

Neighbourhood Plan

2017-2028



Hednesford Town Council



tomorrow's plan **today**

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Staffordshire University Academy

1

The Neighbourhood Plan: Our story so far

TIME

VOTE

1 - The Neighbourhood Plan: Our story so far

Because we know our residents care about their town, they relished the opportunity to have a say in its future.

We asked for views on:

how it is developed

what features should be preserved

where public money should be invested to make it a better place for those who live and work here

This was thanks to a new type of planning document, introduced by The Localism Act 2011, which can be used by town and parish councils to involve the community in decisions to help shape the future of their area.

A Neighbourhood Plan is adopted following:

CONSULTATION

Members of the community were asked to share their opinions on policies that affect the town. Responses are now incorporated. Further opportunities to comment will arise during the examination.

A REFERENDUM

Local people will vote in a referendum to state whether they agree with the proposals outlined in this document.

RESULT

If the Neighbourhood Plan is supported, it will become part of the statutory Development Plan along with the Local Plan.

Hednesford Town Council (HTC) is the body legally responsible for producing a Neighbourhood Plan.





2

Why have a Neighbourhood Plan for Hednesford?

2 - Why have a Neighbourhood Plan for Hednesford?

Hednesford is growing and changing and the town council want to ensure that developments within the town are:

- Completed with the community's best interests at heart
- Meeting the needs of local people
- Respecting the heritage of the town

Some of the major changes in recent times include:

New housing developments to the west of Pye Green Road and in Pye Green Valley, which will result in a large growth in population in the next 5 to 10 years.

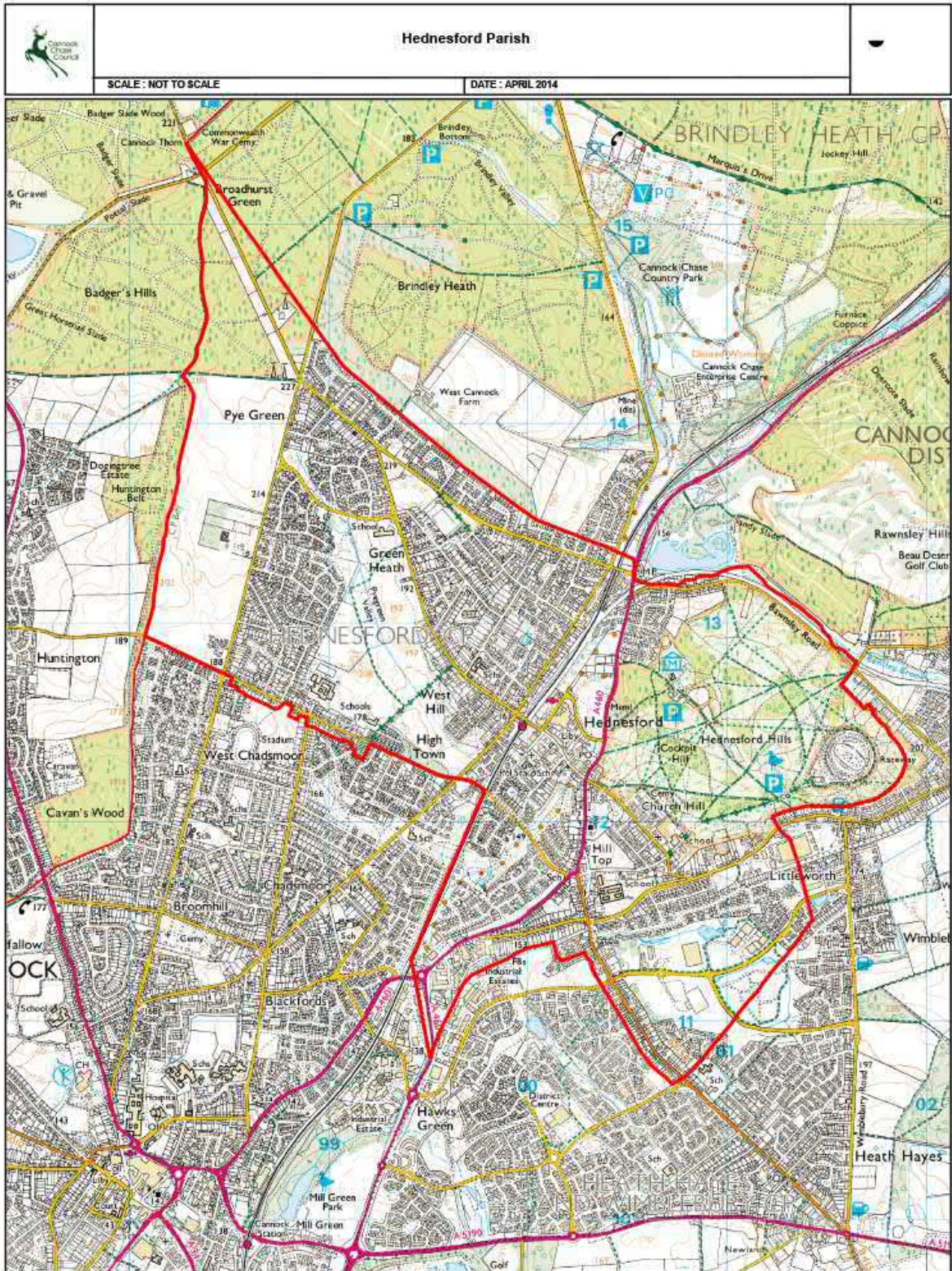
Major new shopping developments on Rugeley Road and in Victoria Street, which have substantially increased the choice of shopping facilities in the town.

These changes will have a significant impact on the area and Hednesford Town Council believe it is important to implement a Neighbourhood Plan to ensure the following:


- Better parking provision particularly around Hednesford station, to accommodate increased commuter traffic.
- The original town centre in Market Street is supported, and retains a viable range of smaller shops and services.
- Recognising and preserving the Victorian and Edwardian heritage and character of the town.
- Small scale open spaces within housing estates are preserved and maintained.
- Necessary environmental improvements are documented and tackled.
- Consideration given on a site by site basis to types of housing built on smaller sites with potential for housing development in order to meet specific needs of local people.



Hednesford Parish Neighbourhood Plan area



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 Boundary of Town Council Area and Neighbourhood Plan Area

3 - Hednesford Timeline

1500s

Hednesford begins as a small agricultural settlement located around where the Riddings Brook crosses Hill Street, close to the junctions with Littleworth Road and Lower Road

1500s

Cross Keys Farmhouse built - now a Grade II listed building

1746

The Cross Keys Inn built - now a Grade II listed building

1800s

Rise of the coal mining industry results in major growth in Hednesford

1831

Former home of Edmund Peel, 3rd son of Sir Robert Peel, converted to Anglesey Hotel

1850

Hednesford Hills is known for racehorse training with 6 racing stables in the area

1859

Hednesford railway station and line opened

1868

Parish church built

1850 - 1930

West Hill, Greenheath Road and Church Hill housing developments built and cottages at Pye Green

1870s

Market hall and shops built

1879

South Staffs Waterworks Company reservoir built on Hednesford Hills

1880

Football club formed

1885

Salvation Army Citadel dedicated by General Booth

1904

Hednesford Town FC move to football ground behind the Cross Keys Inn

1907, 1910, 1933

Grand national winners connected to Hednesford!

1922

War memorial built on Hednesford Hills

1931

Hednesford Park opened

1952

Former reservoir on Hednesford Hills converted to motor racing venue

1958

Cannock Chase designated as an Area of Outstanding Natural Beauty

1960s

Pye Green Community Centre built

1965

Train service from Birmingham to Rugeley closes

1970s & 80s

Major land reclamation schemes following the pit closures create new open spaces and land for housing and new businesses

1978

Co-op opens in Anglesey Street

1989

Train service from Birmingham to Hednesford re-instated

1995

Hednesford Town FC relocated to a new stadium

1997

Train service expands to Rugeley Trent Valley

2005

New multi-practice health centre opens in Station Road

2011

Opening of The Lightworks in Market Street

2012

Pye Green Community Centre extended & refurbished

2013

Development of Chase Gateway and Victoria Shopping Park

2015

Opening of new tennis courts and play area in Hednesford Park

2016

Opening of new pavilion and skate park in Hednesford Park

2017

Completion of all-weather pitch, Bradbury Lane

4

**Statutory
requirements relating
to content of the plan**

4 - Statutory requirements relating to content of the plan

Statutory requirements relating to content of the plan

The Localism Act 2011 requires Neighbourhood Plans to meet some basic conditions, as set out in Paragraph 8 (2) of Schedule 4B of the Town and Country Planning Act 1990, which are:

- Have regard to national policies and advice in guidance issued by the Secretary of State.
- Contribute to the achievement of sustainable development.
- Be in general conformity with the strategic policies in the Development Plan for the area.
- Be compatible with European Union (EU) and European Convention on Human Rights (ECHR) obligations.

