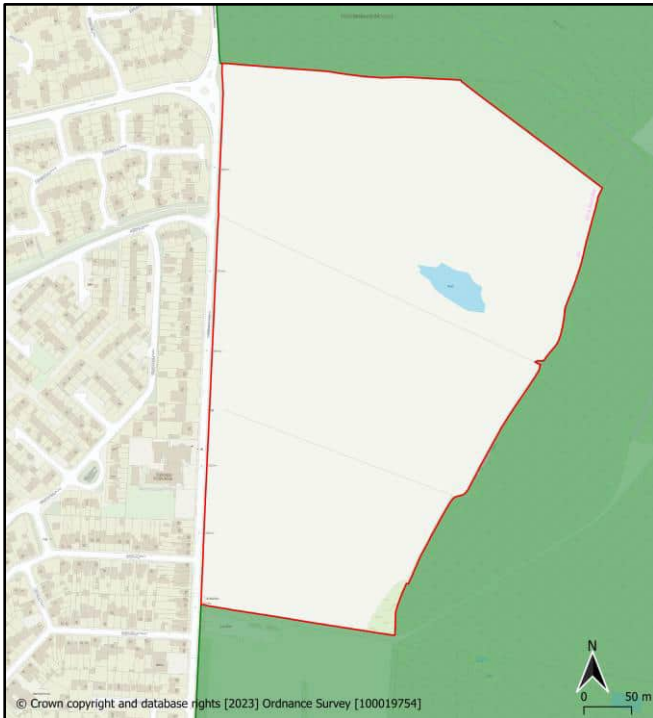
The development site and the adjoining safeguarded land to the south offers a unique opportunity to deliver the WRRR to divert traffic from the congested Five Ways junction which will help to ensure air quality does not worsen in an area formerly subject to an Air Quality Management Area.

Site Boundary



6. Local Plan Policy Options

Site Allocations



POLICY SH2: LAND EAST OF WIMBLEBURY ROAD, HEATH HAYES

Land east of Wimblebury Road, shown as SH2 on the Policies Map is allocated for residential development. Development of site SH2 is subject to provision of the Wimblebury Road Relief Road (WWR) linking Wimblebury Road to Cannock Road, as shown on the Policies Map:

- Approximately 400 dwellings will be located on 17.9ha of land which comprises 6.4ha of safeguarded land identified in the 2014 Local Plan and an adjacent 11.5ha of land will be released from the Green Belt.
- The WRRR will connect Wimblebury Road and Cannock Road. The route indicated on the Policies Map will connect site SH2 and the allocated Safeguarded Site identified as S1.

CCDC will work with the site promoter to agree an illustrative masterplan for the site alongside the broad parameters shown on the Concept Plan, including a design code for the site. A planning performance agreement to scope the level of support for each stage and identify key officers and resources will also be drawn up between CCDC and the site promoter.

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.



6. Local Plan Policy Options

Site Allocations

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Wimblebury Road and via the provision of the WRRR which will connect to Cannock Road. A Transport Assessment and Travel Plan will be required to support the application and will need to consider the cumulative impact of Local Plan allocations, with particular to impact on the Five Ways junction and mitigation of any adverse impact on air quality and traffic congestion.

Development proposals at the outline planning application stage will be accompanied by a phasing strategy and details of a proportionate funding mechanism to deliver the necessary infrastructure to address the cumulative impact of site allocations SH1 and SH2 in combination, on the local transport network (including facilitating the delivery of the WWWR in site SH2) and with regard to education provision (including delivering a new 2FE primary school in site SH1). Proposals will be assessed with regard to the Infrastructure Delivery Plan. No substantive housing completions should occur until the funding and phasing of critical infrastructure is agreed by the applicant, Local Planning Authority and Staffordshire County Council. Development will be subject to proportionate primary and secondary education contributions as requested by Staffordshire County Council, where evidenced by need.

A Landscape Strategy will be required to ensure the development form and layout minimises any significant adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape. This Landscape Strategy will also address any requirement for new native woodland planning on the north-eastern and eastern boundaries where appropriate to assist with the site's visual containment.

The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.

The development will be required to contribute to new and/or enhanced open space, sports and recreational provision, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4). The Council will work with the developer to determine whether this should comprise improvements to Heath Hayes Park and allotments immediately south of the site. New surfaced walking/cycling routes will be created to facilitate recreational use of the site, connect any



6. Local Plan Policy Options

Site Allocations

new green spaces and must be accessible to all users with alignment to existing Public Rights of Way.

In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. The Planning Application should demonstrate consideration of how the accessibility of the Public Rights of Way in the adjacent surrounding woodland will be improved or enhanced.

Development should have no significant adverse impact on the environmental quality of the Chasewater and Southern Coalfields Heaths SSSI or the water quality of Cannock Extension Canal SAC. The Planning Application will be supported by a Habitats Regulation Assessment and a Drainage Strategy which will outline necessary mitigation measures to avoid significant adverse impacts. Development proposals will also support the protection of habitats in adjacent Areas of Biological Importance.

The development will incorporate new or enhanced attenuation ponds and SUDS features within the greenspace to provide suitable drainage systems on the site and help with flood mitigation downstream in Norton Canes, subject to the findings of a site-specific flood risk assessment.

The planning application will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.



6. Local Plan Policy Options

Site Allocations

Concept Diagram



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 [2023] Ordnance Survey
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Key

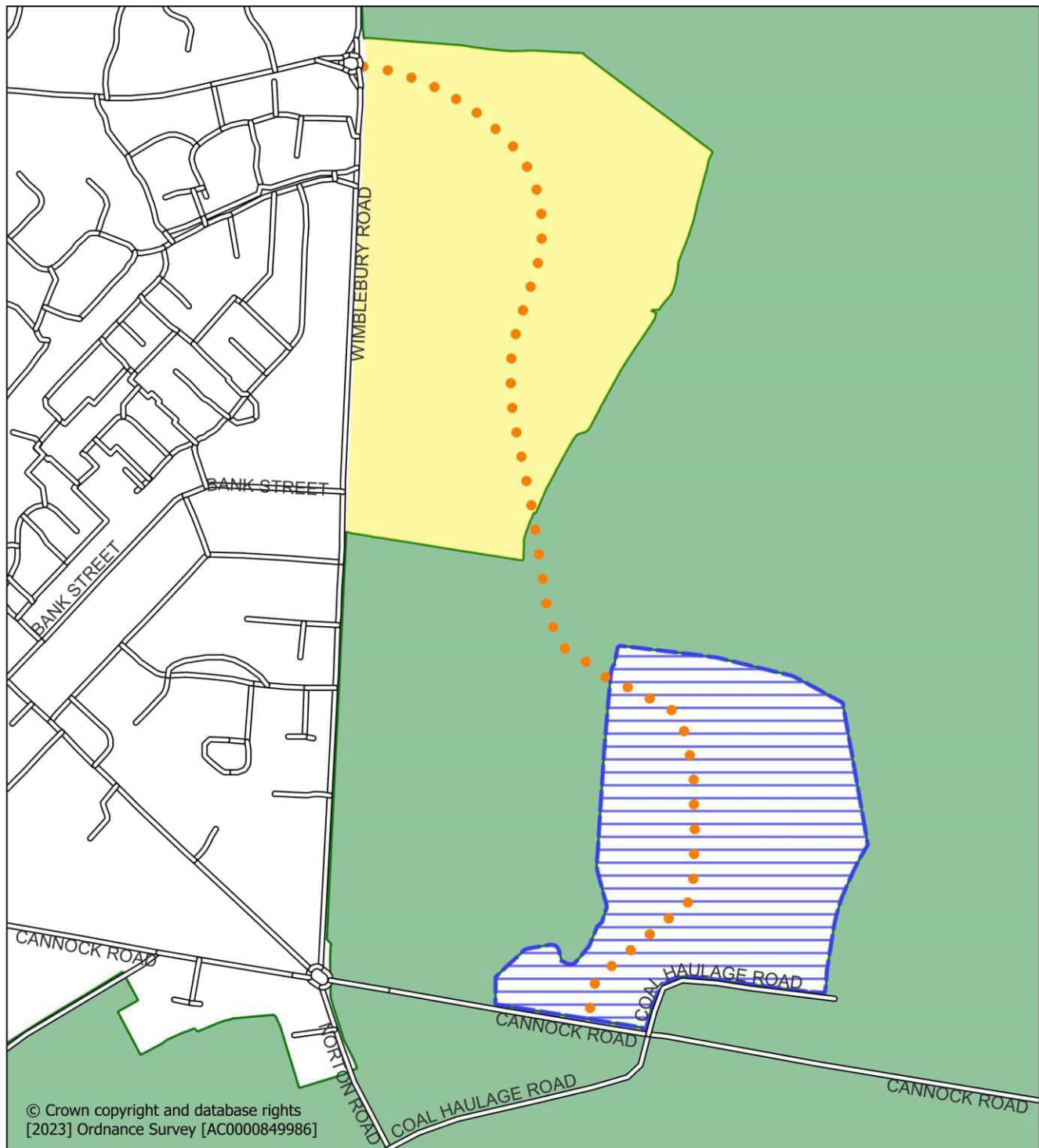
- | | |
|------------------------------|--|
| Site Boundaries | Indicative Vehicular Access Points |
| Existing Streets | Indicative Strategic Infrastructure Route |
| Existing Urban Area | Indicative Active Travel Access Points |
| Existing Area of Woodland | Indicative Active Travel Routes & Connections |
| Existing Areas of Open Space | Indicative Location for Residential Development |
| Existing Pond | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing PRoWs | |



6. Local Plan Policy Options

Site Allocations

WRRR Plan



Key

— Existing Streets

● ● Indicative Strategic Infrastructure Route - Wimblebury Road Relief Road

■ Residential Strategic Site (Site SH2)

▨ Safeguarded Land (Site S1)

■ Green Belt



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Land to the rear of Longford House, Watling Street

Site Reference: SH3

Address: Land to the rear of Longford House, Watling Street, Cannock

Proposed Use: The development of 45 dwellings with access from Wellington Drive. The development will deliver a mix of housing sizes, types and tenure including affordable housing.

Indicative Dwelling Yield: 45 dwellings

Site Area (Hectares): 2 hectares

Net developable area: 1.18hectares

Density minimum: 38dph

Description of Site

The proposed allocation comprises:

- The redevelopment of brownfield land (buildings, car parks and storage areas) in addition to undeveloped green land within the site boundary. This site will be released from the Green Belt for a residential scheme.

The site is located on the urban edge of Cannock and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is surrounded by development on three of its boundaries and has been used for car auctions and car boot sales. The areas of brownfield land comprise of buildings, concrete hardstanding and storage units and is of low aesthetic value, particularly in the context of its status as Green Belt land adjacent to heritage assets. A higher density of development has been assumed to reflect that the site is adjacent to the existing urban area, making the optimum use of the land.

The site is sustainably located promoting active travel being close to a pub and hotel, local conveniences at the adjacent petrol station and there are employment opportunities within walking distance at local business parks. The site is within walking distance of a number of bus stops, including those located on Ascot Drive, Carlisle Drive and on the Wolverhampton Road (A4601) promoting the use of public transport to access facilities and Cannock centre. The site is in close proximity to a local primary school.

An Air Quality Management Area on Watling Street (A5) was revoked in March 2023. However, the area is still sensitive to air pollution in terms of the impact of increased traffic on the A5 and additionally this could adversely affect Cannock Extension Canal SAC. The site has also been identified as being at risk of nuisance odour.



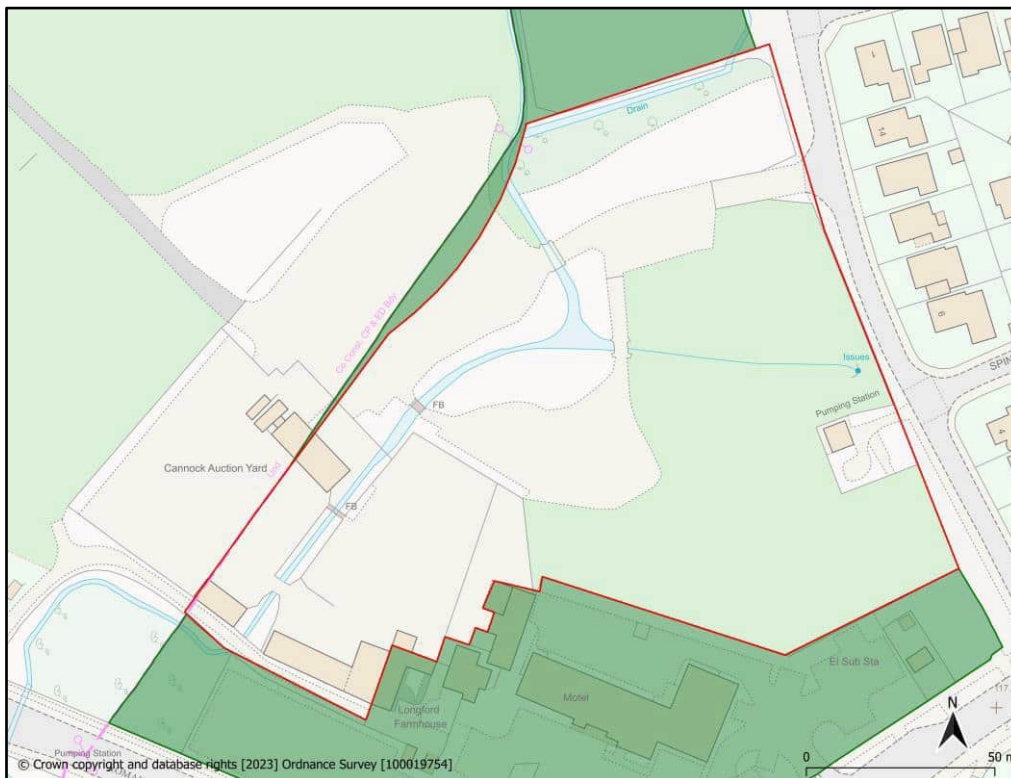
6. Local Plan Policy Options

Site Allocations

The Cannock Chase SAC lies approximately 5.4km to the north-west of the site. Development will be subject to the adopted change which supports management of the SAC.

Longford Lodge is a Grade II Listed building close to Longford House which is a non-designated heritage asset adjacent to the development site. Although the setting of the assets have been greatly compromised by modern development and are well screened by the site, the Heritage Impact Assessment still recommends consideration of retention of the watercourse as part of any amenity space to provide the potential for interpretation of the history of canals in the area as well as planting along the former drive from the lodge to Longford House. Redevelopment provides an opportunity to improve the setting of heritage assets which forms part of the exceptional circumstances case for Green Belt release.

Site Boundary



POLICY SH3: LAND TO THE REAR OF LONGFORD HOUSE, WATLING STREET

Land to the rear of Longford House, shown as SH3 on the Policies Map is allocated for residential development:

- Up to 45 dwellings will be located on 2ha of land that comprises of a portion of brownfield land as well as some undeveloped land. This land will be released from the Green Belt.



6. Local Plan Policy Options

Site Allocations

Residential development will be delivered at a minimum density of 38dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Wellington Drive. A Travel Statement will be required to assess the potential transport impacts of the development. An Air Quality Assessment may also be sought to determine the impact of development on air quality and any proposed mitigation measures.

The site will promote active travel providing new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing public rights of way, where applicable.

The site is traversed by open watercourses forming part of the Staffordshire and Worcestershire Canal. The appropriateness of retaining open watercourses should be considered when designing the site as these form part of the historic landscape and would provide the potential for interpretation of the history of canals in the area. If retained, these could potentially form part of the amenity space and may be suitable for ecological enhancement. A Flood Risk Assessment and drainage strategy will be required to demonstrate that proposed development will not increase the risk of flooding.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1. An Odour Assessment will be required to set out clearly how the proposals will mitigate any potential impact on residential amenity from nuisance odour.

The design of development should conserve and enhance the setting of the Grade II listed Longford Lodge and non-designated Longford House. The planting along the former drive from Longford Lodge to Longford House should be retained as screening and strengthened, if necessary.

The design of the site should be considered with the potential to improve the impact of the site on the remaining Green Belt and heritage assets, providing a more considered approach to the urban edge in this location with the potential to preserve and enhance any natural boundary landscape features.

In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset by compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.



6. Local Plan Policy Options

Site Allocations

The development will be required to provide new and/or enhanced open space, sports and recreational buildings and land, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4).

Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.

Concept Diagram



Key

- | | |
|------------------------------|--|
| District boundary | Existing Pond |
| Site Boundaries | Indicative Vehicular Access Points |
| Existing Streets | Indicative Location for Residential Development |
| Existing Urban Area | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Area of Woodland | Indicative Location for Enhanced Screening |
| Existing Areas of Open Space | |



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Former Hart School, Burnthill Road, Rugeley (Hagley Park)

Site Reference: SH6

Address: Former Hart School, Burnthill Road, Rugeley (Hagley Park)

Proposed Use: The development of 145 dwellings with access from Burnthill Lane. The development will deliver a mix of housing sizes, types and tenure including affordable housing to ensure that there is a range of housing.

Indicative Dwelling Yield: 145 dwellings

Site Area (Hectares): 4.9 hectares

Net developable area: 3.8 hectares

Density minimum: 35dph

Description of Site

The proposed allocation comprises:

- Development of brownfield land within the development boundary; the former Hagley Park School and green field land within the Green Belt for 145 dwellings. 1.9 hectares of this site will be released from the Green Belt.

The site is located on the urban edge of Rugeley and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is located on the western edge of Rugeley, accessed from Burnthill Road and adjacent to a Leisure Centre. The former school buildings and recreational land are no longer required providing the opportunity to redevelop a brownfield site at the edge of the urban area. Incorporating the former playing fields to the south ensures the viability of development and will form a 'rounding off' of the development boundary. Whilst this will result in the release of some Green Belt land, it will present a logical, enduring permanent boundary with strengthened screening on the western boundary helping to protect the remaining Green Belt from further visual intrusion.

The site is within walking distance of a bus stop located on Sandy Lane and Rugeley Train Station therefore residents have access using sustainable transport to wider services and facilities. The site is also in close proximity to a local primary school.

The site is not in close proximity to designated habitats. Cannock Chase SAC lies approximately 3.6km to the south-west of the site. Development will be subject to the adopted change which supports management of the SAC.

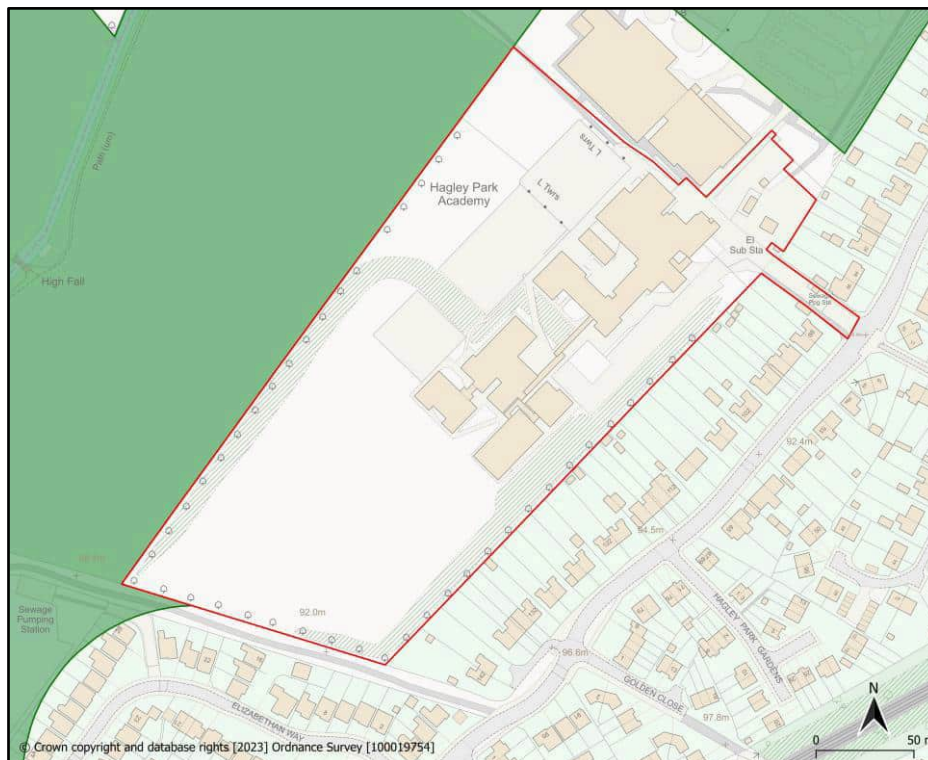
A Heritage Trail runs just outside the southern boundary of the site enabling public access to the countryside and wider Green Belt. Opportunities for enhancement to the trail could be considered as part of compensatory improvements to the remaining Green Belt.



6. Local Plan Policy Options

Site Allocations

Site Boundary



POLICY SH6: FORMER HART SCHOOL, BURNTHILL ROAD, RUGELEY (HAGLEY PARK)

Land at the Former Hart School, shown as SH6 on the Policies Map is allocated for residential development:

- Up to 145 dwellings will be located on 4.9ha of land that comprises of a part brownfield and part greenfield site. 1.9 ha of this land will be released from the Green Belt.

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Burnthill Lane. A Transport Statement will be required detailing an appropriate access and junction arrangement as required in consultation with Staffordshire County Highways. The site should also promote active travel, providing new or enhanced cycle and footpath linkages.

Where appropriate, the proposal will deliver enhanced connections and alignments to existing public rights of way including the Cannock Chase Heritage Trail and Hagley Park to promote recreational use of routes.

The development will provide an appropriate education contribution as requested by Staffordshire County Council.



6. Local Plan Policy Options

Site Allocations

A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An appropriate ecological assessment also will be required in accordance with Policy SO7.1.

Existing hedgerows, trees and water courses will where possible be incorporated within the proposed development, and suitable ecological mitigation and/or compensatory measures provided within the site.

The development will incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.

The development will be required to provide new and/or enhanced open space, sports and recreational buildings and land, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4).

Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.

The development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people



6. Local Plan Policy Options

Site Allocations

Concept Diagram



Key

- | | |
|------------------------------|--|
| Site Boundaries | Indicative Vehicular Access Points |
| Existing Streets | Indicative Active Travel Access Points |
| Existing Urban Area | Indicative Location for Residential Development |
| Existing Area of Woodland | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Areas of Open Space | |



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Land at the Former Rugeley Power Station

Site Reference: SM1

Address: Former Rugeley Power Station, Power Station Road, Rugeley

Proposed Use: The site is allocated for a cross-boundary sustainable mixed use development which will have regard to the character of the surrounding area, the topography of the site, the flood zone and ecological interests. The development will provide linkages to services and facilities in Rugeley, Brereton, and Armitage with Handscare (in Lichfield District), and will deliver up to 2,300 dwellings (1,000 in Cannock Chase) including a minimum affordable housing contribution equivalent to 17.6% of units across the whole site, and up to 5 hectares of land for employment uses. The site is also to incorporate an all through school and local facilities and amenities.

Indicative Dwelling Yield: up to 1,000 dwellings in Cannock Chase (up to 2,300 whole site)

Site Area (Hectares): 139 hectares (whole site)

Density minimum: 35dph

Description of Site

The proposed allocation comprises:

- A large cross-boundary site with Lichfield District Council with extant Outline Planning Permission. Cannock Chase District Council's Planning Control Committee approved an outline planning application (Ref: CH/19/201) in July 2020. A Section 106 Agreement (Ref: A2620) was signed in April 2021.
- The site of the former 'A Station' of the former Rugeley Power Station site. The site is bounded by the River Trent, open countryside, the West Coast Mainline Railway, and the A51.

The site is located within the settlement boundary of Rugeley and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development. Delivery of the Rugeley Power Station redevelopment is identified as one of the key priorities within the Spatial Strategy as it forms the largest available brownfield site in the District and is not located within the Green Belt or National Landscape.

The site is located within 850m of Rugeley Trent Valley Railway Station. A designated cycle route included in the Cannock Chase Cycle Network runs along the A51 to the southwest of the site. The site is not within walking close proximity to any education or healthcare facilities but the scale of the development on site means that new facilities will be provided. Infrastructure constraints have been addressed through the planning application (CH/19/201).

The Cannock Chase SAC lies approximately 3.7km to the west of the site. Development will be subject to the adopted change which supports management of the SAC.



6. Local Plan Policy Options

Site Allocations

POLICY SM1: FORMER RUGELEY POWER STATION, RUGELEY

Land at former Rugeley Power Station, shown as SM1 on the Policies Map is allocated for sustainable mixed use development:

- Up to 1,000 dwellings to be located within Cannock Chase District
- Up to 5ha of employment land
- Infrastructure requirements including education provision and local community facilities.

Residential development will be delivered at a mix of medium and high densities with development of up to 4 and 5 storeys in the more accessible western portion of the site and up to 2.5 to 3 storeys in the eastern portion of the site and provide the appropriate mix of housing types and tenure, in line with the Section 106 Agreement.

A minimum affordable housing contribution equivalent to 17.6% of units across the whole site as set out in the S106 Agreement.

A Sustainability Statement will be required to set out how the development will maximise opportunities for on-site production and use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.

Vehicular access will be via a minimum of two primary points including access to the development from the A51 in the west and the A513 in the east utilising a new (consented) roundabout access.

Vehicle parking will be provided as an integral part of the scheme, with provision for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.

Provision of a comprehensive network of pedestrian, cycle and vehicular ways to connect to, and integrate with, existing development and facilities, particularly Rugeley Town Centre, Rugeley Town Railway Station and Rugeley Trent Valley Railway Station. Including the 'Riverside Walk' which will run through much of the length of the site and provide a new link to Rugeley Town Centre via the former rain link into the site.

Support for specified off-site highway improvements, canal towpath improvement works, transport service enhancements, and monitoring of the Travel Plan Framework as set out in the Section 106 Agreement.

The development will consider the Rugeley Power Station Development Brief SPD which highlights various historic assets in the vicinity of the site that could potentially be affected by the development.

Local facilities provided as part of the development will be located at convenient 'hubs' and connected to the network of footpath and cycle routes.



6. Local Plan Policy Options

Site Allocations

The site will provide an appropriate education contribution as requested by Staffordshire County Council, which will deliver either an 'All Through School', or a 2FE Primary School and financial provision for secondary school improvements.

The development will provide an appropriate contribution to additional health service provision, including an on-site dentist and improvements at Brereton GP Surgery.

The development will provide facilities for sport and recreation including a Multi-Use Games Area, a 3G sports pitch, two senior football pitches, a cricket oval (for curricular use), three mini football pitches and six hard courts that could accommodate tennis, netball and basketball amongst others.

A landscaping framework and planting strategy will be required to ensure that the development form and layout protects and retains existing assets, and to guide the delivery of green and blue infrastructure throughout the development.

Development proposals, informed by appropriate Ecological Impact Assessment (in accordance with Policy SO7.1) will be accompanied by a Habitat Management Plan, a Construction Environment Plan, and an Ecological Management Plan to protect, conserve and enhance biodiversity including priority habitats and species within, and in the immediate vicinity of, the site, as well as a Biodiversity Net Gain Assessment to secure an uplift of 20% Biodiversity Net Gain.

The development will incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.

Development proposals will be accompanied by a phasing strategy and the provision of key infrastructure will be through financial contributions, direct delivery on site, and via an equalisation agreement/Section 106 Agreement/proportionate funding arrangements based on the overall number of residential units provided.



6. Local Plan Policy Options

Site Allocations

Concept Diagram



Key

- | | |
|--|--|
| District boundary | Indicative Active Travel Routes & Connections |
| Site Boundaries | Indicative 'Rail Way' Route |
| Existing Streets | Indicative Vehicular Connection |
| Existing sub-stations | Indicative Location for Enhanced Screening |
| Existing Urban Area | Indicative Location for Residential Development |
| Existing Area of Woodland | Indicative Location for Employment Use |
| Existing Areas of Open Space | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Pond | Indicative Location for Mixed Use inc. Residential |
| Indicative Vehicular Access Points | Indicative Location for Community Square |
| Indicative Active Travel Access Points | Indicative Area Safeguarded for Energy |



6. Local Plan Policy Options

Site Allocations

Strategic Employment Site Allocations

The following policies provide details of sites being allocated for employment development.

The following sites are considered to be strategic in terms of scale and delivery of the Local Plan Strategy. They comprise of new locations identified that require some or entire release of land within the Green Belt.

The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Kingswood Lakeside Extension 2, Norton Canes

Site Reference: SE1

Address: Land to the East of Kingswood Lakeside, Norton Canes

Proposed Use: The development of up to 500,000sqm of employment floorspace and provision of a community park

Indicative Floorspace: Up to 500,000sqm

Site Area (Hectares): 21.5

Net developable area (Hectares): 8.6

Description of Site

The site is located on the urban edge of Cannock and is therefore in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The proposed allocation (ELA ref: SE1) lies to the east of the existing Kingswood Industrial Estate and to the north of Kingswood Lakeside Employment Park and is bounded by the existing Kingswood Lakeside Business Park to the west, and Norton Lane to the east. The site presents a unique opportunity to extend the existing business park, however this will result in release of land from the Green Belt.

To compensate for the loss of land from the Green Belt, a new community park will be created which will enhance the existing habitats and increase biodiversity on site whilst providing public access for recreation and leisure use.

The site is sustainably located and promotes active travel; A bus route serves the existing employment site. A public right of way also crosses the site.

The northern part of the site lies within an area of Historical Contamination (Historic Landfill). The land will be subject to remediation.

The site is located within a SSSI Impact Zone. Development will be subject to the adopted charge which supports management of the SAC.

This site will be released from the Green Belt for an extension to the existing employment land, with a net developable area of circa 8.6 ha (40% of site).



6. Local Plan Policy Options

Site Allocations

Site Boundary



POLICY SE1: KINGSWOOD LAKESIDE EXTENSION 2, NORTON CANES

Land at Kingswood Lakeside, shown as SE1 on the Policies Map, is allocated for employment floorspace up to 500,000sqm.

A Sustainability Statement will be required to set out how the development will maximise opportunities for on-site production and use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.

Vehicular access will be via Blakeney Way, with a minimum of two primary points including access to the development from Blakeney Way. A Transport Assessment and Travel Plan will be required to support the application.

Vehicle parking will be provided as an integral part of the scheme, with provision for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.

Provision of a network of pedestrian, cycle and vehicular ways to connect to, and integrate with the existing employment site and Norton Canes.

A bus stop on Blakeney Way to serve new employees will be delivered, subject to feasibility and viability considerations with the network provider. Applicants must demonstrate this option has been fully explored as part of the Design and Access Statement.



6. Local Plan Policy Options

Site Allocations

Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.

In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.

A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.

The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.