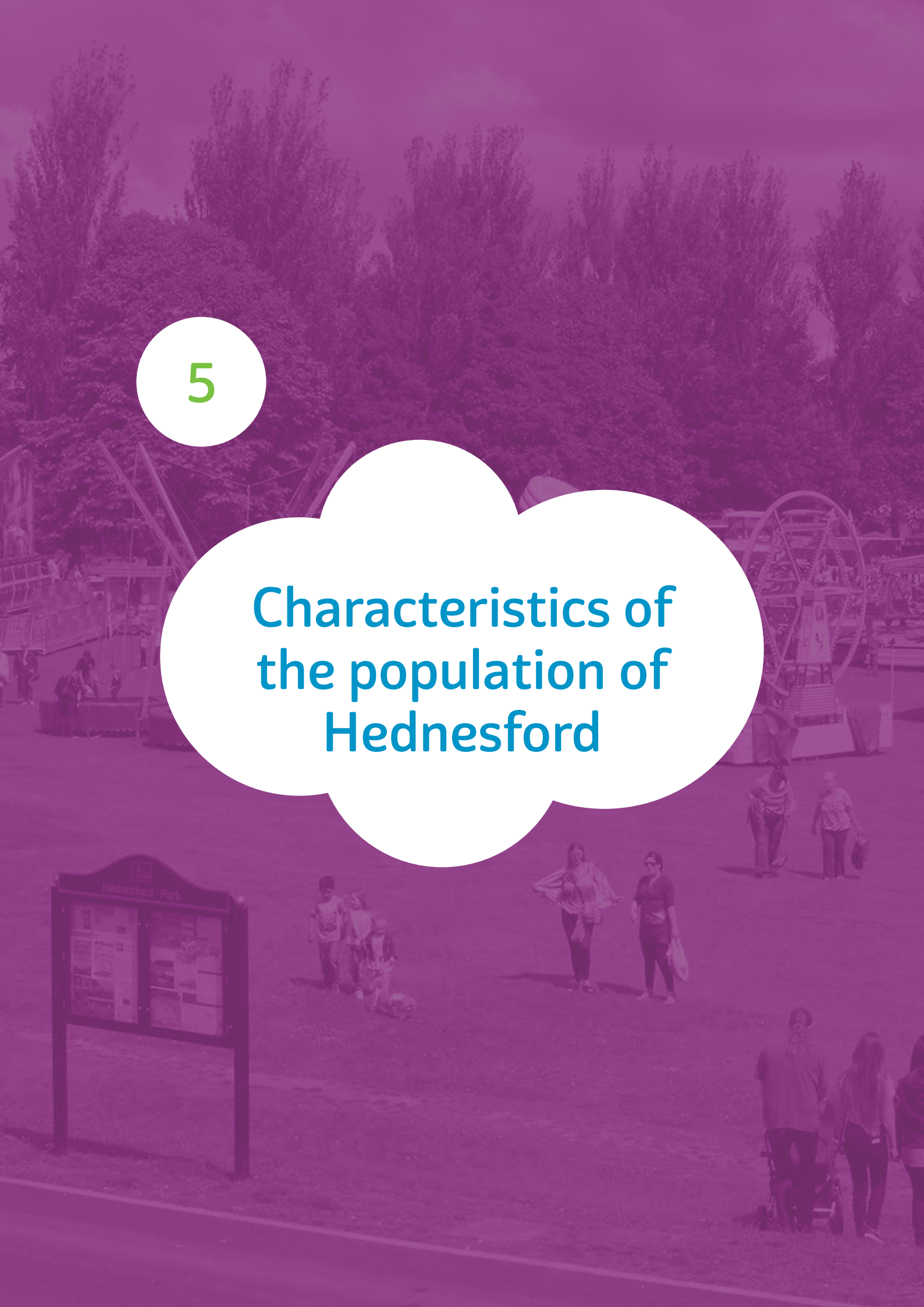
More details on the procedures to be followed are contained in the Neighbourhood Planning Regulations 2012.

See Section 16 - references/sources pages 81 to 95 for further details on the planning policy context of the Hednesford Neighbourhood Plan.



5

Characteristics of the population of Hednesford



5 - Characteristics of the population of Hednesford



Hednesford town comprises three wards:

PYE
GREEN

WEST HILL

ANGLESEY

However, population statistics produced from the 2011 census and later annual mid-year estimates relate to the District Wards of Hednesford North, Hednesford South and Hednesford Green Heath.

Hednesford North extends into the parish of Brindley Heath, including the housing estate west of Brindley Valley Road (comprising properties on Brindley Heath Road, Bramble Drive, Edison Close, Brindley Crescent, Bracken Close and Marconi Place) and small numbers of dwellings east of Rugeley Road and north of Rawnsley Road. Statistics relating to Hednesford North include the numbers and characteristics of people living in these locations.

Total population of all three wards in 2001 census

16,961



Total population of all three wards in 2011 census

17,343



Total population of all three wards in 2014 mid-year estimate

17,400



5 - Characteristics of the population of Hednesford

Trends in the age structure of the population of all three wards shows :

An increase in the percentage of residents over the age of 65

A reduction in the percentage of residents under the age of 16

Residents in the 16 to 65 age group have remained stable

Ethnicity remains predominantly White British at over 96% and 97% across all three wards

One person households in 2011:

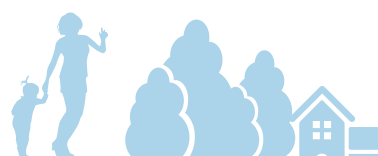
over 30%
in Hednesford
North

21% in
Hednesford
South

21% in
Hednesford
Greenheath

The main implication of the trend in age structure and the number of single person households is the need to provide appropriate housing for the elderly.

Single person households aged 65 and over exceeded 10%.



5 - Characteristics of the population of Hednesford

Employment sectors:



The extent of commuting to work out of the area is evidenced by the fact that the workday population declines:



The percentage of residents reporting bad or very bad health at the time of the 2011 census :

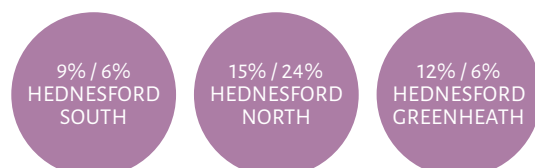


Housing profile

Owner occupied



Privately rented and social rented



6

Vision for Hednesford

The Hednesford Neighbourhood Plan aims to promote and support development to meet the needs and aspirations of the present and future community of Hednesford, whilst ensuring that environmental change respects the heritage of the area, as evidenced by its buildings of distinctive character and precious open spaces.

Neighbourhood Plan Mission Statement

“ Our Neighbourhood Plan gives the people of Hednesford a chance to have their say, shaping their community for the future.

We're proud of our heritage and want to ensure our town continues to thrive for generations to come. ”



7

Key issues and opportunities

7.1 Two strategic elements of the Cannock Chase Local Plan have had, or will have, a major impact on the town:

The population of Hednesford is expected to grow by approximately 15% (3,000 people) because of housing developments under way, and planned within the next 10 years.

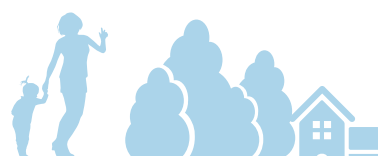
Housing developments include:

- Pye Green Valley - 420 dwellings are planned to be built over the next 6 to 7 years together with the opening of the new distributor road linking Greenheath Road with Cannock Road/Stafford Lane at Hightown and provision of children's play facilities.
- Land west of Pye Green Road and north of Limepit Lane has potential for the construction of up to 900 dwellings over the next 10 years.

7.2 The recently completed town centre redevelopment in Victoria Street and off Rugeley Road has delivered all of the planned growth in retail floorspace for Hednesford identified in the Local Plan. This has created a need to effectively integrate the different shopping areas, creating better links between Market Street and Victoria Street for the benefit of the centre as a whole.

7.3 All the infrastructure associated with these schemes, including highway improvements, a new primary school and public open spaces are provided for under the terms of S106 agreements completed between the District, County Councils and the developers.

7.4 Section 106 of the Town and Country Planning Act 1990 makes provision for developers to commit to funding or direct provision of infrastructure, the need for which arises from the impact of their development to make it compliant with planning policy.



7 - Key issues and opportunities

7.5 Community Infrastructure Levy (CIL) is a new form of funding for infrastructure which is needed to respond to demands placed on local areas as a result of new development. It partly replaces the system of S106 agreements. Currently, in Cannock Chase District CIL funds are collected from some new housing and retail developments and a proportion of these funds are required to be passed to parish and town councils, which have a broader remit for use of CIL funds to include any purpose which responds to demands placed on a local community as a result of development.

7.6 Hednesford Town Council has identified a number of key issues and opportunities arising from these developments, however, which it believes are important to the future planning of Hednesford.

- A Enhance the core of the town centre on Market Street to enable it to function as a vibrant and viable centre for local shopping, financial and professional services and leisure uses including eating out and socialising.
- B Develop areas of underused and unattractive land between Market Street and Victoria Street, opened up to view by the re-alignment of Victoria Street, to enhance the town centre and improve links between Market Street, the new retail developments, the park and Hednesford Hills. This could possibly include tourist accommodation to enable the town to function as a gateway to Cannock Chase.
- C Improve the public realm of Market Street, in particular the car park at the rear of the Co-op and the land between the boundary of this car park and the railway station, in order to provide an attractive gateway to the town.
- D Provide a larger taxi rank to serve the town and railway station.
- E Plan for additional car parking to cater for the growth in commuting by train.



7.7 In relation to the wider area of the town as a whole, the following matters are considered to be relevant topics for inclusion in the Neighbourhood Plan:

- A** Identify buildings that are important to the character of the area, and examine ways of retaining them in the town, including the feasibility of alternative uses to enable long-term retention.
- B** Support the retention of assets of community value such as pubs.
- C** Support the expansion and/or redevelopment of existing businesses outside the town centre, particularly within established industrial estates. This would be subject to appropriate environmental controls and provision of satisfactory parking and servicing arrangements.
- D** Ensure small areas of public open space which are valued by the community, particularly those below the scale identified to be protected as Greenspace Network on the Local Plan Policies Map, are retained for the benefit of the local community and enhanced when opportunities arise.
- E** The District Council in consultation with landowners and developers identifies sites with potential for housing development, to ensure a continuous supply of land to deliver the required numbers of dwellings proposed in the Local Plan via an annual Strategic Housing Land Availability Assessment (SHLAA). The latest SHLAA statistics are summarized in section 16. The Town Council wishes to enable the development of small scale housing schemes on SHLAA sites which currently do not have the benefit of planning permission and windfall sites within existing housing areas. The Town Council wishes to ensure that development of these sites respects the scale and character of the locality and contributes to meeting local housing need, particularly for the elderly.



7 - Key issues and opportunities

- F** Identify specific character areas outside the town centre, particularly those where Victorian/Edwardian design and layout characteristics predominate, and ensure that any new development in these areas meets design criteria which respect the historic character.
- G** Arising from the consultation on the Plan, matters relating to the Area of Outstanding Natural Beauty and public rights of way are now included.



8

Policies and proposals

8 - Policies and proposals

8.1 These are the policies and proposals which the Town Council is seeking to take forward to address the issues identified above.

Hednesford
Town Centre
Policies

Open
Spaces

Public
Rights
Of Way

Built
Environment

Housing
Development

Industrial/
Business
Parks



9

Hednesford Town Centre Policies



Issues, opportunities and evidence

- 9.1 The major new retail and leisure development completed since 2012 on two sites on the edge of the town centre has already been described on page 11.
- 9.2 Investment in the core of the historic town centre comprising Market Street extending from the railway bridge to the junction with Rugeley Road has, in recent years, been limited to three developments
- The extension/conversion of the former Lucas Lighting Factory to the Light Works mixed use retail, food and drink and residential development.
 - The redevelopment of the corner of Market Street/Rugeley Road to create 5 retail units with residential/business/storage space above as part of the larger Chase Gateway retail/leisure development.
 - The refurbishment and conversion of Anglesey Lodge to a Wetherspoons public house.
- 9.3 The core of the original centre in Market Street largely comprises of locally and independently owned retail businesses with few national chains represented.
- 9.4 The size of the centre makes it unlikely that this will change, so the Town Council believes it is important to encourage additional footfall into Market Street to support local businesses and minimize the number of vacant units.
- 9.5 Some initiatives, such as publicity and events, are beyond the scope of this Plan - but some funding is available under the terms of planning obligations (S106 agreements) completed in connection with the major retail/leisure schemes to support such activities.



9 - Hednesford Town Centre Policies

- 9.6 There are, however, planning policies which can be proposed to help maintain the character of Market Street and enhance its vitality and viability as a shopping/leisure destination. Primarily to take advantage of the additional potential footfall attracted by the major redevelopment schemes on Victoria Street/Rugeley Road and the planned major growth in housing development to the north of the town.
- 9.7 Taking a flexible approach to changes of use of ground floors on Market Street, provided that proposed uses will attract footfall, is considered to be an appropriate response.
- 9.8 There are many attractive buildings in Market Street dating from the Victorian/Edwardian period which, in the District Council's Design Supplementary Planning Document are recognised as providing a positive character to the street. The detailed features of particular interest on these buildings include patterned brickwork, tiling, dentil and string courses of brickwork, other brickwork and stone detailing, jettied bay windows, oriel windows, sash windows and original shop front details. However some are in need of maintenance/refurbishment and some original features have been lost as a result of inappropriate alterations.
- 9.9 Retaining the character of Market Street is an important element of securing the ongoing vitality and viability of the centre, because it is this character which gives Market Street its unique appeal.
- 9.10 A list of the key buildings which make the major contribution to the character of the street is set out in appendix 4 (pages 57-58).



9 - Hednesford Town Centre Policies

- 9.11 There are areas of land between Market Street and Victoria Street which are underused and unattractive which detract from the overall appearance of the enlarged centre. The realignment of Victoria Street has opened up views into these backland sites.
- 9.12 Another area of unattractive and underused land is situated on Cardigan Place between Market Street and the Rugeley Road car park. These sites are within the town centre boundary identified on the Local Plan Policies Map. The development of these areas of land, with appropriate uses in a way which would encourage people to access Market Street, would benefit the centre and improve the local environment.
- 9.13 In addition, the approach to the centre from the railway station, particularly the land between the southbound platform and the car park together with the embankment, is currently unattractive. Environmental improvements are needed to enhance the experience of visitors accessing the area by train and there may be an opportunity to enlarge the car park.
- 9.14 Car parking has been identified by local traders as an issue with the main surface car park between the Co-op store and the station often being full, partly with train commuters' vehicles, in addition to the station car park further to the west on Anglesey Street.
- 9.15 The current taxi rank in Anglesey Street is small and congested. The potential for relocation as part of improvements to the station car park should be investigated. Hednesford is the nearest town to Cannock Chase and could function better as a gateway for visitors with provision of tourist accommodation in or near to the town centre, which would also have potential to encourage more footfall in the centre.
- 9.16 There are several poor quality buildings around the junction of Cannock Road/Station Road and Greenheath Road which include a mix of retail and service uses but this area no longer functions as part of the town centre. These include numbers 427-433 which have recently been partially demolished and 437 to 445 Cannock Road of which numbers 427 to 433 are currently vacant. Some of these properties include substantial areas of land to the rear which provide significant potential for redevelopment.



9 - Hednesford Town Centre Policies

- 9.17 To enhance the approach to the town from this direction a comprehensive approach to re-development of these sites is considered to be appropriate. As the sites are detached from the town centre, redevelopment for residential purposes is considered to be the most appropriate land use. This form of development would meet the aims of the emerging national policy of focusing high density residential development close to transport hubs as the area is within easy walking distance of the railway station and well served by buses.
- 9.18 Completed S106 agreements relating to the recent major retail developments which have been completed in Hednesford make provision for funding to support the town centre.
- 9.19 The site of 419 to 435 Cannock Road has had planning permission for the erection of 25 flats and 2 bungalows. However, by possibly incorporating adjacent land, the developer has been asked to consider the potential of providing specialist housing for the elderly including communal facilities, as there is currently no development of this type in Hednesford to respond to the demands arising from an ageing population.



9 - Hednesford Town Centre Policies

9.20 Any development which results in a net increase in dwellings in the Neighbourhood Area will be required to mitigate for its impact on the Cannock Chase Special Area of Conservation (SAC) in accordance with Policy CP13 of the adopted Local Plan Part 1 in accordance with the provisions of the policy and associated guidance, or any replacement policy associated with a review of the adopted Local Plan. The main impact is additional visitor pressure on the integrity of the heathland habitat and mitigation will also be required for some types of visitor accommodation e.g. hotels. The normal method of securing appropriate mitigation is either via completion of a Planning Obligation (S106 agreement or unilateral undertaking) prior to the grant of planning permission, or with use of Community Infrastructure Levy (CIL) funding.



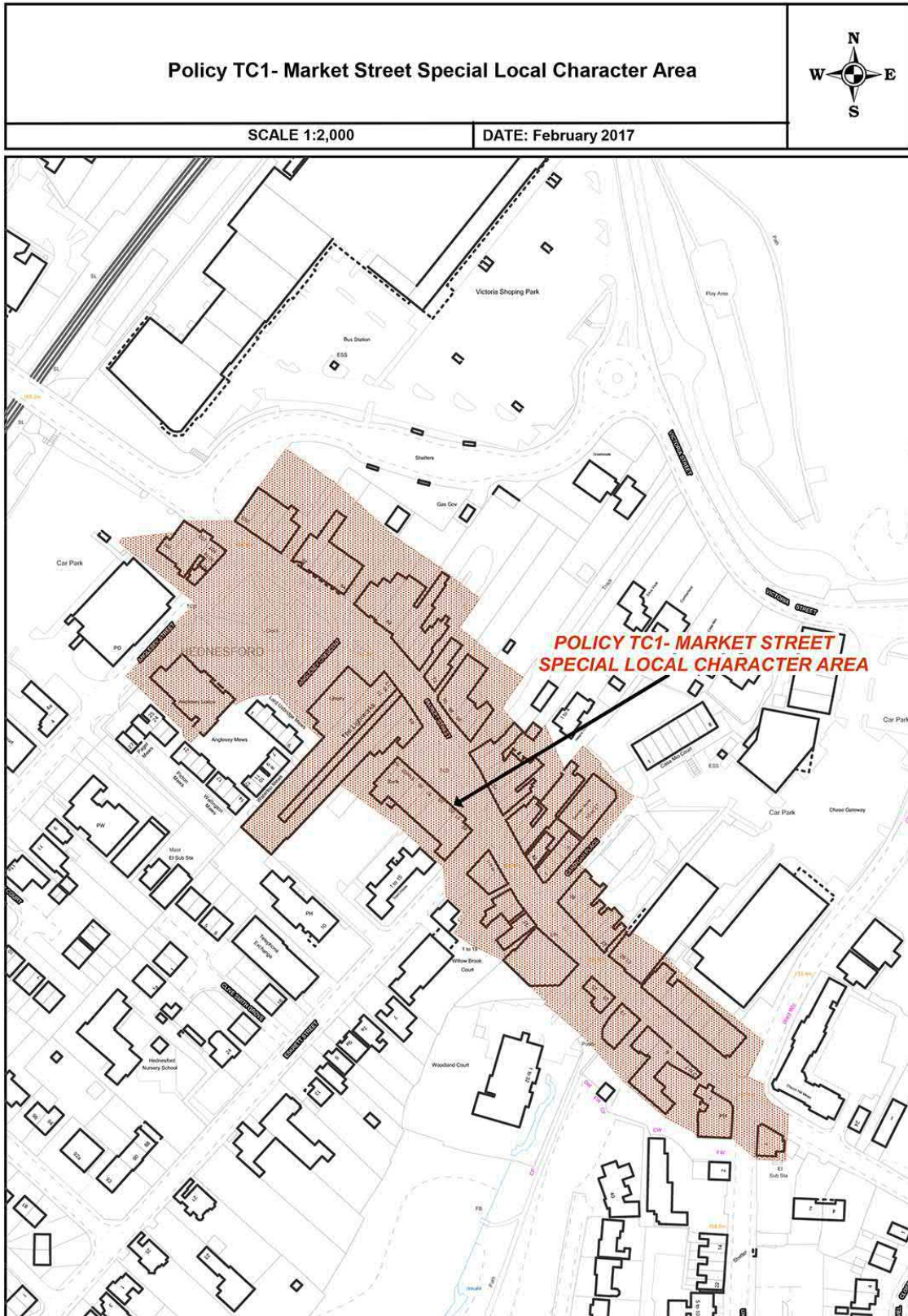
9.21 The following policies are proposed to address these issues -

Policy TC 1

The historic core of Hednesford Town Centre in Market Street, (as shown on the map on page 21) is identified as an area of special local character as a result of the quality and specific detailing of its Victorian and Edwardian buildings. This historic character will be maintained and enhanced. Any alterations proposed to buildings, including shop fronts, signage, doors and windows should aim to retain the key characteristics described above. Where inappropriate replacement of original features has taken place in the past, owners will be encouraged to reinstate features which replicate the original design at paragraph 9.8 on page 16. Use of modern materials such as UPVC can be acceptable provided that it is used in a sensitive way for example in replacement sliding sash windows.