A new community park will be created, enhancing existing habitats and ecological features on sites including the ponds and woodlands. Public access will be retained to existing open space and enabled to less ecologically sensitive areas of the site. Opportunities to link with wider green infrastructure corridors and to expand connectivity with ecological corridors will be identified through the proposal.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.

The development will incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.

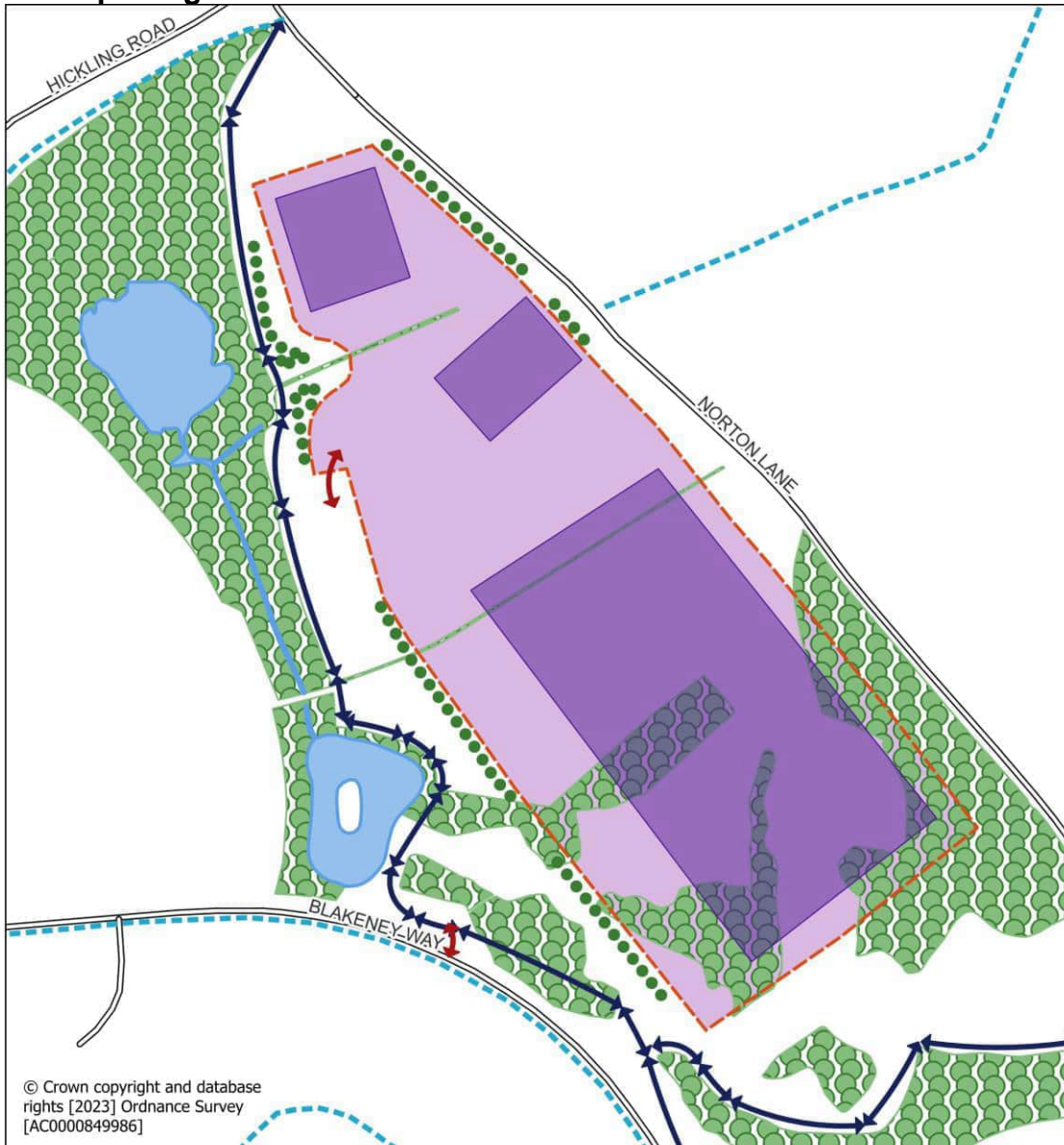
If over 50 full time equivalent jobs will be created during the construction phase and by future occupiers, the development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.



6. Local Plan Policy Options

Site Allocations

Concept Diagram



Key

- | | |
|------------------------------------|--|
| Site Boundaries | Potential Active Travel Routes&Connections |
| Existing Streets | Indicative Location for Enhanced Screening |
| Existing PRoWs | Indicative Location for Employment Use |
| Existing Area of Woodland | Indicative Location for Additional Employment Infrastructure |
| Indicative Vehicular Access Points | |



6. Local Plan Policy Options

Site Allocations

Strategic Site Specific Policy - Watling Street Business Park Extension

Site Reference: SE2

Address: Watling Street Business Park

Proposed Use: 50,000sqm of industrial and logistics floorspace (E(g)iii), B2 and B8 floorspace.

Site Area (Hectares): 15.4

Net developable area: 5.5 Hectares

Description of Site

The proposed allocation comprises 50,000sqm of industrial and logistics floorspace (Use Classes E(g)(iii), B2 and B8. This will comprise redevelopment of the existing site (with the retention of two existing employment units on the existing employment site).

The proposed site will provide 10% Biodiversity Net Gain through a mix of on and off site provision. In regards to Sustainability, 20% of parking spaces will be for EV Charging, with all units meeting the EPC A rating, with associated PV charging points and SuDS.

Site Boundary





6. Local Plan Policy Options

Site Allocations

POLICY SE2: WATLING STREET BUSINESS PARK EXTENSION

Land to the south of the existing Watling Street Business Park, shown as SE2 on the Policies Map, is allocated for employment floorspace up to 50,000sqm.

A Sustainability Statement will be required to set out how the development will maximise opportunities for the use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.

Vehicular access will be via the existing access onto the A5. The existing access will however be amended to only allow entry and exit from the westbound carriageway of the A5.

Vehicle parking will be provided as an integral part of the scheme, with provision for 20% of the parking spaces for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.

Provision of a network of pedestrian, cycle and vehicular ways to connect to, and integrate with the existing employment site and surrounding area.

A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.

In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.

A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape. The development will incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.

Development should have no adverse impact on the water quality of Cannock Extension Canal SAC. A Habitats Regulation Assessment will be required to assess potential impacts and determine any necessary mitigation.

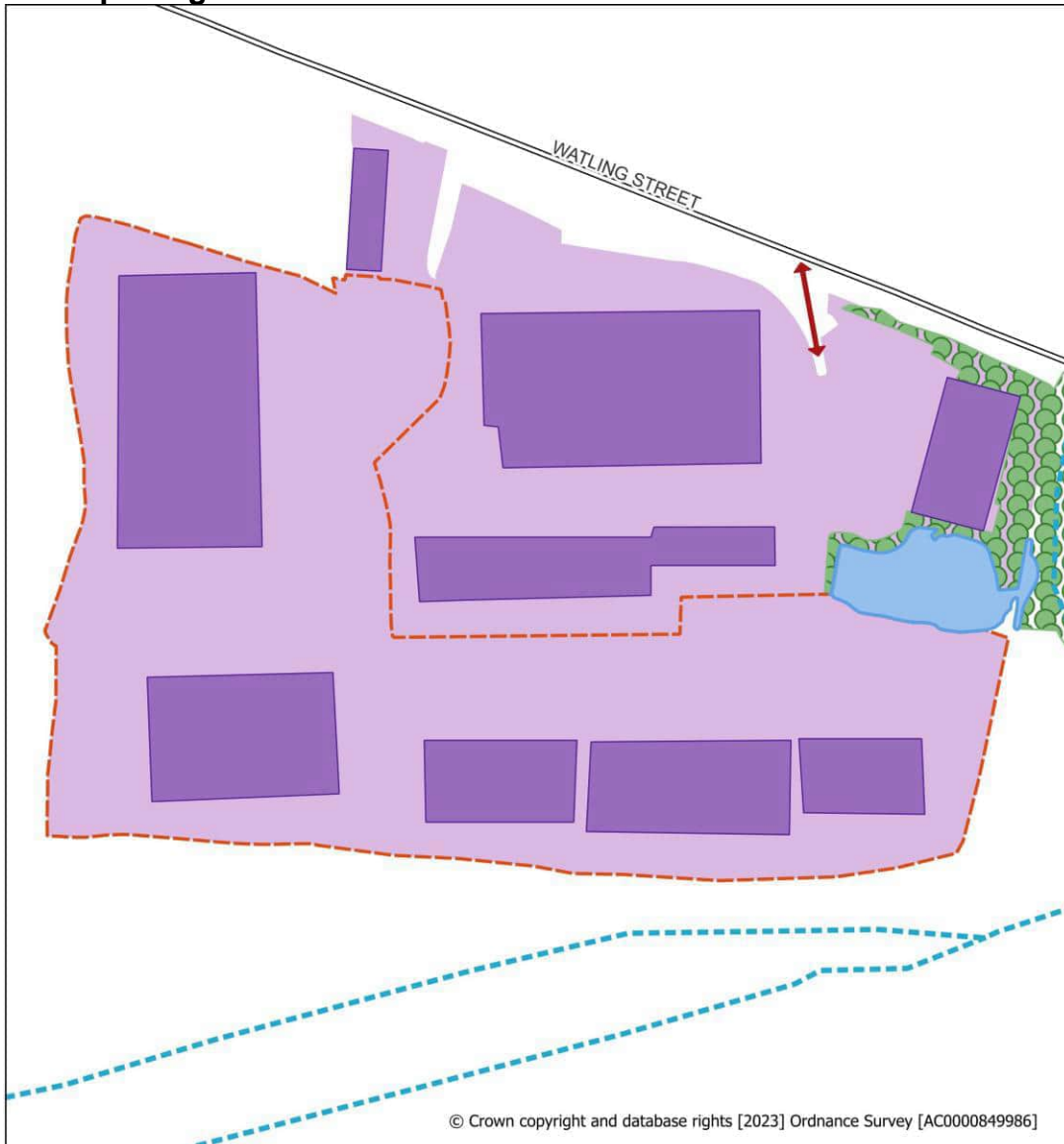
If over 50 full time equivalent jobs will be created during the construction phase and by future occupiers, the development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.



6. Local Plan Policy Options

Site Allocations

Concept Diagram



Key

- | | |
|---------------------------|--|
| Site Boundaries | Existing PRoWs |
| Existing Streets | Indicative Vehicular Access Points |
| Existing Area of Woodland | Indicative Location for Employment Use |
| Existing Pond | Indicative Location for Additional Employment Infrastructure |



6. Local Plan Policy Options

Site Allocations

Site Allocations

A range of sites across the district are allocated to meet the development requirements over the plan period. Allocating a range of sites at different scales and locations helps to ensure a constant deliverable supply of housing, employment and mixed uses over the plan period.

The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.

Policy SA1: Site Allocations

The following sites identified on the Policies Map are allocated for development over the plan period. The allocations will be developed in accordance with the specified use and must comply with other development plan policies. Sites which do not have planning permission will be developed in accordance with the specific development considerations set out in the site allocations information.

Table A: Under Construction Sites

H1	Land to the West of Pye Green Road, Hednesford (Northern end of site adj. Pye Green Road) Allocation: Housing. Capacity: 168
H11	108, 102-106 High Green Court, Cannock Allocation: Housing. Capacity: 8
H12	Whitelodge, New Penkridge Road, Cannock Allocation: Housing. Capacity: 2
H17	Land west of Pye Green Road, Hednesford Cannock (Adj. Pye Green Road. Part of larger site) Allocation: Housing. Capacity: 59
H30	Land at Rawsley Road, Hazel Slade Allocation: Housing. Capacity: 60
H44	268, Bradbury Lane, Hednesford Allocation: Housing. Capacity: 10
H55	77 Old Fallow Road, Cannock Allocation: Housing. Capacity: 11
H57	Unit E Beecroft Court, Cannock Allocation: Housing. Capacity: 20
H25	Main Road, Brereton (between Cedar Tree Hotel and Library) Allocation: Housing. Capacity: 27

Table B: Proposed allocations which already have planning permission, are already allocated or have a resolution to grant planning permission for housing.

H16	Land west of Pye Green Road, Hednesford Cannock (Land Northern end of the larger site) Allocation: Housing. Capacity: 51
H18	Land adjacent and to the rear of 419-435, Cannock Road, Hednesford Allocation: Housing. Capacity: 25
H45	23, Walsall Road, Cannock Allocation: Housing. Capacity: 12
H58	Cromwell House, Mill Street, Cannock Allocation: Housing. Capacity: 11
M6	Rugeley Market Hall and Bus Station, Rugeley Allocation: Mixed. Capacity: Up to 50 dwellings
M7	Land at Wellington Drive, Rugeley Allocation: Mixed. Capacity: Up to 20 dwellings
H24	Market Street garages, Rugeley (incorporating BT telephone exchange) Allocation: Housing. Capacity: Up to 28 dwellings



6. Local Plan Policy Options

Site Allocations

H27	Heron Court, Heron Street, Rugeley Allocation: Housing. Capacity: 10 dwellings
H48	Former Aelfgar School, Taylors Lane, Rugeley Allocation: Housing. Capacity: 58 dwellings
E6	Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton Allocation: Employment. Capacity: 0.14 Ha (537sqm)
E14	Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley Allocation: Employment. Capacity:
E16	Land Off Norton Green Lane, Norton Canes Allocation: Employment. Capacity: 0.56Ha

Table C: Proposed Allocations – Additional Sites from Development Capacity Study

H29	Land at 521 Pye Green Road, Hednesford, Cannock Allocation: Housing. Capacity: Up to 80 dwellings
M1	Land bound by Ringway, Church Street and Market Hall Street, Cannock Town Centre Allocation: Mixed. Capacity: Up to 70 dwellings
H32/M5	Avon Road/Hallcourt Lane, Cannock Allocation: Mixed. Capacity: Up to 22 dwellings
M3	Beecroft Road Car Park, Cannock Allocation: Mixed. Capacity: Up to 35 dwellings
H34	Land at Chapel Street, Heath Hayes Allocation: Housing. Capacity: Up to 20 dwellings
H35	Land at Girton Road/Spring Street, Cannock Allocation: Housing. Capacity: Up to 24 dwellings
H36	Park Road Offices, Cannock Allocation: Housing. Capacity: Up to 25 dwellings
H37	Police Station Car Park, Cannock Allocation: Housing. Capacity: Up to 25 dwellings
H38	Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock Allocation: Housing. Capacity: Up to 24 dwellings
H39	26 - 28 Wolverhampton Road, Cannock Allocation: Housing. Capacity: Up to 25 dwellings
H40	Danilo Road Car Park, Cannock Allocation: Housing. Capacity: Up to 20 dwellings
M4	Backcrofts Car Park, Cannock Allocation: Mixed. Capacity: Up to 20 dwellings
M2	Park Road Bus Station, Cannock Allocation: Mixed. Capacity: Up to 15 dwellings
H43	243, Hill Street, Hednesford, Cannock Allocation: Housing. Capacity: Up to 13 dwellings
H60	41, Mill Street, Cannock Allocation: Housing. Capacity: Up to 15 dwellings
H61	Cannock Chase High School, Lower Site, Campus, Hednesford Road Allocation: Housing. Capacity: -
H62	Springvale Area Service office, Walhouse Street, Cannock Allocation: Housing. Capacity: 10 dwellings
H63	Former Rumer Hill Industrial Estate, Cannock Allocation: Housing. Capacity: Up to 99 dwellings
H65	A Dunford and Son, Brindley Heath Road, Cannock Allocation: Housing. Capacity: Up to 15 dwellings
H66	Land at the Corner of Avon Road and Hunter Road, Cannock Allocation: Housing. Capacity: Up to 18 dwellings
H49	Land at The Mossley, off Armitage Road Allocation: Housing. Capacity: Up to 40 dwellings
H50	Nursery Fields, St Michaels Road, Brereton Allocation: Housing. Capacity: Up to 35 dwellings.
H51	Castle Inn, 141, Main Road, Brereton Allocation: Housing. Capacity: Up to 27 dwellings