Policy TC1 Market Street area of special local character



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9.22

Policy TC 2

The core of Hednesford Town Centre in Market Street, as identified on the proposals map, will be protected from the introduction of inappropriate uses at ground floor level. Permitted uses will comprise -

- food takeaways
- hotels
- health uses
- day nurseries
- art galleries
- shops
- restaurants
- cafés
- pubs
- cinema
- concert hall
- theatre
- financial and professional services
- gyms and fitness centres

within Use Classes A1, A2, A3, A4, A5, C1, D1 and D2 of the Town and Country Planning Use Classes Order provided that an overall mix of uses where retail, food and drink uses predominate is maintained. Some changes between Use Classes are automatically permitted by National Planning Regulations (see appendix 5, page 59) but the aim of the policy is to give more flexibility and assurance to owners of properties in Market Street that a wider variety of alternative uses which attract footfall will be supported subject to maintaining the overall mix of uses where Class A businesses predominate. Any other uses not listed, which also attract footfall will also be supported subject to maintaining the overall mix of uses where Class A businesses predominate.

9.23

Residential uses on upper floors of buildings will be encouraged to make use of underused or vacant space and provide more potential customers to local shops living on the doorstep. A good standard of amenity should be achieved including the provision of appropriate space at the rear for the storage of refuse bins. Change of use up to 2 flats above a wide range of Use Classes is already “Permitted Development” (see appendix 5).



9 - Hednesford Town Centre Policies

9.24 **Policy TC 3** The town council, in partnership with the town centre traders, Hednesford in Partnership or any successor organisations, will make representation to the District Council for the use of appropriate S106 funding and will identify projects for use of CIL funds to enhance the vitality and viability of Market Street.

9.25 **Policy TC 4** Development of areas of land between Market Street, Victoria Street and off Cardigan Place as identified on the Proposals Map for a range of appropriate uses listed below shall achieve the following key objectives:

- enhance the vitality and viability of Market Street
- enhance the appearance of the area whilst respecting the scale and character of existing development.
- Improve pedestrian/cycle links between the two streets and Hednesford Park.”

9.26 The larger of the two sites which extends across the rear of 56 to 100 (even) Market Street to the realigned Victoria Street to the south of the new bungalow “Greenslade” has an area of approximately 6,400 square metres.

9.27 The smaller area on Cardigan Place opposite Cardigan House has an area of around 900 square metres.

9.28 The potential uses should include residential development, tourist accommodation and a retail market. These proposals will be delivered via the production of a detailed development brief/master-plan to be produced in partnership with the landowners and the District Council.



9 - Hednesford Town Centre Policies

9.29

Policy TC 5

In partnership with the District Council, Network Rail, West Midlands Trains, West Midlands Rail and the Heart of Hednesford Station Adoption Group, The town council will seek to deliver improvements to the car park at the rear of the Co-op store, including managing stay patterns, a taxi rank, a community building and environmental improvements to the station surroundings. S106 and CIL funds will be used as appropriate. A master plan will be produced and S106 and CIL funding will be used as appropriate.

9.30

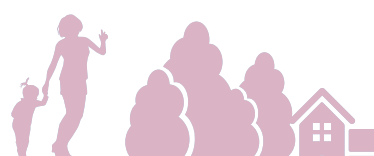
Policy TC 6

In partnership with the District Council, the town council will seek to extend the station car park situated between 6 and 30 Anglesey Street including with the appropriate use of S106 and CIL funds.

9.31

Policy TC 7

Redevelopment of no's: 427-433 and 437-445 Cannock Road for residential development suitable for the elderly will be supported and the feasibility of achieving this will be pursued in conjunction with the main landowner. The land is considered to be suitable for high density development, subject to protecting the amenities of existing nearby residential properties (see also Policy H2 and map on page 45).



Policy TC5 Town Centre Proposals

Policy TC5- Town Centre Proposals		
SCALE: 1:1,250	DATE: February 2017	



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10

Public Rights Of Way

Issues and evidence

- 10.1 There is a comprehensive network of public rights of way across Hednesford Hills which is managed by Cannock Chase Council.
- 10.2 There are also footpath networks around and within the two major open spaces of Pye Green Valley and The Hednesford Brickworks Nature Reserve managed by Staffordshire County Council and the Land Trust.
- 10.3 The major footpath and cycle way link, The Cannock Chase Heritage Trail which links Cannock and Rugeley passes through Anglesey Park and Hednesford Park.
- 10.4 However the County Council, District Council and AONB Unit mention the issue of the need to improve access from the urban area to the AONB for example improvements to surfacing and installation of kissing gates.
- 10.5 **The following policy is proposed -**

Policy ROW 1

In partnership with Staffordshire County Council, Cannock Chase Council, The Forestry Commission, the Cannock Chase SAC Partnership and the Cannock Chase AONB Unit the Town Council will encourage improvements to the existing public rights of way network in order to provide better access for existing and future residents of Hednesford to the Cannock Chase AONB and the Cannock Chase SAC while avoiding any adverse impacts on their natural heritage.



Cannock Chase AONB

- 10.6 The northern part of the plan area from Broadhurst Green crossroads to the Commonwealth Cemetery comprising forestry plantations and horse grazing paddocks, together with the Pye Green telecom and water towers, is situated within the Cannock Chase Area of Outstanding Natural Beauty. In addition the southern boundary of the AONB follows the rear boundaries of the housing estates north of Broadhurst Green/Bradbury Lane and houses on Rawnsley Road. The Chase was designated as an AONB in 1958 because it is the largest surviving area of lowland heathland in the Midlands, which is an internationally scarce and threatened wildlife habitat. Policies CP13 and CP14 of the Cannock Chase Local Plan 2014 respectively support the protection of the heathland habitat and the Chase landscape as a whole. In addition to planning policies there is an adopted AONB Management Plan produced by the AONB Unit which contains detailed policies and proposals relating to the management of the landscape and visitors.
- 10.7 There is no need for the Neighbourhood Plan to include additional policies relating to the AONB, although the following policy aims which specifically relate to the landscape/land-use characteristics of that part of the plan area which is within the AONB are supported –
- The good management of horse grazing pasture and field boundaries, including the “gapping up” of hedgerows in order to improve habitats.
 - The creation of additional tracts of heathland where forestry plantations are felled.
 - Ensuring that any new development within and on the edge of the AONB is of high quality and respects the landscape character.
- 10.8 These principles apply to land adjoining the AONB which form its setting including the Hednesford Hills Site of Special Scientific Interest.





11

Open Spaces

Issues and evidence

11.1 At a scale below the “Green Space Network” of protected open spaces shown on the district wide Local Plan policies map, there are smaller public open spaces, including those previously listed and many others within existing housing estates, which are important amenities for local communities. The open spaces covered by the policy below fall into three broad categories:

- Green spaces/play spaces owned by Cannock Chase Council sites within housing estates.
- Green corridors alongside the Ridings Brook and the former Cannock Extension Canal
- Verges/embankments of varying widths adjoining highways and the railway.

Potential improvements include tree and hedgerow planting, provision and improvement of footpaths and provision of play equipment.

11.2 The Town Council considers it appropriate to ensure that these spaces are retained and where possible enhanced for the benefit of their local communities. These sites are listed in appendix 6, page 60.



The following policy is proposed -

11.3

Policy OS 1

Development of open spaces within the urban area identified in appendix 6 will not be permitted unless;

- in the case of small spaces within existing housing estates, this is associated with comprehensive estate redevelopment. In these circumstances replacement open space of at least equivalent size and quality shall be provided as part of the redevelopment proposals; or
- The open space is no longer needed as an informal recreation area; or
- the community benefits of redeveloping the open space outweigh its loss

11.4

Those open spaces which function as informal recreation resources for their local communities will be maintained and enhanced for this purpose. Proposals for improvement will be made in consultation with residents and Cannock Chase Council including with the use of CIL funding.

11.5

Landowners will be encouraged to maintain and enhance those open spaces that function as local visual amenities, wildlife corridors and areas of water storage and conveyance.





12

Built Environment

Issues and evidence

- 12.1 As noted previously, Cannock Chase Council's Design Supplementary Planning Document recognises the distinctive architectural features on 19th century buildings which make a positive contribution to the character of Market Street. The document also notes the existence of other 19th century properties in the residential areas around the town centre.
- 12.2 An extensive survey of the whole of the town has identified buildings, in addition to those which are statutorily listed, which are of significant quality and importance as key examples which reflect the character of the development of Hednesford through its major growth phases in Victorian and Edwardian Times, together with some later landmark buildings and public realm structures. They include key buildings which identify the character of Market Street, plus churches, pubs, and large villas together with the telecom and water towers at Pye Green. These buildings are important to the history and development of Hednesford and significant harm would result from their loss, but the approach to flexibility of future uses should enable alternative viable uses to be found should any become redundant in their current use. It is intended that these buildings should be candidates for inclusion in the District Council's Local List.
- 12.3 They include key buildings which identify the character of Market Street, churches, pubs and large villas together with the telecom and water towers at Pye Green.
- 12.4 Most of the buildings are scattered across the town but the southern end of Greenheath Road, Station Road and parts of High Mount Street have a particular character formed by the number of large Victorian/Edwardian villas, Trinity Church, West Hill Primary School and some more modest terraced houses with attractive decorative details. Key features which make a positive contribution to the character of this area include front garden walls and hedges, gate piers, chimneys, decorative brick detailing, date and name plaques, porches, bays and finials.



- 12.5 It is considered to be appropriate to have policies which support the retention of the individual buildings and the area identified and ensure that any proposed alterations/extensions respect their character in the interests of the overall quality of the built environment of Hednesford.
- 12.6 **The following policy is proposed -**

Policy BE 1

There will be a presumption that the buildings listed in appendix 4 will be retained. Any extensions and alterations should respect the original character of the building and generally be subservient to the original building.

Where the original use of a building becomes redundant or unviable, a flexible approach will be taken to supporting changes of use, provided that uses are compatible with the immediate surroundings and secure the long term life of the building.



12 - Built Environment

Policy BE 2

- 12.7 The area of Greenheath Road, Station Road and High Mount Street shown on page 39 is identified as an area of special local character, as a result of the quality and local distinctive character of its Victorian and Edwardian architecture evidenced in large villas, more modest terraced housing a school and church.
- 12.8 There will be a presumption that these buildings are retained and any extensions and alterations should respect the original character of the buildings and generally be subservient to them. New infill development within this area should be of a scale which is compatible with its immediate surroundings and use materials and design details which respect the local characteristics.
- 12.9 Key features which make a positive contribution to the character of this area include front garden walls and hedges, gate piers, chimneys, decorative brick detailing, date and name plaques, porches, bays and filials.