6. Local Plan Policy Options

Site Allocations

H52	Gregory Works, Armitage Road, Brereton Allocation: Housing. Capacity: Up to 23 dwellings
H53	Land off Lichfield Street , Rugeley Allocation: Housing. Capacity: Up to 20 dwellings
H64	The Fairway Motel, Horsefair, Rugeley Allocation: Housing. Capacity: Up to 17 dwellings
H67	Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley Allocation: Housing. Capacity: Up to 18 dwellings
H68	Land off Norton Hall Lane, Norton Canes Allocation: Capacity: Up to 55 dwellings
H69	272 Hednesford Road, Norton Canes Allocation: Housing. Capacity: Up to 11 dwellings
Gypsy and Traveller Site Allocations	
GT1	Land at Cannock Wood, Rawnsley Allocation: Gypsy and Traveller pitches. Capacity: 3 pitches
GT2	Land at Lime Lane, Little Wyrley Allocation: Gypsy and Traveller pitches. Capacity: 2 pitches
Employment Site Allocations	
E4	Former Power Station off A51 (Adjacent to Towers Business Park) Allocation: Employment. Capacity: 2.1Ha
SM1	Rugeley Power Station, Rugeley Allocation: Employment. Capacity: 3.5Ha



6. Local Plan Policy Options

Site Allocations

Site Allocations Information

Site Specific Policy - Land at 521 Pye Green Road (H29)

Site Reference: H29

Address: Land at 521 Pye Green Road, Hednesford, Cannock

Indicative Dwelling Yield: 80 dwellings

Site Area (Hectares): 2.02 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H29

Key Development Considerations:

- Provide access from Pye Green Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Ways, Pye Green Valley and the adjacent local services.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and green infrastructure connectivity
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment



6. Local Plan Policy Options

Site Allocations

- Incorporate additional landscaping and planting to provide a buffer between the new development and the wider countryside.
- Design of the development should be respectful of the proximity of the site to sensitive environmental and landscape designated areas including Cannock Chase National Landscape and Cannock Chase SAC.
- If operation at the time of submission, existing active on-site community uses (church and community hub) and other uses (including caravan storage, plant nursesey and camping shop), will need to be re-sited in the local Hednesford area or accommodated on site.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land bound by Ringway, Church Street and Market Hall Street (M1)

Site Reference: M1

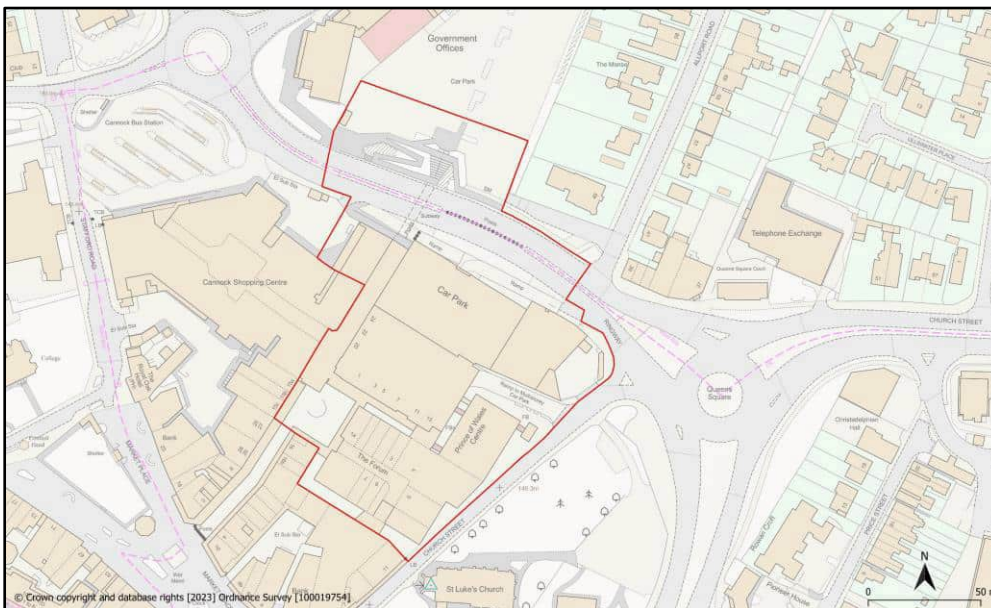
Address: Land bound by Ringway, Church Street and Market Hall Street, Cannock Town Centre

Indicative Dwelling Yield: 70 dwellings

Site Area (Hectares): 2 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: M1

Key Development Considerations:

- Provide access from Church Street/Ringway
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way.
- Contribute to an improved, accessible and safe crossing point over the Ringway dual carriageway to replace the subway
- Provide of an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Design the buildings to respect the setting of the adjacent listed buildings including St Lukes Church and the Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Avon Road/Hallcourt Lane, Cannock (H32/M5)

Site Reference: H32/M5

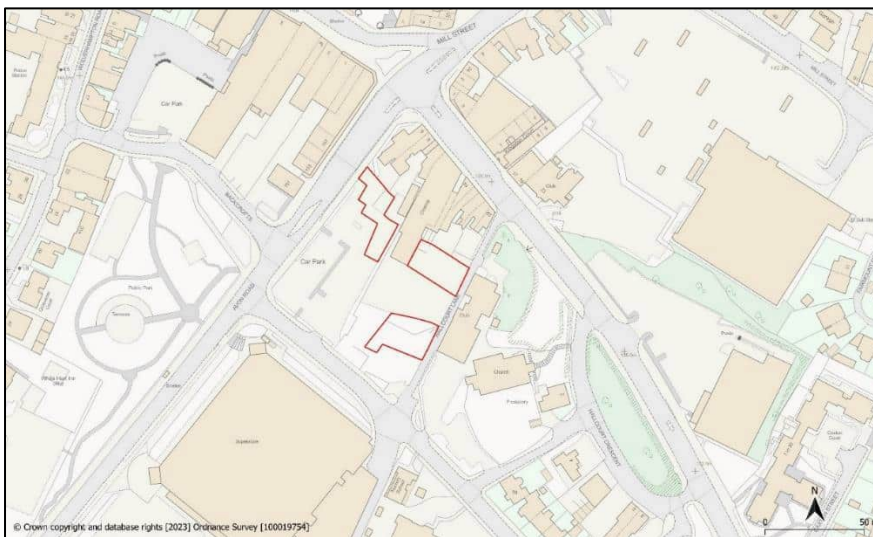
Address: Avon Road/Hallcourt Lane, Cannock

Indicative Dwelling Yield: 22 dwellings

Site Area (Hectares): 0.14 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H32/M5

Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the park on Avon Road.
- Contribute to an improved, accessible and safe crossing points over the Avon Road and Walsall Road.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Beecroft Road Car Park, Cannock (M3)

Site Reference: M3

Address: Beecroft Road Car Park, Cannock

Indicative Dwelling Yield: 35 dwellings

Site Area (Hectares): 0.51 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: M3

Key Development Considerations:

- Provide access from Beecroft Road and Allport Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and Cannock Hospital
- Contribute to an improved, accessible and safe crossing points over the Ringway and Beecroft Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and promote green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Chapel Street, Heath Hayes (H34)

Site Reference: H34

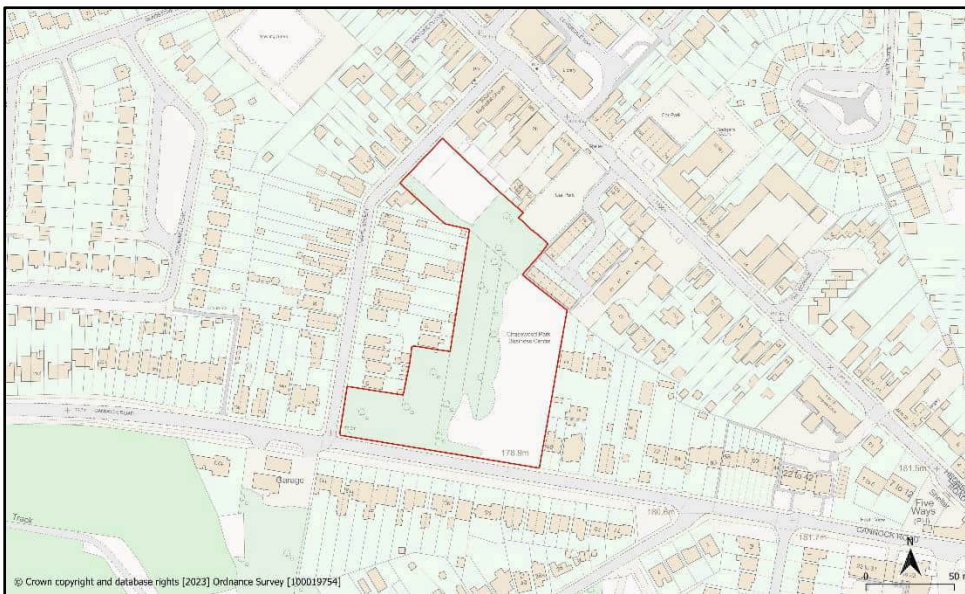
Address: Land at Chapel Street, Heath Hayes

Indicative Dwelling Yield: 20 dwellings

Site Area (Hectares): 1.13 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H34

Key Development Considerations:

- Provide access from Cannock Road/Chapel Street
- Contribute to any Highway Improvements required by Staffordshire County Council, including capacity enhancements at Five Ways roundabout and mitigation of any adverse impact on air quality
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Ways including the route crossing the site.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to Heath Hayes Local centre and to the wider countryside land including recreational areas off Newlands Lane
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and green infrastructure connectivity



6. Local Plan Policy Options

Site Allocations

- Incorporate open space on site where possible in accordance with standards set out in Policy S02.3 and provide compensation for the loss of part of the existing public open space within Heath Hayes Parish.
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment
- Provision of necessary mitigation measures required to enable the adjacent employment area to remain in operation. This may include a landscape buffer and other sound proofing measures in the design of the site.
- The design and layout of the site must consider the location of the Tree Preservation Orders within the site. A tree survey may be required by the Council to provide an up-to-date assessment of the trees and any required mitigation measures to protect them
- The design of the development should take into account the location within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issue may arise



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Girton Road/Spring Street, Cannock (H35)

Site Reference: H35

Address: Land at Girton Road/Spring Street, Cannock

Indicative Dwelling Yield: 24 dwellings

Site Area (Hectares): 0.40 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H35

Key Development Considerations:

- Provide access from Girton Road/Spring Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to other facilities within the local area including Cannock Railway Station and Mill Green Nature Reserve
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows along the site boundary where possible and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site supporting biodiversity and green infrastructure connectivity
- Incorporate additional landscaping and planting to reflect the sites historic use as a green space and take into account nearby Tree Preservation Orders in the site layout
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Park Road Offices, Cannock (H36)

Site Reference: H36

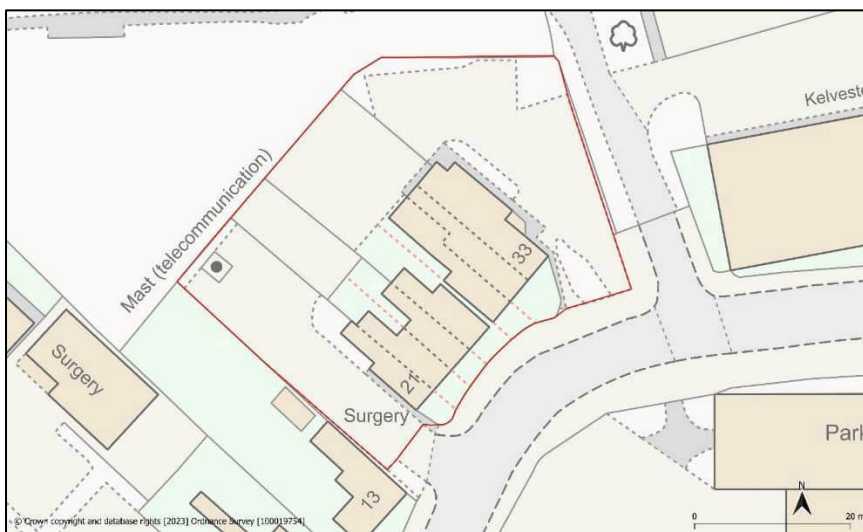
Address: Park Road Offices, Cannock

Indicative Dwelling Yield: 25 dwellings

Site Area (Hectares): 0.19 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H36

Key Development Considerations:

- Provide access from Park Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Consider the topography of the site when designing the layout and building heights, including the relationship with the height of neighbouring tall buildings
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate existing hedgerows and trees where possible within the proposed development to reflect the established landscaping around the site boundary and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and promote the Strategic Green Space Network. This should include a buffer, and landscape and habitat connections with the neighbouring Cannock Park.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Police Station Car Park, Cannock (H37)

Site Reference: H37

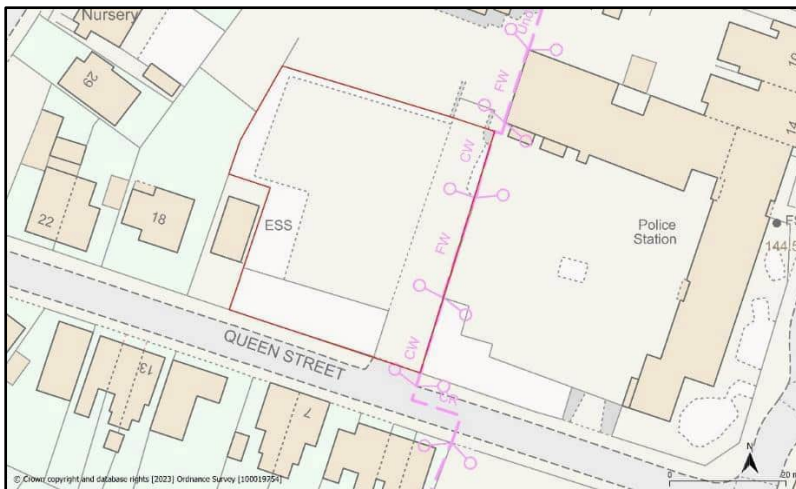
Address: Police Station Car Park, Cannock

Indicative Dwelling Yield: 25 dwellings

Site Area (Hectares): 0.19 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H37

Key Development Considerations:

- Provide access from Queen Street
- Improvement to the highway frontage to Queen Street to be incorporated into the design of the development
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate existing hedgerows and trees where possible within the proposed development
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Ensure sufficient parking provision is maintained to meet the operational requirements of the emergency services of Cannock; the main base for police services within the District
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- The site layout should be designed to take into account the mixed uses within and around the Town Centre location
- Design of the site and buildings should respect the views towards and setting of the nearby Cannock Town Centre Conservation Area



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock (H38)

Site Reference: H38

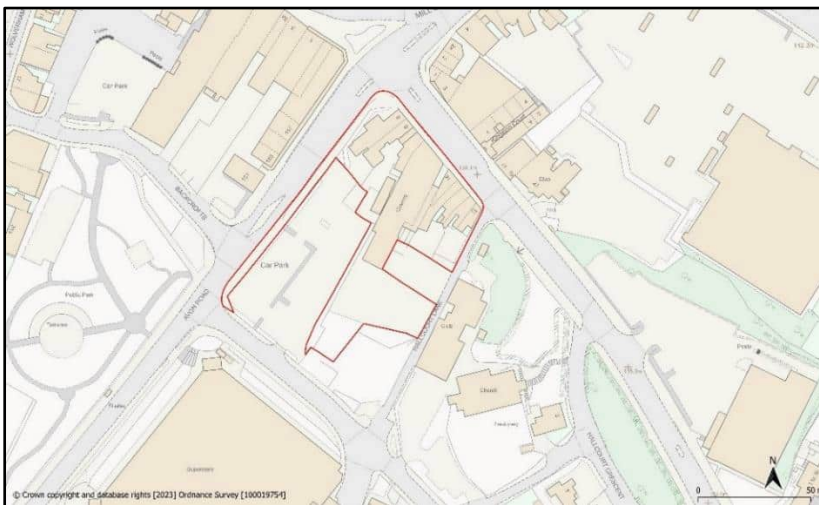
Address: Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock

Indicative Dwelling Yield: 24 dwellings

Site Area (Hectares): 0.60 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H38

Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the public open space on Avon Road
- Contribute to improved, accessible and safe crossing points over the Avon Road and Walsall Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design of the site and buildings should reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, including supporting the retention of the existing businesses, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - 26-28 Wolverhampton Road, Cannock (H39)

Site Reference: H39

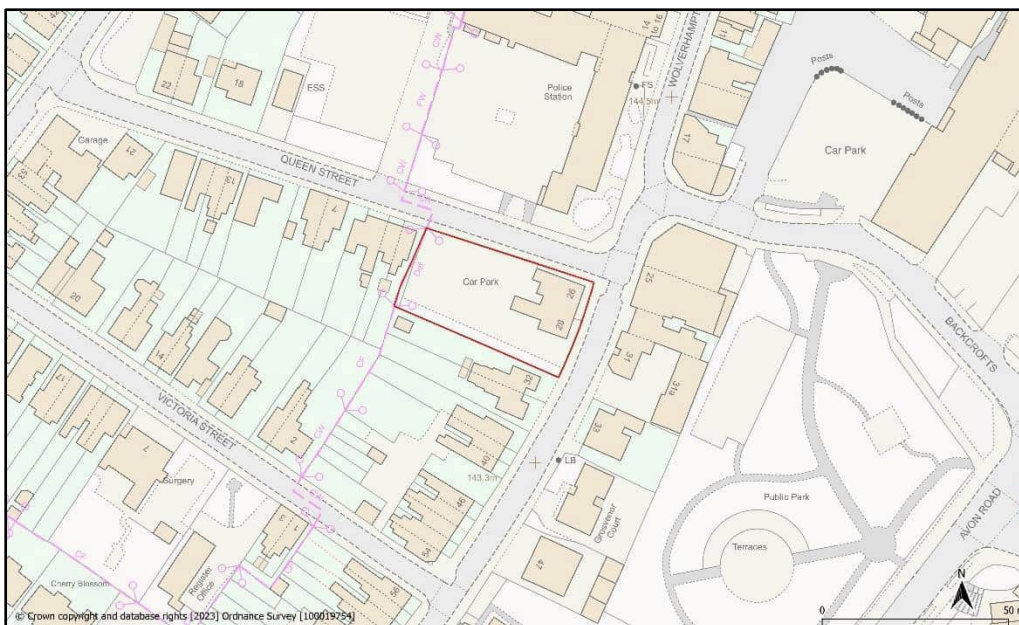
Address: 26-28 Wolverhampton Road, Cannock

Indicative Dwelling Yield: 25 dwellings

Site Area (Hectares): 0.12 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H39

Key Development Considerations:

- Provide access from Queen Street/Wolverhampton Road
- Include new or enhanced cycle and footpath links, including enhanced connections and alignments to Cannock Town Centre and the public open space at Avon Road.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design of the site and buildings should respect the views towards and setting of the nearby Cannock Town Centre Conservation Area



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Danilo Road Car Park, Cannock (H40)

Site Reference: H40

Address: Danilo Road Car Park, Cannock

Indicative Dwelling Yield: 20 dwellings

Site Area (Hectares): 0.19 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H40

Key Development Considerations:

- Provide access from Danilo Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and Cannock Park
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location
- Design the site and buildings to respect the views towards and setting of the nearby Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Backcroft Car Park, Cannock (M4)

Site Reference: M4

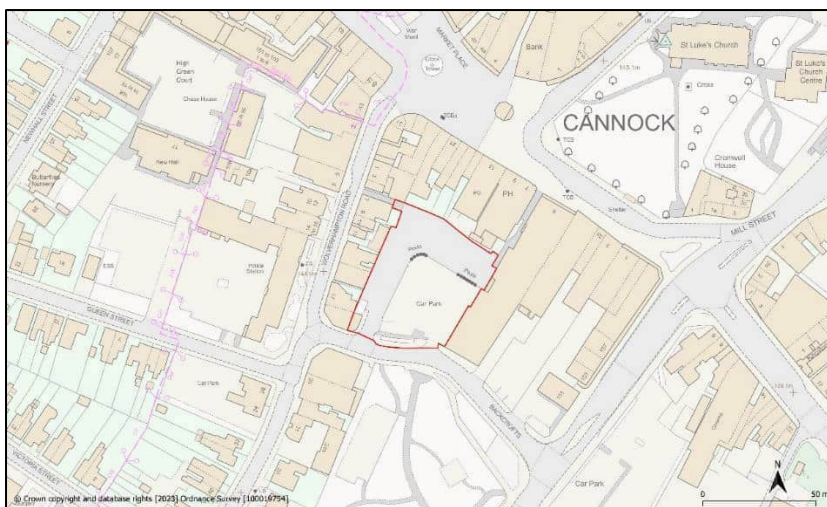
Address: Backcroft Car Park, Cannock

Indicative Dwelling Yield: 20 dwellings

Site Area (Hectares): 0.36 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: M4

Key Development Considerations:

- Provide access from Backcrofts
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre pedestrian area and the public open space directly opposite fronting Avon Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location
- Design the site and buildings to respect the views towards and setting of the nearby Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Park Road Bus Station, Cannock (M2)

Site Reference: M2

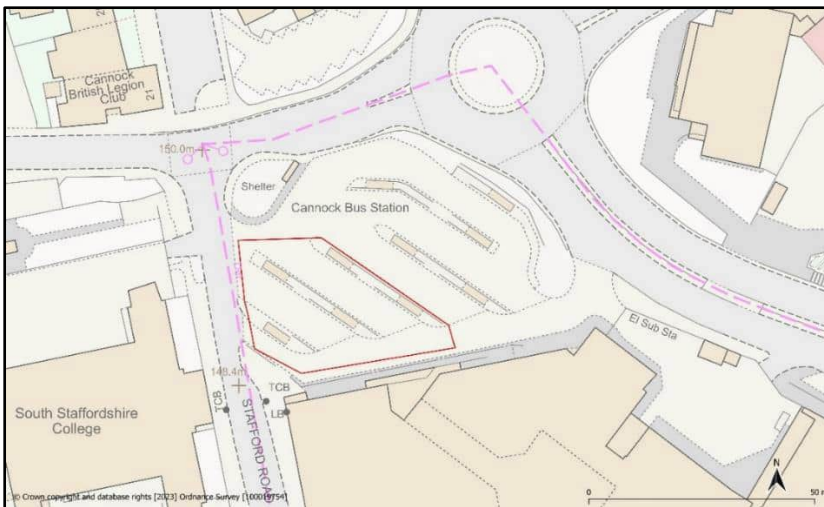
Address: Park Road Bus Station, Cannock

Indicative Dwelling Yield: 15 dwellings

Site Area (Hectares): 0.11 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: M2

Key Development Considerations:

- Provide access from Stafford Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre pedestrian area and Cannock Shopping Centre and the operational section of Cannock Bus Station
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location, to enhance the Stafford Road frontage and to improve accessibility and safety within the remaining operational part of the adjacent bus station
- The design of the site and buildings should respect the setting of the listed buildings and Cannock Town Centre Conservation Area
- Ensure that sufficient short stay bus/coach stand provision is maintained within Cannock Town Centre, including within the remaining operational part of the existing bus station, to sustain the health of the centre and links to other settlements



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - 243 Hill Street, Hednesford (H43)

Site Reference: H43

Address: 243 Hill Street, Hednesford, Cannock

Indicative Dwelling Yield: 13 dwellings

Site Area (Hectares): 0.51 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H43

Key Development Considerations:

- Provide access from Hill Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to the nearby District Centre and Heath Hayes Local Centre.
- Contribute to improved, accessible and safe crossing points at Hednesford Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council
- Provide an appropriate soft landscaping such as street trees and green roads where possible within the scheme to benefit nature and enhance the street scene. The design should support the east-west connection of the Strategic Green Space Network.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Incorporate existing hedgerows and trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- The design of the development should take into account within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issues may arise.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - 41 Mill Street, Cannock (H60)

Site Reference: H60

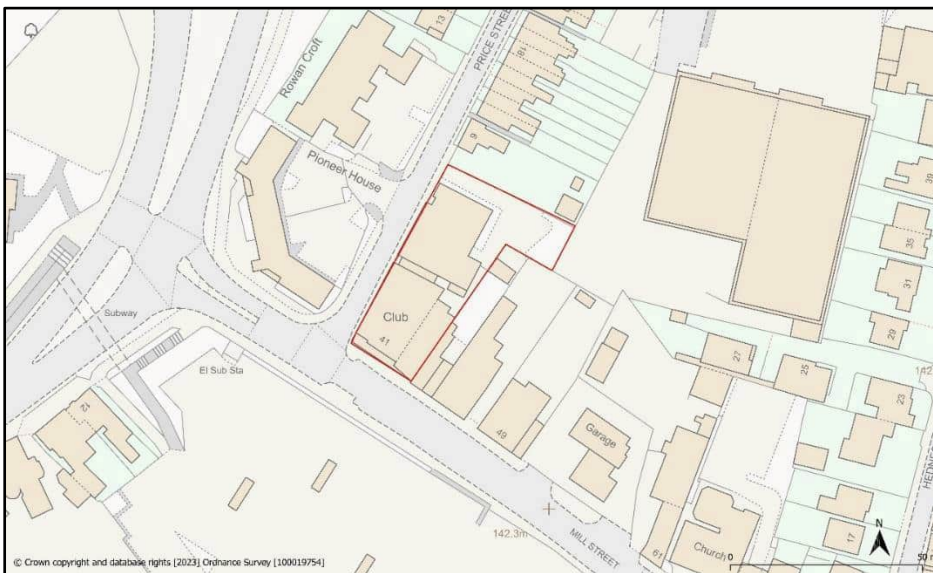
Address: 41 Mill Street, Cannock

Indicative Dwelling Yield: 15 dwellings

Site Area (Hectares): 0.13 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H60

Key Development Considerations:

- Provide access from Mill Street/Price Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignment to the existing Public Rights of Way
- Contribute to improved, accessible and safe crossing points over Mill Street dual carriageway to enhance access to Cannock Town Centre
- Provide an appropriate Education provision as requested by Staffordshire County Council
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- The design shall protect and enhance the significance of designated and non-designated heritage assets and their settings and enhance the quality of the townscape
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Cannock Chase High School, Lower Site Campus, Hednesford Road (H61)

Site Reference: H61

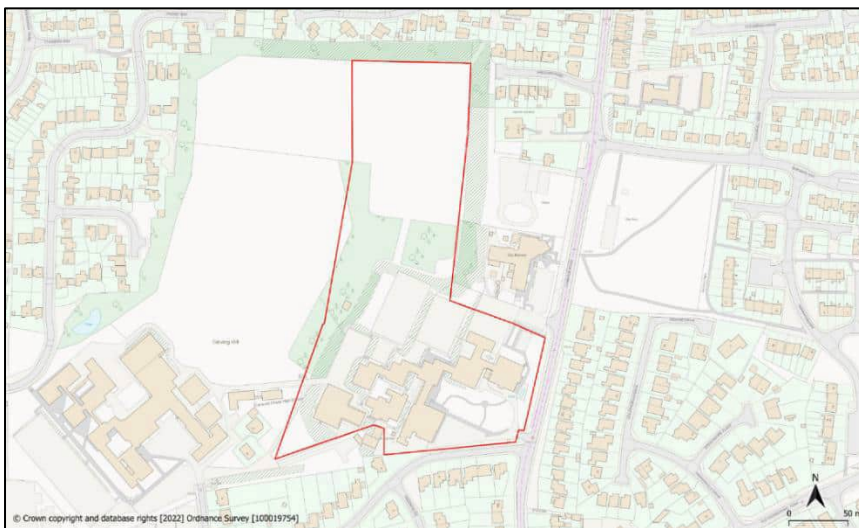
Address: Cannock Chase High School, Lower Site Campus, Hednesford Road

Indicative Dwelling Yield: Currently Not Defined

Site Area (Hectares): 4.18 hectares - Developable Area Currently Not Defined

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H61

Key Development Considerations:

- Provide access from Hednesford Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, Cannock Town Centre, Chadsmoor Local Centre and through the west of the site
- Proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to other facilities within the local area
- Provide an appropriate Education contribution as requested by Staffordshire County Council and also Sport England to replace/improve any sports facilities or greenspace lost as a result of the new development
- Incorporate existing hedgerows and trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Proposals will maintain the links within the Strategic Green Space Network within the design and promote the east-west connectivity between the existing area of open space
- Incorporate additional landscaping and planting to provide a buffer between the remaining school site and new development



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Springvale Area Service Office, Walhouse Street, Cannock (H62)

Site Reference: H62

Address: Springvale Area Service Office, Walhouse Street, Cannock

Indicative Dwelling Yield: 10 dwellings

Site Area (Hectares): 0.40 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H62

Key Development Considerations:

- Provide access from Girton Road/Walhouse Street
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, including links to Cannock Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the development and buildings should respect the setting and structures within the adjacent Trent and Mersey Canal Conservation Area



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Former Rumer Hill Industrial Estate, Cannock (H63)

Site Reference: H63

Address: Former Rumer Hill Industrial Estate, Cannock

Indicative Dwelling Yield: 99 dwellings

Site Area (Hectares): 2.6 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H63

Key Development Considerations:

- Provide access from Rumer Hill
- Retain an Emergency Access Route through the site if required by the adjacent mid Cannock Rail Freight Depot
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, including links to Cannock Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- A Tree Preservation Order exists on the site and areas of semi-natural open space lie to the eastern and western edges of the site; the design should investigate the potential to link the two areas together through the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the development should take into account the location within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issues may arise
- Remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement
- The amenity of future occupiers especially from noise needs to be considered within the design in consideration of the existing mid Cannock Rail Freight Depot.
- The residential use of the site should not affect the viability of the commercial operation of the adjacent mid Cannock Rail Freight Depot.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - A Dunford and Son, Brindley Heath Road, Cannock (H65)

Site Reference: H65

Address: A Dunford and Son, Brindley Heath Road, Cannock, WS12 4DR (Formerly 1 Brindley Heath Road, Cannock)

Indicative Dwelling Yield: 15 dwellings

Site Area (Hectares): 0.18 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H65