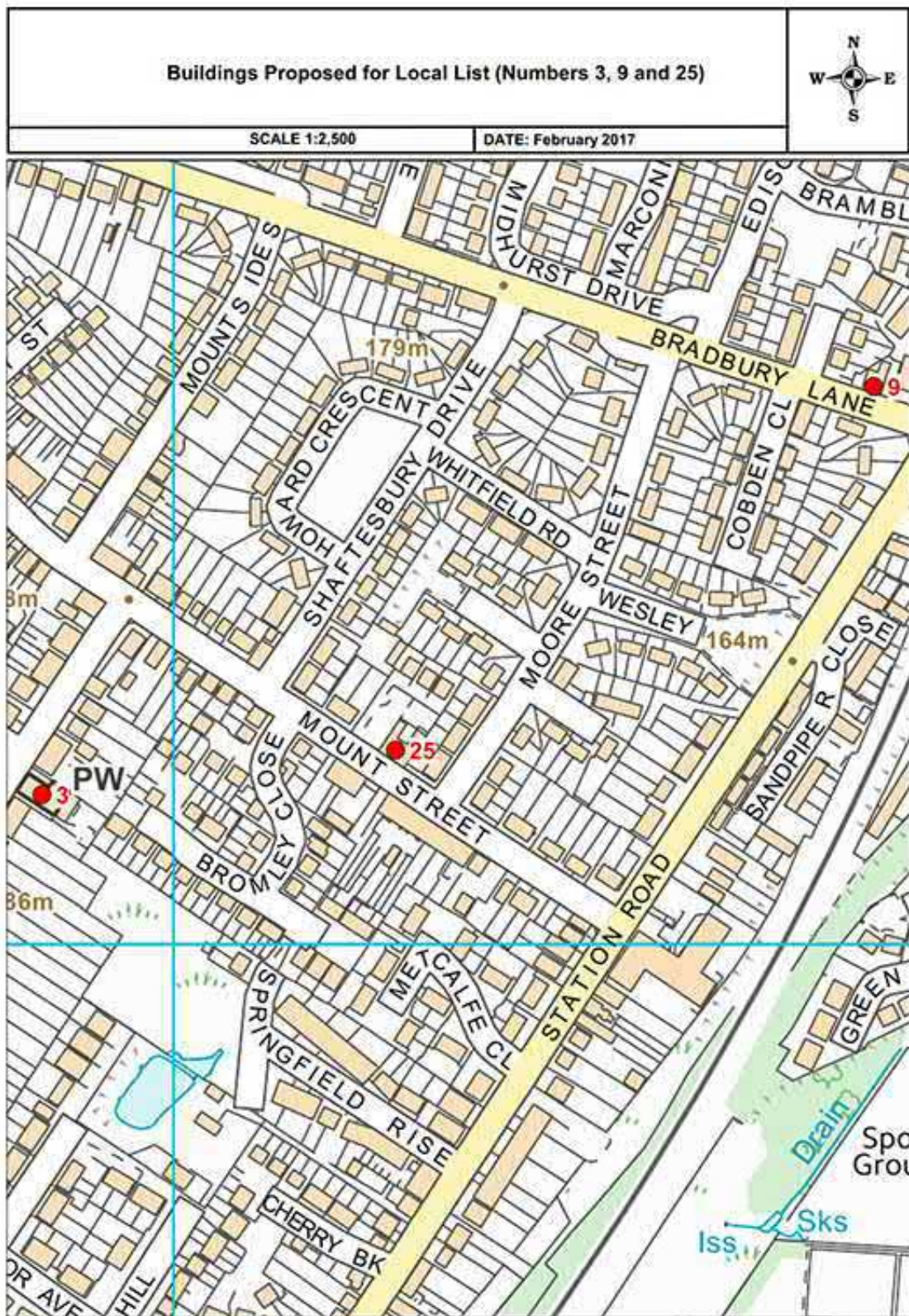


Buildings Proposed for Local List with OS Background (Numbers 1-2)



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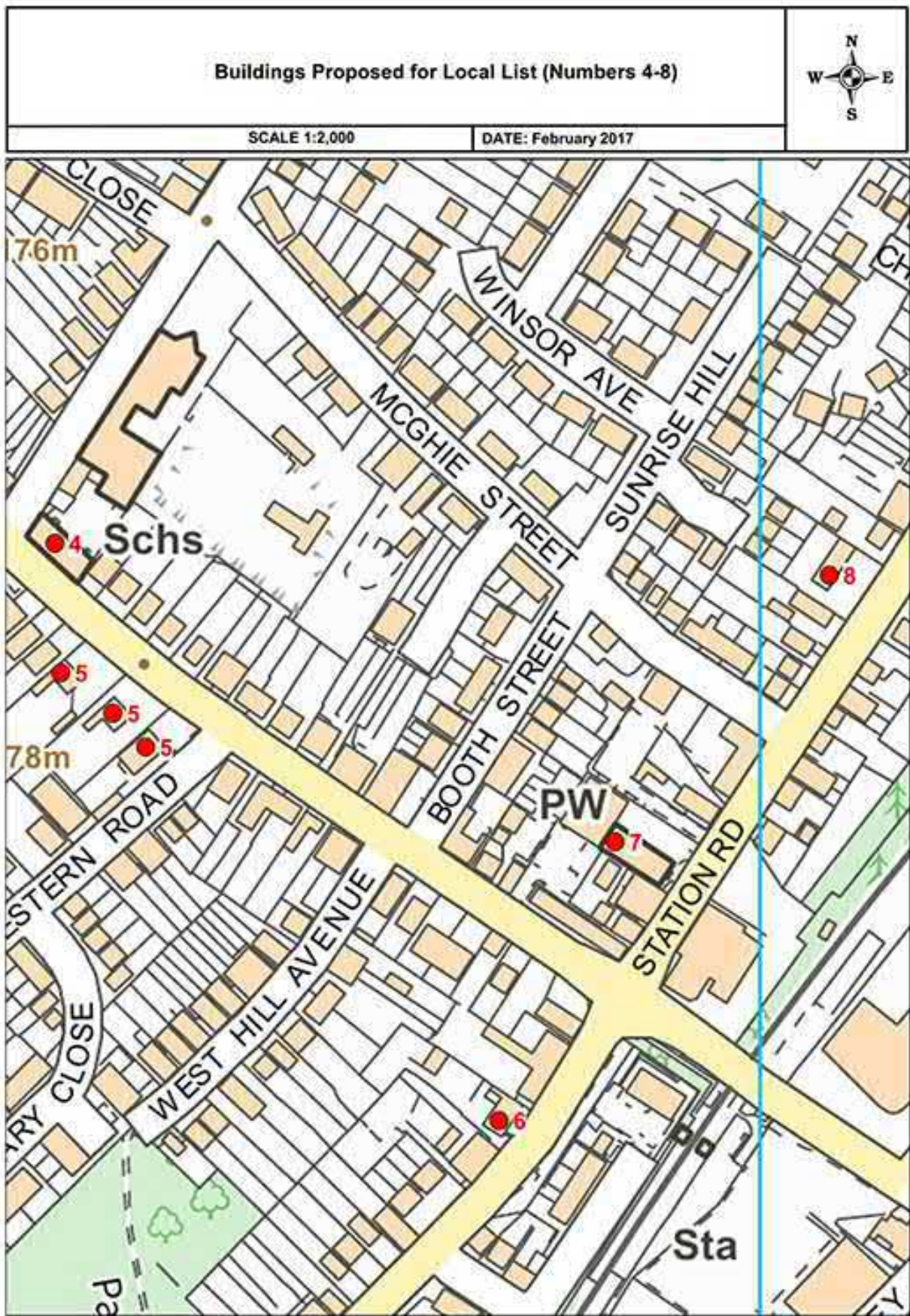
Buildings Proposed for Local List (Numbers 3, 9 and 26)



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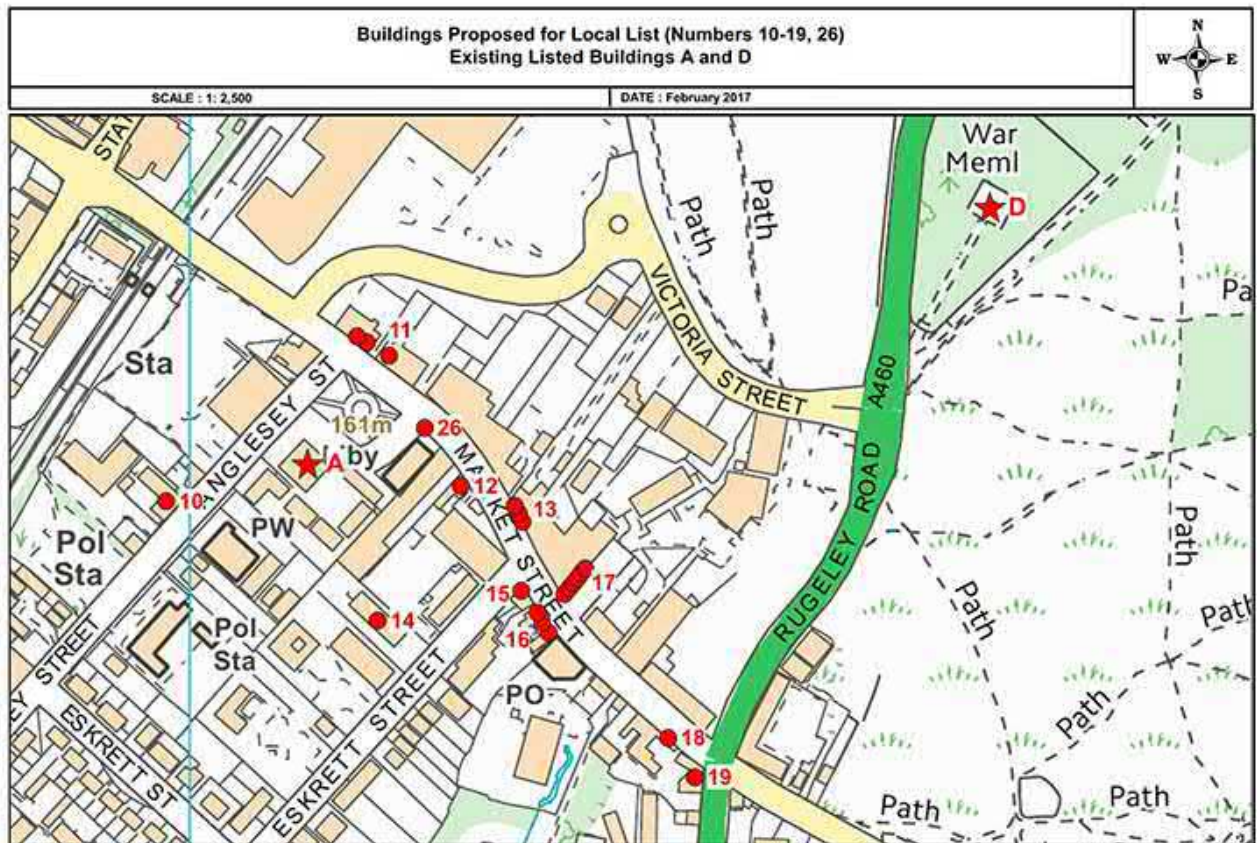
Buildings Proposed for Local List with OS Background (Numbers 4-8)