Key Development Considerations:

- Provide access from Brindley Heath Road
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Subject to a site-specific assessment, if required remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at the Corner of Avon Road and Hunter Road, Cannock (H66)

Site Reference: H66

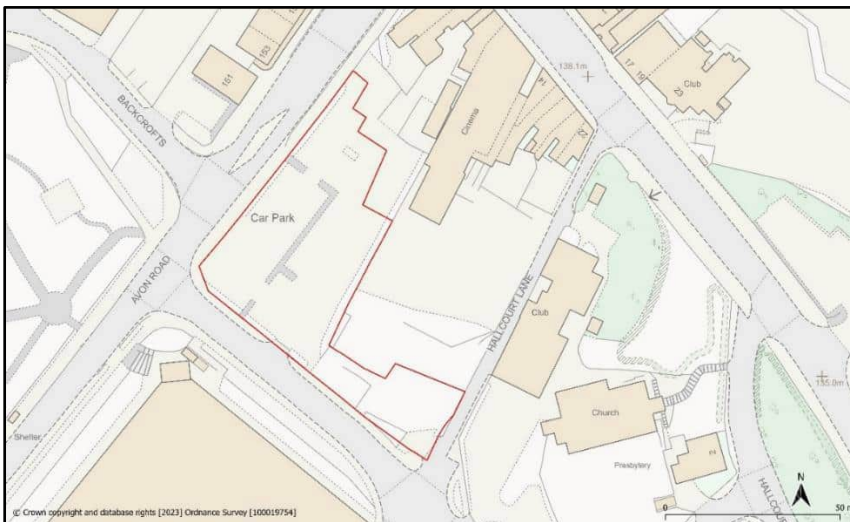
Address: Land at the Corner of Avon Road and Hunter Road, Cannock

Indicative Dwelling Yield: 18 dwellings

Site Area (Hectares): 0.3 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H66

Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the park on Avon Road.
- Contribute to an improved, accessible and safe crossing points over the Avon Road and Walsall Road.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at The Mossley, off Armitage Road (H49)

Site Reference: H49

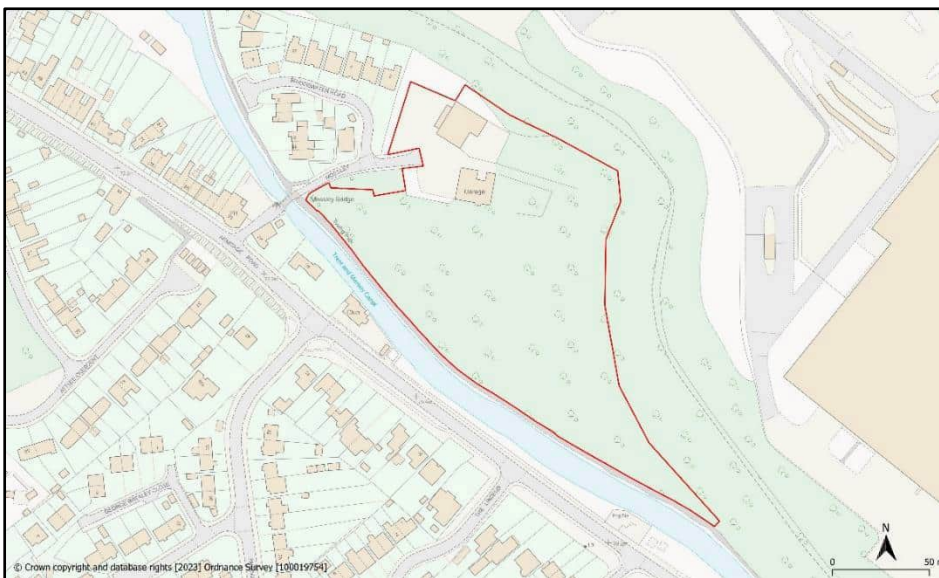
Address: Land at The Mossley, off Armitage Road

Indicative Dwelling Yield: 40 dwellings

Site Area (Hectares): 1.3 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H49

Key Development Considerations:

- Provide access to The Mossley via Armitage Road, including highways improvements to the bridge access point in consultation with Staffordshire County Highways
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way including the Trent and Mersey Canal towpath for access to Rugeley Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Facilitate the relocation of the existing businesses, where necessary
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings within it should respect the setting and structures within the adjacent Trent and Mersey Canal Conservation Area



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Nursery Fields, St Michaels Road, Brereton (H50)

Site Reference: H50

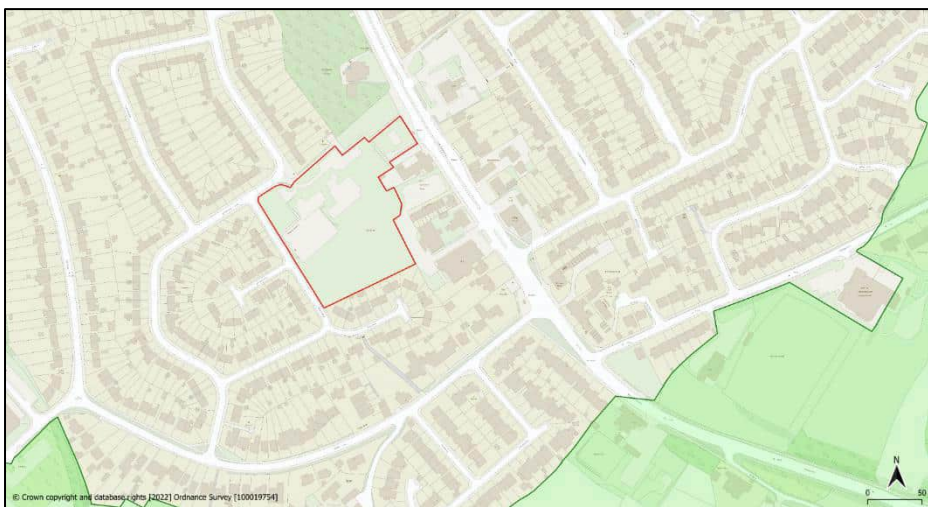
Address: Nursery Fields, St Michaels Road, Brereton

Indicative Dwelling Yield: 35 dwellings

Site Area (Hectares): 1.25 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H50

Key Development Considerations:

- Provide access from St. Michael's Road and Nursery Road
- Include new or enhanced cycle and footpath linkages including enhanced connections and alignments to existing Public Rights of Way and restore connections through the site to Main Road for access to the shops and adjacent bus stop
- Provide an Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems in the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting and structures within the Main Road, Brereton Conservation Area including the adjacent Church of St Michael. The Heritage Impact Assessment sets out potential mitigation measures to ensure the heritage asset is not harmed by new development.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Castle Inn, 141 Main Road, Brereton (H51)

Site Reference: H51

Address: Castle Inn, 141 Main Road, Brereton

Indicative Dwelling Yield: 27 dwellings

Site Area (Hectares): 0.37 hectares

Proposed Use: Residential Development

Site Boundary



Key Development Considerations:

- Provide access from Main Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way and connections through the site from Seabrooke Road to Main Road
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting of the adjacent Main Road, Brereton Conservation Area including the adjacent Church of St Michael.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Gregory Works, Armitage Road, Brereton (H52)

Site Reference: H52

Address: Gregory Works, Armitage Road, Brereton

Indicative Dwelling Yield: 23 dwellings

Site Area (Hectares): 0.43 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H52

Key Development Considerations:

- Provide access from Armitage Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way including establishing a link to the adjacent Ravenhill Park
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and promote green infrastructure connectivity.
- Facilitate the relocation of the existing businesses where necessary
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting of the adjacent Trent and Mersey Canal Conservation Area



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land off Lichfield Street, Rugeley (H53)

Site Reference: H53

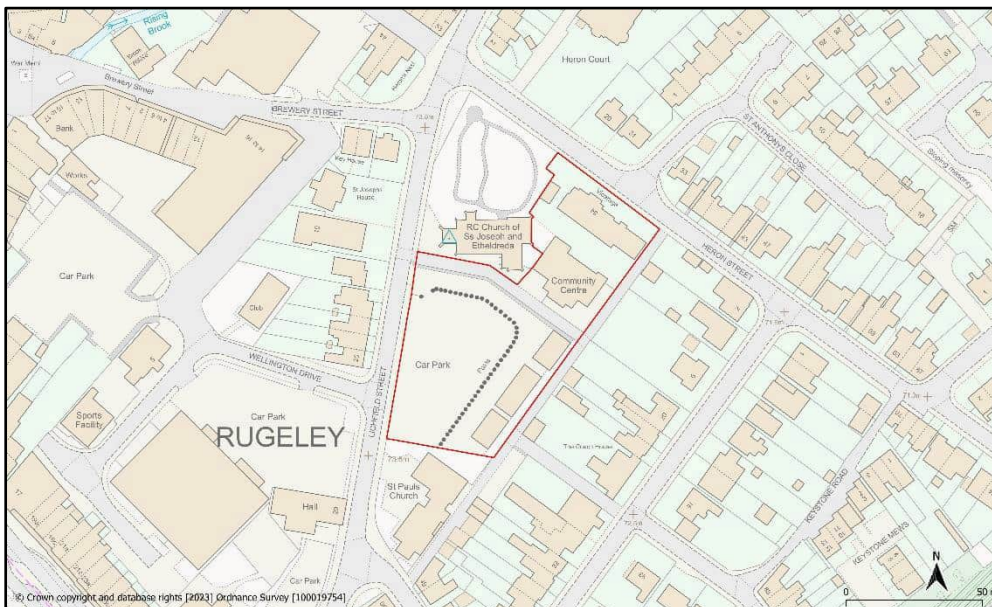
Address: Land off Lichfield Street, Rugeley

Indicative Dwelling Yield: 20 dwellings

Site Area (Hectares): 0.53 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H53

Key Development Considerations:

- Provide access from Lichfield Street/Heron Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way and Rugeley Town Centre
- Provide an Education contribution as requested by Staffordshire County Council
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site specific flood risk assessment
- The design of the site and buildings should respect the setting of the Talbot Street/Lichfield Street, Rugeley Conservation Area and the adjacent St Joseph & Etheldreda Catholic Church.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - The Fairway Motel, Horsefair, Rugeley (H64)

Site Reference: H64

Address: The Fairway Motel, Horsefair, Rugeley

Indicative Dwelling Yield: 17 dwellings

Site Area (Hectares): 0.02 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H64

Key Development Considerations:

- Provide vehicular/pedestrian access from Wellington Drive and solely pedestrian access from Horsefair
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- The design of the site and buildings should respect the setting of the nearby Talbot Street/Lichfield Street, Rugeley and Rugeley Town Centre Conservation Areas at either end of Horsefair



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley (H67)

Site Reference: H67

Address: Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley

Indicative Dwelling Yield: 18 dwellings

Site Area (Hectares): 0.19 hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H67

Key Development Considerations:

- Provide access from Wolseley Road
- Include new or enhanced cycle and footpath linkages, including to Rugeley Town Centre where appropriate
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable mitigation and/or compensatory measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the new development should respect the setting of the nearby listed buildings in particular the partially adjoining Listed Building at 9 Wolseley Road, Rugeley.



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land off Norton Hall Lane, Norton Canes (H68)

Site Reference: H68

Address: Land off Norton Hall Lane, Norton Canes

Indicative Dwelling Yield: 55 dwellings

Site Area (Hectares): hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H68

Key Development Considerations:

- Provide access from Rosefinch Drive
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory measures and enhancement within the site
- Promote green infrastructure connectivity with the green corridor adjacent to the southern boundary of the site along the M6 Toll
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The amenity of future occupiers especially from noise and air quality needs to be considered within the design in consideration of the proximity of the site to an existing employment area and the M6 Toll
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - 272 Hednesford Road, Norton Canes (H69)

Site Reference: H69

Address: 272 Hednesford Road, Norton Canes

Indicative Dwelling Yield: 11 dwellings

Site Area (Hectares): hectares

Proposed Use: Residential Development

Site Boundary



Site Specific Policy: H69

Key Development Considerations:

- Provide access from Hednesford Road
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way where appropriate



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Former Power Station off A51 (adjacent to Towers Business Park), Rugeley (E4)

Site Reference: E4

Address: Former Power Station off A51 (adjacent to Towers Business Park), Rugeley

Site Area (Hectares): 2.1 hectares

Proposed Use: Employment

Site Boundary



Site Specific Policy: E4

Key Development Considerations:

- Provide access from A51
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton (E6)

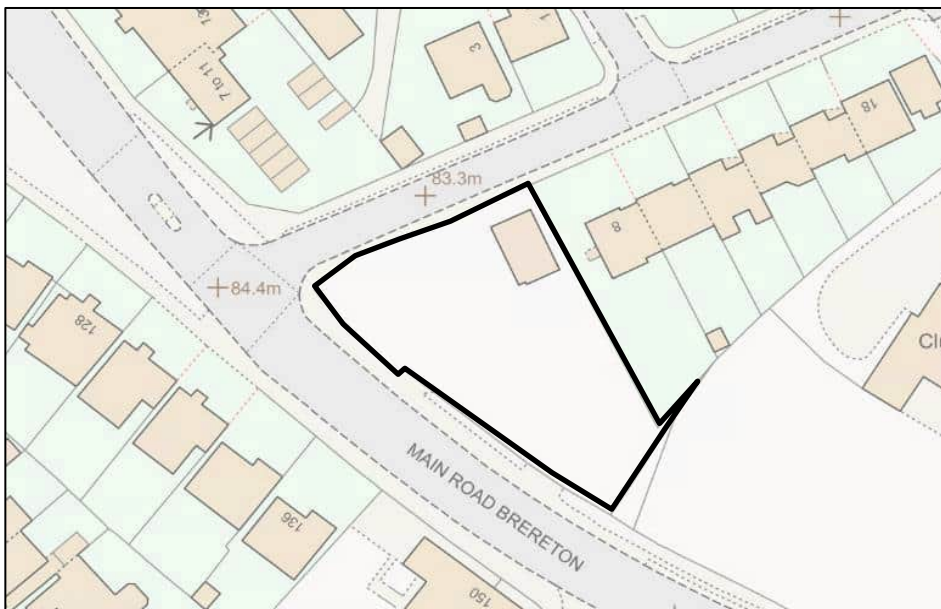
Site Reference: E6

Address: Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton

Site Area (Hectares): 0.14 hectares

Proposed Use: Employment

Site Boundary



Site Specific Policy: E6

Key Development Considerations:

- Provide access from Armitage Lane
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley (E14)

Site Reference: E14

Address: Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley

Indicative Employment Yield:

Site Area (Hectares): 0.55 hectares

Proposed Use: Employment

Site Boundary



Site Specific Policy: E14

Key Development Considerations:

- Provide access from Hayfield Hill
- Existing Forklift truck to be retained
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land Off Norton Green Lane, Norton Canes (E16)

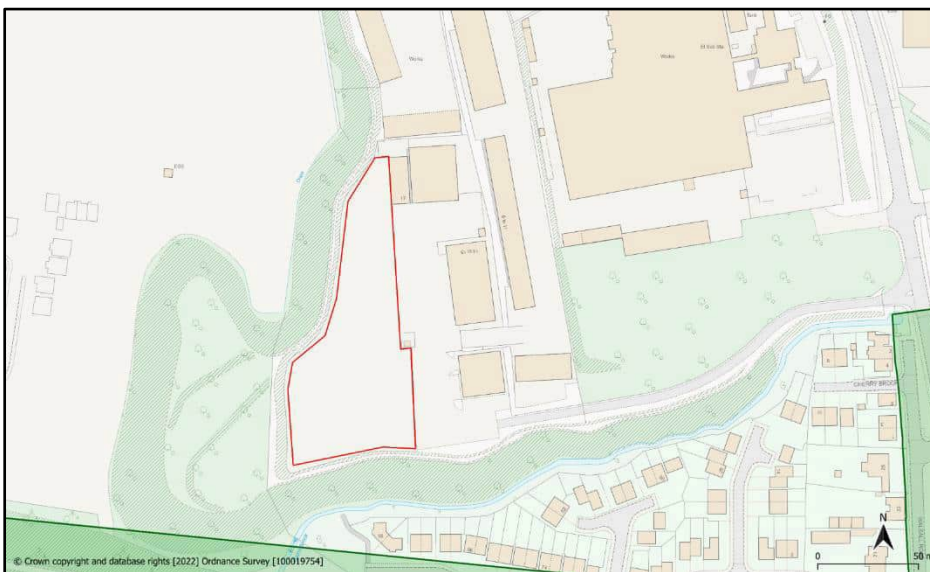
Site Reference: E16

Address: Land Off Norton Green Lane, Norton Canes

Site Area (Hectares): 0.56 hectares

Proposed Use: Employment

Site Boundary



Site Specific Policy: E16

Key Development Considerations:

- Provide access from Walsall Road
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way where appropriate



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Cannock Wood Road, Rawnsley (GT1)

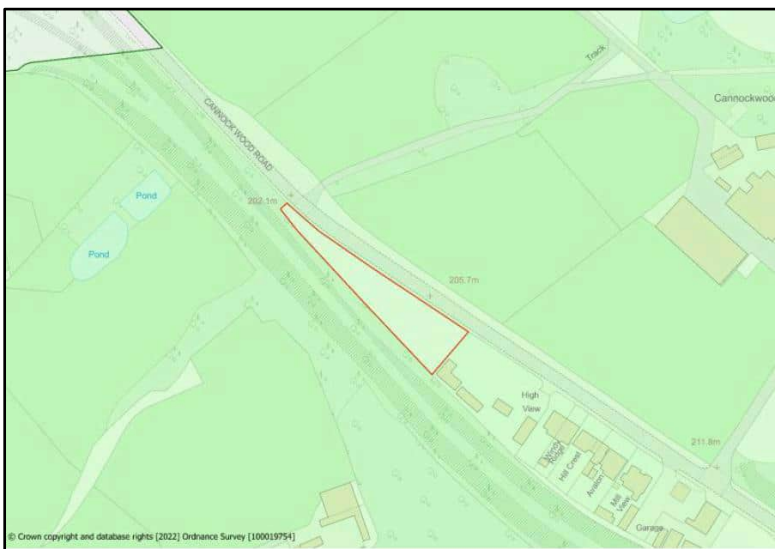
Site Reference: GT1

Address: Land at Cannock Wood Road, Rawnsley

Site Area (Hectares): 0.4 hectares

Proposed Use: Gypsy Pitches

Site Boundary



Site Specific Policy: GT1

Key Development Considerations:

- Provide access from Cannock Wood Road
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity



6. Local Plan Policy Options

Site Allocations

Site Specific Policy - Land at Lime Lane, Little Wyrley

Site Reference: GT2

Address: Land at Lime Lane, Little Wyrley

Site Area (Hectares): 0.13 hectares

Proposed Use: Gypsy Pitches

Site Boundary



Site Specific Policy: GT2

Key Development Considerations:

- Provide access from Lime Lane
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity

Appendices

Delivery

7.1 The delivery of the policies of the Cannock Chase Local Plan by the District Council and its partners will require proactive management and the co-ordinated investment of private and public resources. Delivery progress will be monitored closely through a variety of mechanisms, and will be summarised in the Authority Monitoring Report (AMR) prepared by the District Council.

7.2 Once the Local Plan has been adopted, the AMR will assess the extent to which the Strategic Objectives of the Local Plan are being achieved by monitoring the delivery of the Local Plan policies.

7.3 The Monitoring Framework presented on the following pages includes the proposed Indicators that will be used in the AMR to assess the progress in delivering each Local Plan policy.

Infrastructure

7.4 An important part of Local Plan delivery is enabling infrastructure and investment in the right place, at the right time. This will be achieved by:

- Assessing the needs for infrastructure and investment to enable delivery;
- Co-ordinating the delivery of infrastructure and investment;
- Identifying risks to delivery of infrastructure and investment, and contingencies to deal with those risks.

7.5 A review of the Community Infrastructure Levy will follow the adoption of the Local Plan. The Infrastructure Delivery Plan (IDP) is a supporting document to the Local Plan. It identifies the physical, green and social and community infrastructure that will be required to support the delivery of the Local Plan. The IDP will be published alongside the Pre-Submission (Regulation 19) consultation draft of the Local Plan and subsequently reviewed regularly.

7.6 The Infrastructure Funding Statement (IFS) provides a summary of the financial and non-financial developer contributions (planning obligations) that will be sought by the District Council and its partners to deliver infrastructure. The developer contributions will be confirmed through the Community Infrastructure Levy (CIL) and Section 106 agreements (S106). The IFS will be prepared and subsequently reviewed in accordance with the Regulations.

Appendices

Appendix 1: Monitoring Framework

Monitoring Framework

Policy	Indicator	Target	Data Source
STRATEGIC OBJECTIVE 1: DELIVERING HIGH QUALITY DEVELOPMENT THAT IS DISTINCTIVE, ATTRACTIVE & SAFE			
SO1.1 Protecting, Conserving and Enhancing the Distinctive Local Historic Environment	Adopted conservation documents and condition of registered historic assets and areas.	All conservation areas have completed appraisals and management plans in place and no decline in the condition of designated areas over the plan period. No heritage assets at risk in the District.	Conservation Appraisals and Management Plans (CCDC) Heritage at Risk Register (Historic England) Local List (CCDC) List of important historic buildings in Neighbourhood Plans (Parish Councils or designated Neighbourhood bodies)
SO1.2 Enhancing the Quality of the Built Environment	New developments well designed and maintained	Guidance produced by the Council to support the plan including supplementary guidance and design codes. Neighbourhood Plans adopted with design policies and accompanying guidance.	CCDC and Neighbourhood bodies
SO1.2 Enhancing the Quality of the Built Environment	Community and neighbourhood planning aspirations being addressed	Number of Neighbourhood Plans adopted and Neighbourhood Areas designated. Number of Community Assets designated for protection.	CCDC Planning and Democratic Services
SO1.3 Creating Safe Places which Deter Crime and Reduce the Fear of Crime	Crime and antisocial behaviour trends	A decrease in crime and anti-social behaviour over the plan period.	Police crime data
STRATEGIC OBJECTIVE 2: CREATING COMMUNITY INFRASTRUCTURE AND HEALTHY LIVING OPPORTUNITIES ACROSS THE DISTRICT			
SO2.1 Safeguarding the Provision of New Community Infrastructure	Community facilities retained and/or improved	Retain or replace facilities to maintain provision of community infrastructure and invest in new facilities to meet the needs of new development where this exceeds the capacity of existing facilities.	CCDC Planning Application and Completion records

Appendices

Appendix 1: Monitoring Framework

SO2.1 Safeguarding the Provision of New Community Infrastructure	Access to cultural/formal and informal leisure facilities	Improvements to cultural and leisure facilities that improve access for all users and aim to increase visitor numbers.	CCDC Planning Application and Completion records CCDC Leisure contractor annual/business reports
SO2.2 Safeguarding Health and Amenity	Improved sense of wellbeing	Maintain a general high level of wellbeing in the local population.	Health authority data
SO2.3 Providing Active Leisure and Sport Facilities	Open space targets being met	Maintain and improve access to open space, so that all parts of the District progress towards providing provision to the amount and types of open space recommended in the Open Spaces study.	CCDC Planning/Parks and Open Spaces
SO2.3 Providing Active Leisure and Sport Facilities	Reduce health inequalities gap	Monitor improvements in health and life expectancy rates for adults and children. Improvement and development of sports facilities in the District	Health authority data CCDC Planning/Parks and Open Spaces
SO2.4 Providing Opportunities for Healthy Living and Activity	Active Travel and Sustainable Transport targets being met	Monitor public transport provision to ensure a long term sustainable network is retained in the District. Increase opportunities for active travel including an enhanced provision of walking and cycling routes	CCDC/SCC/Transport providers
SO2.5 Allotments and Community Food Growing	Improved health/longevity of residents.	Aim to increase sport and activity levels and reduce mortality rates from conditions such as cardiovascular diseases. Provision or enhancement of allotment facilities.	Health authority data CCDC Planning/Parks and Open Spaces
STRATEGIC OBJECTIVE 3: PROVIDING FOR HOUSING CHOICE			

Appendices

Appendix 1: Monitoring Framework

SO3.1 Provision for New Homes	Average number of dwellings delivered each year	Monitor number of dwellings completed annually to ensure delivery of Local Plan targets are met during the plan period.	CCDC Planning Monitoring
SO3.1 Provision for New Homes	5 year supply of deliverable housing sites	Aim to deliver a 5 years supply of housing land supply throughout the plan period.	CCDC Planning Monitoring and SHLAA
SO3.2 Housing Choice	The mix of housing size (number of bedrooms) and type (house or flat)	Annual delivery of housing type and size to ensure a balanced supply of housing.	CCDC Planning Monitoring
SO3.2 Housing Choice	Affordable home provision per annum	Delivery of affordable housing completions against targets.	CCDC Housing Strategy
SO3.4 Gypsies, Travellers and Travelling Show People	5 year supply of pitches for Gypsies and Travellers	Aim to deliver a 5 years supply of pitches to meet the identified demand during the plan period.	CCDC Planning Monitoring
STRATEGIC OBJECTIVE 4: CREATING A VIBRANT LOCAL ECONOMY AND WORKFORCE			
SO4.1 Safeguarding Existing Employment Areas for Employment Uses	Protection of existing high quality employment areas	Maintain an adequate supply of employment land over the plan period.	CCDC Planning Monitoring and ELAA
SO4.2 Provision for New Employment Uses	Delivery of new employment land		
SO4.3 Sustainable Tourism and the Rural Economy	Employment profile diversified to address structural issues, namely dependency upon vulnerable industrial and manufacturing sectors	Local and national employment rates.	CCDC Planning Monitoring and ELAA
SO4.4 Live Work Units		Planning permissions for the type and location of new employment developments.	
SO4.5 Provision for Local Employment and Skills	Improvements made towards improved job density in the District	Increase job density rates and reduce dependency on out of work benefits.	National Government data

Appendices

Appendix 1: Monitoring Framework

STRATEGIC OBJECTIVE 5: SUPPORTING THE PROVISION OF SUSTAINABLE TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE			
SO5.1 Accessible Development	Levels of recreational cycling	Maintain and increase levels of recreational cycling.	National Government data
	Number of people killed or seriously injured	Reduce the number of people killed or seriously injured to encourage the use of active travel through safer streets	National Government and Emergency Services data
SO5.2 Communication Technologies	Provision of communications infrastructure to facilitate digital connectivity to business and residential occupiers of major developments.	Ensure strategic communications infrastructure is improved through determination of appropriate infrastructure via the planning system	CCDC Planning Applications Infrastructure Providers
SO5.3 Low and Zero Carbon Transport	Road transport emissions	Reduce per capita road transport emissions	National Government data
SO5.4 Maintaining and Improving the Transport System	Transport Infrastructure identified in the Cannock Chase Integrated Transport Strategy	Monitor planning and delivery of identified projects.	SCC Integrated Transport Strategy CCDC Planning Applications
SO5.5 Hatherton Canal Restoration Corridor	Route protected to safeguard the restoration of the Canal.	Ensure planning decisions actively protect the route of the canal for future restoration.	CCDC Planning Applications
SO5.6 Safeguarding Proposed Recreational Footpath and Cycle Routes	Recreational Footpath and Cycle Routes safeguarded.	Protect routes identified on the Local Plan Map for improvement.	CCDC Local Plan Map CCDC Planning Applications

Appendices

Appendix 1: Monitoring Framework

SO5.7 Parking Provision	Major developments meeting the parking standards set out in the National/Local Design Guide.	Ensure planning decisions take parking needs and demand into account, balanced alongside the need to improve active and sustainable modes of travel.	CCDC Planning Government parking guidance
STRATEGIC OBJECTIVE 6: CREATING ATTRACTIVE TOWN AND LOCAL CENTRES			
SO6.1: Hierarchy of Town and Local Centres SO6.3: Safeguarding Existing Town Centre Services SO6.4: Town Centre Design Guide SO6.5: Cannock Town Centre Redevelopment Areas SO6.6: Rugeley Town Centre Redevelopment Areas SO6.7: Hednesford Town Centre Redevelopment Areas	Secured project delivery in Cannock, Hednesford and Rugeley town centres Additional office floorspace across the District Provision of new guidance	Monitor major project completions and provision/loss of key service infrastructure in the three town centres to plan delivery of services to local people. Monitor office completions/losses across the District, where this is the primary building use. Create Town Centre Design Guidance	CCDC Planning Applications Town Centre Design Guidance National guidance on Design
SO6.2 Thresholds and Impact Tests for Town Centre Services	Comparison and convenience floorspace in Cannock, Rugeley and Hednesford Town Centres	Net increase in comparison and convenience floorspace in Cannock, Rugeley and Hednesford Town Centres	CCDC Planning Applications
STRATEGIC OBJECTIVE 7: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT			
SO7.1 Protecting, Conserving and Enhancing Biodiversity and Geodiversity	The conservation and enhancement of biodiversity over the plan period	% of SSSIs/SACs in favourable condition. Maintaining and enhancing SBIs, priority habitats and species and ecological networks Maintaining Green Flag Awards for Council parks and green spaces.	Natural England CCDC Parks and Open Spaces CCDC Planning Policy Local Plan and Neighbourhood Plans

Appendices

Appendix 1: Monitoring Framework

		Provision of biodiversity report to include a summary of action taken to comply with the biodiversity duty, plan for compliance with biodiversity duty in the next reporting period, and any other information considered appropriate.	CCDC Planning Applications BNG Reports
SO7.2 Biodiversity Net Gain	Delivery of a minimum 10% net gain in biodiversity through development	<p>Management reports for Council owned land and council owned local wildlife sites continue to demonstrate positive management of sites and net gain in biodiversity.</p> <p>Provision of biodiversity to include the actions carried out to meet biodiversity net gain obligations, details of biodiversity net gains resulting, or expected to result, from approved biodiversity gain plans, and how a plan for how biodiversity net gain obligations in the next reporting period will be met.</p>	<p>CCDC Parks and Open Spaces</p> <p>CCDC Planning Policy Local Plan and Neighbourhood Plans</p> <p>CCDC Planning Applications</p>
SO7.3 Special Areas of Conservation (SAC)	Deficiencies addressed in levels of provision of natural green spaces and enhance quality; including the delivery of the SAC Mitigation and Implementation Strategy	<p>Continue to actively manage and provide access to natural green spaces for local residents</p> <p>Ensure SAC governance structures for mitigation remain operational through continued membership of the Cannock Chase SAC Partnership.</p>	<p>CCDC Parks and Open Spaces</p> <p>Cannock Chase SAC Partnership</p>