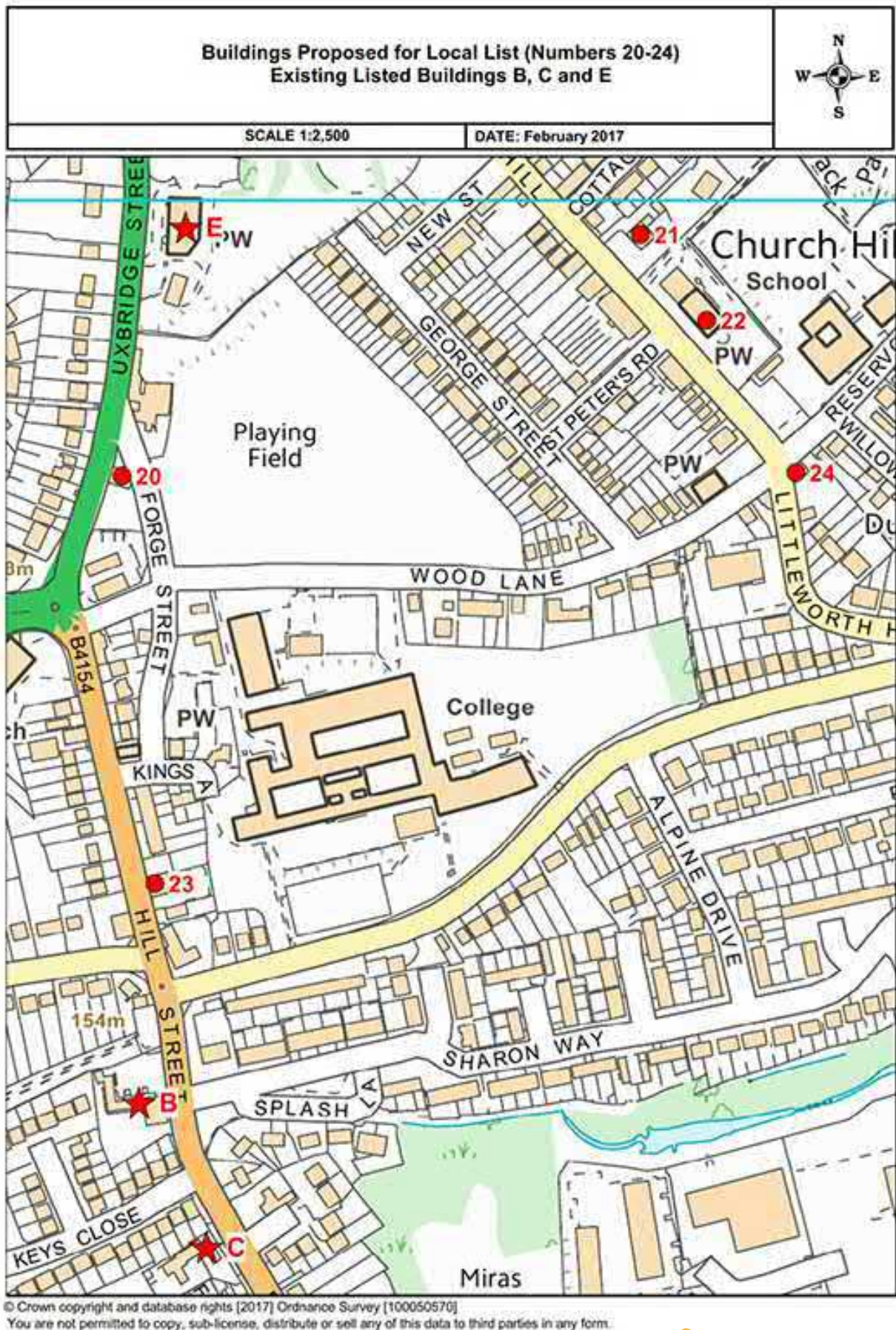
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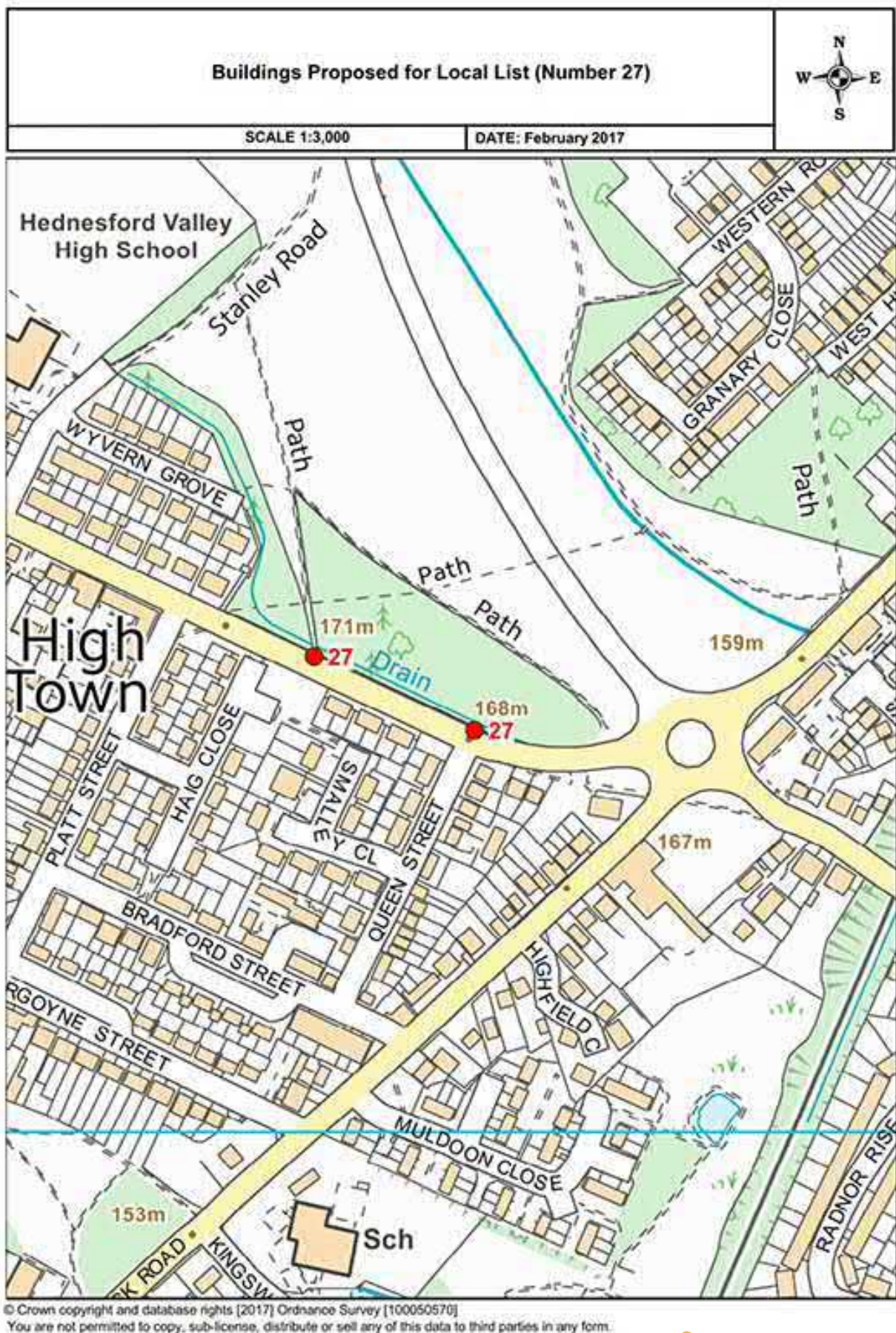
Buildings Proposed for Local List with OS Background (Numbers 10-19)