Appendices

Appendix 1: Monitoring Framework

SO7.4 Protecting, Conserving and Enhancing Landscape Character	Protection of Landscape Character in Planning	Progress on production of evidence base documents that define and assess Landscape Character across the District to aid decision making.	CCDC Planning Policy Local Plan and Neighbourhood Plans
SO7.5 Protecting, Conserving and Enhancing the Cannock Chase National Landscape	Development within the National Landscape	Quantity and type of National Landscape developments within the District.	CCDC Planning Policy Local Plan and Neighbourhood Plans CCDC Planning Applications
SO7.6 Protecting, Conserving and Enhancing the Green Belt	Development within the Green Belt	Quantity and type of Green Belt developments within the District.	CCDC Planning Policy Local Plan and Neighbourhood Plans CCDC Planning Applications
SO7.7 Amendments to the Green Belt	Green Belt amendments in the District	Changes in Green Belt extent monitored annually through Local Plan decisions and approved Planning Applications.	CCDC Planning Policy Local Plan and Neighbourhood Plans
SO7.8 Protecting, Conserving and Enhancing Green Infrastructure	Strategic Green Space Network and green spaces protected in Neighbourhood Plans	Maintain and Improve the Strategic Green Space Network and other connected green spaces	CCDC Parks and Open Spaces Planning Policy Local Plan and Neighbourhood Plans
STRATEGIC OBJECTIVE 8: SUPPORTING A GREENER FUTURE			
SO8.1 Low and Zero Carbon Energy and Heat Production	Contributions made towards national targets for renewable and low carbon energy generation	Planning applications for renewable and low carbon energy generation schemes.	CCDC Planning Applications
SO8.2 Achieving Net Zero Carbon Development	National and local per capita carbon emission reductions through development location and design	Reduction in per capita emissions.	Carbon emission data

Appendices

Appendix 1: Monitoring Framework

SO8.3 Sustainable Design	Design guidance and/or codes to support the plan for future development in the District.	Progress towards producing design guidance and/or codes to support the plan for future development in the District.	CCDC Planning Policy and Local Development Scheme
SO8.4 Managing Flood Risk	Environmental Agency advice on flood risk and pollution hazards	Number of planning applications granted contrary to Environmental Agency advice on grounds of flood risk and pollution hazards minimised	Environmental Agency
SO8.5 Avoiding Air, Water, Soil, Noise and Light Pollution SO8.8 Managing Waste	Contributions made to the achievement of the Staffordshire and Stoke-on-Trent Joint Waste Management Strategy	Increase in recycling rates and decrease in residual waste per household.	Staffordshire and Stoke-on-Trent Joint Waste Management Strategy and monitoring
SO8.5 Avoiding Air, Water, Soil, Noise and Light Pollution SO8.6 Brownfield and Despoiled Land and Under-Utilised Buildings	Levels of pollution, particularly air quality hotspots (including AQMAs) and water quality risks.	Reduction in Air Quality at monitoring stations. Water Quality assessments show an improvement. Number of sites identified as contaminated land within the district. Brownfield Land availability.	CCDC Environmental Health Air Quality and Contaminated Land Reports Environment Agency and Water Company Reports CCDC Planning Policy Brownfield Land Register
SO8.7 Safeguarding Mineral Reserves	Contributions made to the achievement of the Staffordshire and Stoke-on-Trent Joint Minerals Plan	Ensure delivery of planning permissions for Minerals facilities in appropriate locations and protect minerals safeguarding areas where appropriate.	Staffordshire and Stoke-on-Trent Joint Minerals Plan and monitoring

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
Active frontages		An active frontage means that buildings have ground (and sometimes upper) floors with windows and doors facing onto the street, creating interest and activity.
Air Quality Management Area	AQMA	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines
Local Air Quality Action Plan		A plan to tackle air pollution, particularly focused on AQMAs designated within a local authority.
Area Action Plan	AAP	An optional Development Plan Document. It is aimed at establishing a set of proposals and policies for the development of a specific area (such as a town centre or an area of new development).
Authority Monitoring Report	AMR	An annual report produced by the local authority that monitors the effectiveness of Local Plan policies e.g. number of new houses built, amount of new open spaces.
Birmingham City Council		The local Government body responsible for managing the City of Birmingham, including the Planning services.
Brownfield Land		Brownfield (also known as Previously Developed Land) is Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Brownfield Development		Site available for re-use which has been previously developed and is abandoned or underused.
Brownfield Land Registers		Registers of previously developed land that local planning authorities consider to be appropriate for residential development,
Building Better Building Beautiful Commission		An independent body that advised government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods
Call for Sites		The process of collecting and collating information on potential development sites.
Cannock Chase District Council	CCDC / CCC	The Local Planning Authority for Cannock, Rugeley, Hednesford, Norton Canes and neighbouring villages.
Community Infrastructure		The facilities and services – including education, transport, health, emergency services, leisure and sports – that are needed to support new homes and businesses.
Community Infrastructure Levy	CIL	A charge on new developments that can be levied by local authorities (or other authorities with charging powers e.g. Mayor of London) to fund infrastructure projects. The

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
		charging rates are set locally and vary from one area to another e.g. on the types of development charged and the value of those charges. In Cannock Chase, the charges are currently £40 per sqm for residential development and £60 per sqm for out of town and all large foodstore retail development (subject to increases due to indexation).
Comparison		Comparison goods relate to items not obtained on a frequent basis, these include clothing, footwear, household and recreational goods.
Conservation Area		Protected areas of special architectural or historic interest.
Conservation Area Management Plans		Plans that set out how Conservation Areas should be managed to protect their historic assets and integrity.
Convenience		Convenience goods relate to everyday essential items including confectionary, food, drinks, newspapers and magazines.
County Council	CC	The upper tier of two-tier authorities covering a county wide area.
Density		The amount of development that a site can accommodate (often measured in dwellings per hectare for residential development)
Dwellings Per Hectare	DPH	Unit of land measurement relative to the amount of dwellings it could accommodate.
Design Supplementary Planning Document	Design SPD	A document providing additional planning information and guidance on design issues for development in Cannock Chase District.
Development Plan Document	DPD	Sets out the Local Planning Authority's policies and proposals for the development and status of land. It can include a Local Plan, Site Allocations and Area Action Plan documents amongst others.
Developer Contributions and Housing Choices SPD		A document providing additional planning information and guidance on developer contributions and housing provision within Cannock Chase District.
District Council	DC	The lower tier of two-tier authorities, responsible for local services.
Duty to Cooperate		This is a legal test that requires cooperation between local planning authorities and other public bodies to ensure Local Plan policies effectively address strategic issues e.g. infrastructure, housing. It is separate from but related to the Local Plan test of soundness.
Economic Development Needs Assessment	EDNA	An assessment of the amount and type of employment land required in the District, taking into account a range of factors including the existing and potential future economic trends in the District and several forecast models for future needs.
Employment Land Availability Assessment	ELAA	A database of sites put forward by stakeholders including the Council and land owners to be assessed for their suitability for future employment uses.

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
The Government White Paper 'Planning for the Future'	The White Paper	Planning consultation document which proposes reforms of the planning system to streamline and modernise the planning process.
Greater Birmingham & Black Country Housing Market Area	GBBCHMA	A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the links between places where people live and work. This HMA is based on the wider Birmingham & Black Country (Dudley, Sandwell, Walsall, Wolverhampton) area.
Greater Birmingham and Solihull Local Enterprise Partnership	GBSLEP	The Local Enterprise Partnership (see definition below) for this area, covering a number of local authorities including Cannock Chase District.
Green Belt		A policy and land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighbouring urban areas.
Green Belt Review		A process that sets out the methodology and mechanism for potential possible alterations to the Green Belt boundaries.
Green Space of High Value to Adjacent Urban Communities		A network of linked green infrastructure within Cannock Chase District that links urban areas to the countryside.
Gross Value Added	GVA	The value generated by any unit engaged in the production of goods and services. GVA per head is a useful way of comparing regions of different sizes.
Gypsy, Traveller and Travelling Showpeople	GTTS	National Planning Policy defines 'Gypsies and Travellers' as 'persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group or travelling showpeople or circus people travelling together as such'. 'Travelling Showpeople' are defined as 'members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and travellers as defined above'.
Gypsy, Traveller and Travelling Showpeople Accommodation Assessment	GTAA	An assessment of the accommodation needs of gypsy, traveller and travelling showpeople for the plan period. This is then used to identify how many new sites may be needed for such accommodation in the District.
H1		A monitoring period for the first half of the year, January to June.

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
Habitats Regulation Assessment	HRA	The Habitats Regulations Assessment is a tool to identify whether there are likely to be any harmful effects from minerals and waste policies and development proposals on internationally important nature sites. The HRA considers how significant any impacts are likely to be, and identifies whether they can be reduced (mitigated) to protect these sites or whether it is not possible to offset any likely adverse effects. Internationally important nature sites include Special Areas of Conservation (SAC) which have important habitat features and Special Protection Areas (SPAs) which relate to important bird populations (both of which form the national site network) and Ramsar sites which are internationally important wetlands.
Hectare	HA	A unit of land measurement.
Housing and Planning Act 2016		An Act of Parliament that introduced changes to housing policy and the planning system.
Housing Delivery Test		An annual test (by central Government) of the extent to which a local authority is meeting its local housing requirements. Where the amount of new homes being built does not meet requirements there are different penalties dependent upon the level of under delivery.
Housing Needs Assessment		An assessment of the amount and type of housing accommodation required in the District, focused particularly upon affordable needs.
Indoor and Outdoor Sports Facilities Assessment		An assessment of the current quantity and quality of the local authority areas' facilities and an assessment of the future needs for indoor and outdoor sports provision (in quantity and quality terms), taking account of future population changes.
Industrial Strategy		A strategy document which aims to boost productivity by backing businesses to create good jobs and increase the earning power of people throughout the UK with investment in skills, industries and infrastructure
Infrastructure Delivery Plan	IDP	A plan to identify and aid implementation of the necessary social, physical and green infrastructure required to create sustainable communities.
Imperative reasons of overriding public interest		Imperative reasons of overriding public interest include: <ul style="list-style-type: none"> • the requirement to maintain the nation's health, safety, education, environment (sustainable development, green energy, green transport); • complying with planning policies and guidance at a national, regional and local level; • requirements for economic or social development (Nationally Significant Infrastructure Projects, employment, regeneration, mineral extraction, housing, pipelines, .etc.)
Landscape Character Assessment		A detailed study that analyses and sets out different types of landscape within an area and their historical context.
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
		creating or improving the conditions for economic growth in an area.
Local Design Guides		A set of design requirements that provide specific, detailed parameters for the physical development of a site or area.
Local Green Space	LGS	Local Green Space designation is a way to provide special protection for green areas of particular importance to local communities.
Local List		A list of buildings or sites that make a positive contribution to an areas character. These may not be nationally designated.
Local Nature Reserve	LNR	Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally. There are over 1280 LNRs in England covering almost 40,000 ha
Local Plan		A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004 . A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority	LPA	The authority responsible for planning functions within a District, County or any other type of administrative area.
Local Plan (Part 1)	LPP1	The adopted 2014 Development Plan Document that sets out the strategic planning policies and context for Cannock Chase District.
Mineral Consultation Area		A geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development.
Mineral Safeguarding Areas		An area of land protected from development due to the presence of minerals within a site that could be required for future extraction.
Minerals Plan		A planning document that sets out future minerals needs within an area and protects mineral extraction sites to meet that demand.
Mitigation and Implementation Strategy		A framework that aims to provide protection against a potential threat and provide practical solutions or alternatives to solve the problem.
The National Design Guide		This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
National Landscape		A statutory National Landscape designation to provide special protection to defined areas of natural beauty.
National Planning Policy Framework	NPPF	This document sets out the Governments planning policies for England and how they should be applied.
National Planning Practice Guidance	NPPG	The Government planning advice that accompanies the National Planning Policy Framework.
Nationally Described		This sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
Space Standards		areas and dimensions for key parts of the home.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a designated Neighbourhood Area.
Open Space Assessment		An assessment of the current quantity and quality of the local authority areas' open spaces and an assessment of the future needs for open space provision (in quantity and quality terms),
Parking Standards, Travel Plans and Developer Contributions for Sustainable Transport SPD		A document providing additional planning information and guidance on transport related matters within Cannock Chase District.
Playing Pitch Strategy & Action Plan		The document provides guidance and support to local authorities who are looking to understand and assess the need for playing pitches and improve provision.
Policies Map		A map that shows the location of planning designations, which are usually also set out in written planning policies.
Partner Authorities		The Government bodies working together as a team on a contract or project.
Retail and Leisure Study		A study on retail and leisure uses within Cannock Chase District, including existing and future capacity.
Safeguarded Land		Land that is protected for a specific future, often longer term, land use.
SAC Zone of Influence		An area within which new residential development must provide mitigation measures to avoid harm to Cannock Chase Special Area of Conservation.
Self Build Register		A register of people who are interested in building their own dwelling within Cannock Chase District.
Self Build and Custom Housebuilding Act 2015		An Act of Parliament that sets out legislation on self build and custom house building.
Site Assessment Matrix		A framework for assessing whether a site is suitable for a proposed use or designation.
South Staffordshire District Council	SSDC	The Local Planning Authority for South-West Staffordshire. It covers areas including Great Wyrley, Cheslyn Hay and Huntington.
Special Area of Conservation	SAC	Special Areas of Conservation (SACs) are protected sites designated under the Conservation of Habitats and Species Regulations 2017 (as amended). They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
Stafford Borough Council	SBC	The Local Planning Authority for the Stafford area. It includes the northern part of Cannock Chase National Landscape, Brocton and Great/Little Haywood.

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
Staffordshire County Council	SCC	The upper- tier in a two tier Local Authority system County wide Planning Authority for Highways, Minerals and Waste planning matters.
Statement of Community Involvement	SCI	A statement of how Cannock Chase Council will consult the local community when preparing planning documents and consulting on planning applications.
Strategic Flood Risk Assessment and Water Cycle Study	SFRA/WCS	SFRA – An assessment of flood risk across the District taking into account the most up to date data on flooding from various sources e.g. rivers and surface water. WCS- An assessment of water resources across the District to identify if there is sufficient supply to support future developments and/or what upgrades to infrastructure may be required.
Strategic Housing Land Availability Assessment	SHLAA	A database of sites put forward by stakeholders including the Council and land owners to be assessed for their suitability for future residential uses.
Stoke-on-Trent & Staffordshire Local Enterprise Partnership	SSLEP	The economic body for the Staffordshire County Council and Stoke On Trent Government areas. See LEP definition.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental, and social effects of a plan.
Town and Country Planning Regulations 2012		Regulatory framework
Town Centre Services		Commercial, Business and Service' (Class E), Learning and Non-Residential Institutions' (Class F1), Local Community' (Class F2) Uses, Hotels (Class C1); drinking establishments, hot food takeaways, cinemas, concert halls, dance halls and bingo halls.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Appendices

Appendix 2: Glossary

Phrase	Abbreviation	Definition
Viability Assessment		An assessment of whether or not development is likely to be financially viable, taking into account a range of relevant factors including land values and costs, development costs, financing costs and developer profit. These assessments can be undertaken at a Local Plan level (i.e. how will Local Plan policies affect the financial viability of developments in the District generally) and at a site-specific/development level.
West Midlands Combined Authority	WMCA	A recently constituted authority formed of local authorities and Local Enterprise Partnerships (LEPs) chaired by the Mayor for the West Midlands. It enables the transfer of powers on decision making and funding from central Government to the West Midlands on specified areas (as set out within devolution agreements) e.g. transport, housing.