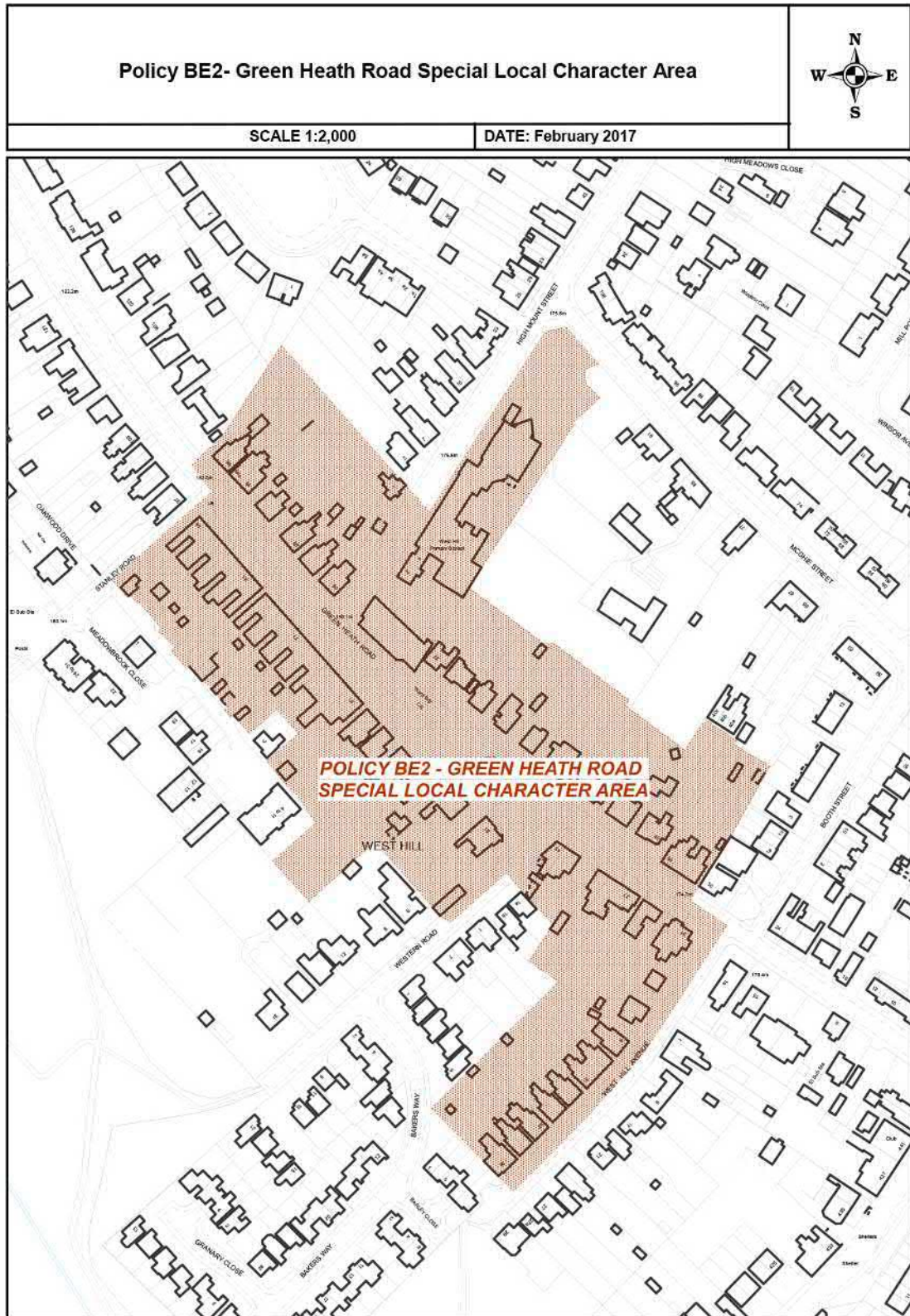
Buildings Proposed for Local List with OS Background (Numbers 20-24)



Buildings Proposed for Local List with OS Background (Number 27)



Policy BE2 Green Heath Road Special Local Character Area



13

Housing Development



Issues and evidence

- 13.1** The main evidence identifying housing need in Cannock Chase District used in support of the policies in the Cannock Chase Local Plan adopted in July 2014 is the South Staffordshire Housing Needs Study and Strategic Housing Market Update 10/05/12 produced by consultants NLP. The report covers Cannock Chase District, Lichfield District and Tamworth Borough.
- 13.2 Key messages/statistics in this report relating to Cannock Chase District are:**
- Residents aspirations in relation to size of dwelling in the market sector are – 5% 1 bed flats, 40% 2 bed flats/houses/bungalows, 40% 3 bed houses/bungalows, 15% 4 bed houses. Unfortunately there is no breakdown in the report between houses and bungalows.
 - Theme throughout is the need to meet the needs of older people, the fact that the age profile in the District is ageing, declines in household size and that people aged over 60 tend to stay in the area.
 - In relation to matching housing need to size of existing dwelling 240 households said that their property was too large.
 - When people were asked about the type of property they would like to move to in the next 5 years 30% said bungalows (compared with 17% in Lichfield and 4% in Tamworth).
 - The number of households aged 60+ is expected to increase from 14,454 in 2011 to 19,591 in 2028.
 - There are several types of housing needed to deal with an ageing population including extra care, flexi-care, sheltered housing and bungalows. A high demand for bungalows in Cannock Chase is noted and the fact that building more 1 and 2 bed bungalows would free up 3 and 4 bed housing for younger families. Having said that 1 bed bungalows are not particularly popular in Cannock because there is no spare bedroom for relatives/carers.



13 - Housing Development

- The net annual need for affordable housing is identified as 197 units per year mostly for younger people and families with children.

13.3 Estimated housing need broken down by size for the period 2011 to 2028 is as follows:

SIZE OF DWELLING	2011 NUMBERS AND %		2028 NUMBERS AND %	
1 bed flats	2049	5.1%	2883	6.5%
2 bed flats/houses/ bungalows	18,367	45.9%	22,618	51.4%
3 bed houses/bungalows	17,077	42.7%	14,942	33.9%
4 bed houses	1,313	3.3%	1,183	2.7%
Supported housing	1,211	3.0%	2,415	5.5%

- 13.4 It is unfortunate that there is no breakdown in the tables between houses and bungalows, but clearly there is predicted to be an increase in demand for 2 bed bungalows and supported housing. Despite this evidence, the adopted Local Plan Policy CP7 Housing Choice, in its reference to providing a mix of housing types and tenures which meet the needs and aspirations of the current and future population, informed by the Strategic Housing Market Assessment, does not specifically mention bungalows in relation to meeting the needs of an ageing population, but states in general terms that a range of housing options will be encouraged which provide a choice of homes for the elderly, including those with care options.
- 13.5 The local evidence on demand for bungalows is that there are currently 290 applicants on the District Council's Housing Register aged over 55 and eligible for a bungalow.
- 13.6 Government policy statements on housing since the adoption of the Local Plan include the ministerial statement of 21/03/2015 urging Local Authorities to have specific policies dealing with housing older and vulnerable people including building bungalows. The Housing White Paper 07/02 2017 talks about housing for a future ageing population by offering people a better choice of accommodation and building for life standards.



- 13.7 The key issues arising from this evidence for Hednesford are the current lack of opportunities for building bungalows and the absence of any supported living complex in the area. Potential supply of land for all types of housing development is provided by an annually updated Strategic Housing Land Availability Assessment (SHLAA) which sets out what sites are deliverable in 0-5 years, virtually all of which already have planning permission and those defined as developable, which can come forward in 6-15 years. A summary of the statistics relating to sites in Hednesford from the 2017 SHLAA is included at section 6 of the Chapter 10 on References and Sources below.
- 13.7 Bungalows are not normally included in the range of dwelling types proposed for either market or affordable housing on volume housebuilders' sites. This is the case in relation to the three main housing sites in Hednesford identified in the District Council's April 2017 SHLAA –
- The strategic site allocated for an urban extension on land west of Pye Green Road for 750 dwellings, with scope for this to increase to 900. The site is the subject of an adopted development brief and has full planning permission for 338 units and outline planning permission for 481 units.
 - Land at Pye Green Valley with a capacity of 425 units also the subject of an adopted development brief and with the benefit of full planning permission.
 - Land adjoining Hednesford Town Football Club where a current application proposes the erection of 123 units.
- 13.9 The above sites are accepted as commitments where any new Neighbourhood Plan housing policy would not apply.
- 13.10 Whilst the Local Plan Policy CP7 deals in general terms with a range of types of housing demand, the Town Council considers it appropriate to have specific policies relating to the building of bungalows and supported living accommodation in the area.



13 - Housing Development

- 13.11 In relation to bungalows, of the units with full planning permission in the 2017 SHLAA totalling 770, only 11 are bungalows. So the demand for bungalows identified above is clearly not currently being met by existing adopted policies.
- 13.12 In relation to the potential for sites coming forward which could comprise entirely bungalow development or a proportion of bungalows, these could potentially be from SHLAA sites which currently either have the benefit of outline planning permission only, have no planning permission or are future “windfall” sites as yet not identified. The estimated capacity of the SHLAA sites is 102 units. Windfall sites may come forward from sources such as disused garage courts on estates owned by the District Council or redevelopment of brownfield sites redundant from former employment uses.
- 13.13 An alternative housing model for the elderly is supported living complexes comprising flats and communal social facilities. These may take the form of “Extra Care” facilities provided as partnership projects between Housing Associations and the County Council, where some of the residents need specific care packages, or market housing containing flats for sale with communal facilities. Two of the main providers of this type of market housing made representations on the District Council's proposals for Community Infrastructure Levy in 2014, which is evidence that they may wish to develop in the area. The owner of most of the site described in Policy TC7 has expressed a willingness to explore the possibility of building a retirement flats development.
- 13.14 All housing developments will be required to make appropriate mitigation of impact of additional visitor pressure on the Cannock Chase Special Area of Conservation, as already described above, either via use of S106 agreements or with CIL funding.



The following policy is proposed -

13.15

Policy H1

The building of bungalows will be supported where it is viable either as a component of the dwelling types or, on appropriate small developments as the whole development, on housing sites identified in the SHLAA which do not have the benefit of full planning permission or are the subject of adopted development briefs, together with any windfall sites which come forward during the plan period. Bungalows should be designed to mobility standards suitable for occupants who may need to use wheelchairs or other mobility aids. The properties should normally be two bedroomed units on plots which provide the minimum garden space identified in the District Council's adopted Design Supplementary Planning Document. The District Council should consider withdrawing "Permitted Development" rights for extensions in order to retain the property at a size to meet the identified demand.


13.16

Policy H2

The construction of a retirement housing development with appropriate communal facilities will be supported on land identified in Policy TC7.



Policy H2 Retirement Scheme Proposal

Policy H2 - Retirement Scheme Proposal, Cannock Road		
SCALE 1:1,250	DATE: June 2016	



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14


Industrial/ Business Parks



Issues and evidence



- 14.1 Other than the two industrial/business sites being promoted for housing development mentioned previously, there are five other industrial/business estates in Hednesford.
- 14.2 Keys Business Park off Keys Park Road comprises a mix of modern office, warehouse and light industrial units developed in the last 15 years.
- 14.3 Anglesey Business Park off Littleworth Road is also relatively modern, developed in the 1990s.
- 14.4 Part of the Hemlock Way Business Park with units in Hyssop Close and Burdock Close also extends into Hednesford. Again this is also a relatively modern estate. These sites don't currently raise any planning issues in need of a policy response in this plan.
- 14.5 The remaining two industrial areas off Old Hednesford Road/Chaseside Drive and at the junction of Rugeley Road/Station Road contain some unattractive developments including skip hire and scrap business. Clearly there is a need for such businesses to be accommodated in the district. However if opportunities arise to redevelop sites that are prominent in the street scene there would be potential for environmental improvements.

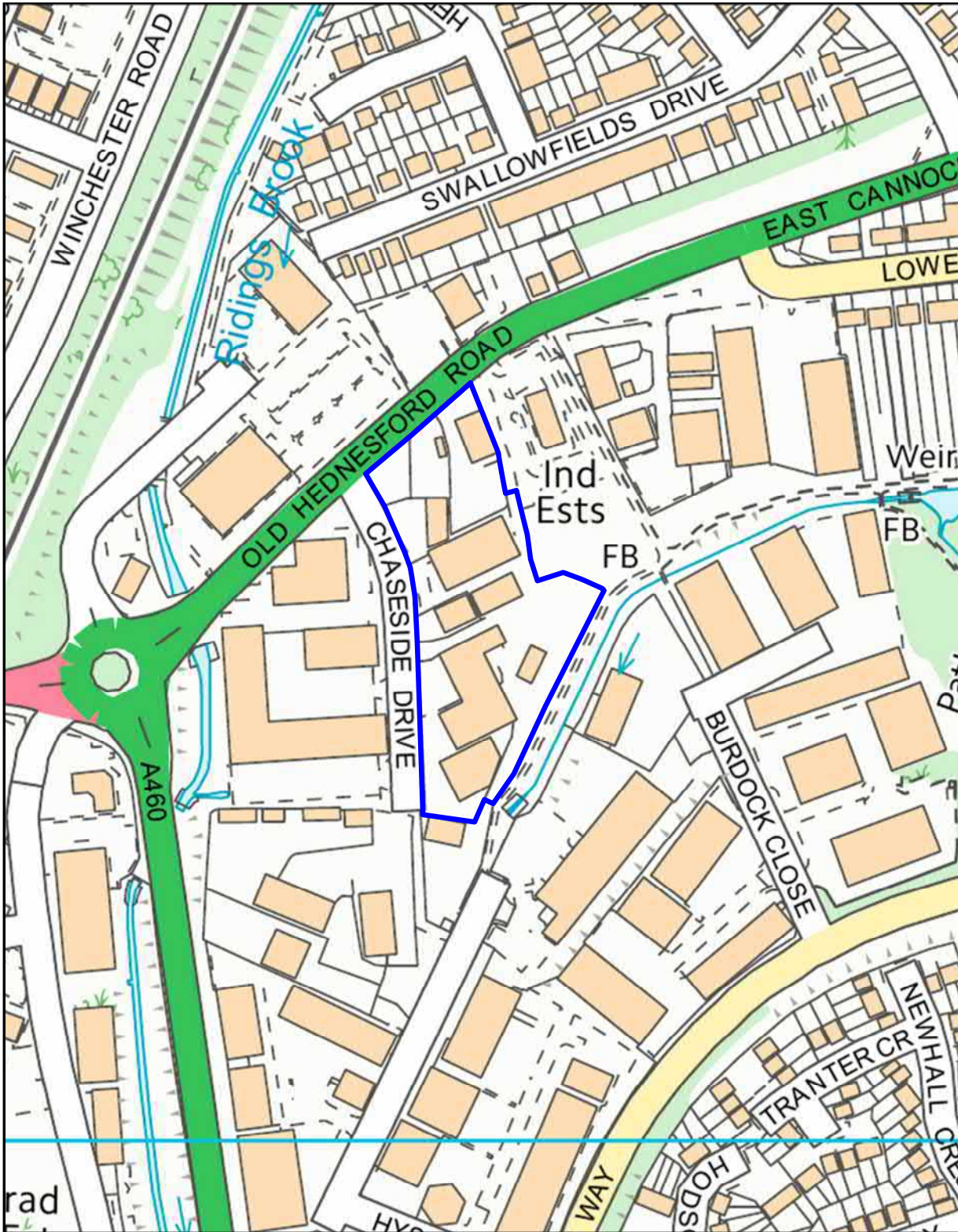
The following policy is proposed -

- 14.6  Where opportunities arise for the redevelopment of unattractive areas of industrial development at Old Hednesford Road/Chaseside Drive and Rugeley Road/Station Road development for employment uses will be supported, subject to appropriate environmental controls and provision of satisfactory off-street parking/servicing arrangements and other normal planning considerations. Where there is no evidence of demand for employment uses on these sites the alternative of residential development will be supported.



Policy EMP1 East of Chaseside Drive



 Cannock Chase COUNCIL	East of Chaseside Drive		
	1:2,500	November 2017	



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Policy EMP1 Rugeley Road Station Road

 <p>Cannock Chase COUNCIL</p>	<h2>Rugeley Road/Station Road</h2>	 <p>N W E S</p>
	1:2,500	November 2017



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Appendices

APPENDIX 1

Neighbourhood Plan Process Chart - Page 50

APPENDIX 2

Extract from CCC Design Supplementary Planning Document - Pages 51-55

APPENDIX 3

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Buildings for inclusion in Local List - Pages 57-58

APPENDIX 5

Extract from Town and Country Planning Use Classes Order - Page 59

APPENDIX 6

List of local open spaces- Pages 60-79

APPENDIX 7

Proposed protected open spaces - maps- Page 80



Appendix 1

Neighbourhood Plan Timeline

- **Application to Cannock Chase Council for Neighbourhood designation - 22 April 2014.**
- **Work on Neighbourhood Plan Commenced - Spring 2014.**
- **Neighbourhood designation approved by Cannock Chase Council - 20 November 2014.**
- **Detailed preparation of draft Plan - 2015.**
- **Draft Plan launched - 4 July 2016.**
- **Consultation on Draft Plan carried out - July/August 2016.**
- **Amendments to Draft Plan produced - Autumn 2016.**
- **Strategic Environmental Assessment produced - June 2017.**
- **Consultation on amended Pre-submission plan carried out - October 2017.**
- **Final amendments on Plan produced ready for submission - November 2017.**
- **Plan submitted to Cannock Chase Council - January 2018.**
- **Examiners report received June 2018.**



Extract from CCC Design Supplementary Planning Document

DESIGN GUIDANCE FOR HEDNESFORD TOWN CENTRE

Aim of guidance

As the result of a desire expressed by Hednesford Town Council and the 'Heart of Hednesford' Project to raise the appearance of the town centre to contribute to its viability and vitality some enhancement opportunities and guiding design principles are suggested below. Key aims include:

- To encourage development/change which preserves/enhances/conserves Hednesford town centre's local distinctiveness as a key contributor to its vitality and viability
- To support initiatives promoted by Hednesford Town Council and the 'Heart of Hednesford' Project to uplift the town centre through better quality design, materials, shop-fronts and signs based on a community wish to restore buildings and enhance the retail offer
- To encourage links between the town, park and Hednesford Hills based upon the Heritage Trail; better links between the Museum of Cannock Chase and the public transport 'hub' in the town centre; and improved links between the traditional shopping centre in Market Street and the new Chase Gateway and Victoria shopping areas.
- To provide a basis for community development of Neighbourhood Plan policies.



Sources of useful information

- Appendix A: CCDC Character Area Descriptions for Design SPD: Hednesford Town Centre
- Historic England 'Streets for All - West Midlands' and 'Streets for All - Practical Case Studies' (including 'How to Do a Street Audit')
- Shop-fronts and Advertisements in Historic Towns - EHTF 1991
- Free downloads from www.helm.org.uk

Key features and character

- Compact town with rapid growth in the 19th C standing at foot of Hednesford Hills which create prominent green backdrop to town.
- Hednesford forms a gateway between urban Cannock and the rural Chase beside a key north-south route. A good variety of shop units and services are provided
- 'Old Hednesford' historic settlement away from present day town centre retains buildings dating from 16th C
- Present day town focussed on Market Street with 19th C high/medium density character, predominantly 2 storey and some 3 storey terraced buildings with shops lining the winding main street and some modern/contemporary infill e.g. Lightworks ground levels fall along Market Street from west to east.
- Distinctive Anglesey Lodge set back from road behind public gardens with town clock at west end of Market Street, recent change of use to public house will make this former hotel (more recently used as offices) more accessible to the community
- Red brick and grey tile predominate, with some render and yellow brickwork detail. Unique and traditional detailing reinforce area's distinctive character.
- Ongoing regeneration/modernisation at each end of Market Street and area to the north providing larger scale retail units including supermarkets to complement traditional small town centre shops and new road layout/car parks/service areas with opportunities to integrate old and new and link to Hednesford Hills and the park.



Key features and character cont'd

- Hednesford's buildings exhibit a variety of architectural styles which were 'modern' in their time - the north side of Market Street was well developed by 1888 with a Market Hall opposite the 'Anglesey Hotel' and the Uxbridge PH at the Rugeley Road end. On the south side there were few buildings lower down the hill beyond Eskrett Street. Many of these building remain today. By 1902 infill development had taken place on the northern side of Market Street and by 1917 most of the rest of the southern side had been built up. The bank at no. 69 is noted on the map from this date and the post office and club are labelled. There are 'picture theatres' on Anglesey Street and Rugeley Road - Hednesford was clearly a self-contained town offering a variety of facilities. Post war further infill development has occurred and most buildings along Market Street have been 'modernised'.
- Nearby landmarks mark local heritage and identity - Our Lady of Lourdes Catholic Church (1927-33), the recent Miners Memorial and the refurbished Hednesford Park and Hednesford War Memorial
- Key architectural positives:
 - decorative/architectural details (e.g. plaque at 92/94 Market Street, windows at 98 Market St, chimneys and ridge tiles at 94 Market St, contrasting brick colour eaves and string courses, stone detailed frontage to former bank at 69 Market St including lion heads on doorway)
 - distinctive buildings characteristic of their period (e.g. Anglesey Lodge; former Club and Institute at corner of Cardigan Place, 3-7 Market St)
 - remnants of good traditional shop-fronts and windows (e.g. at 3-7 and 11 Market St)
 - well-designed modern signage which complements its host building (e.g. 'Spice of Hednesford' at 13 Market Street.)
 - attractive public realm providing controlled vehicular access, short term accessible parking and attractive tree planting, with locally distinctive Miners Memorial as focal point
- Key architectural negatives - extensive and ad-hoc modernisation of buildings in often very unsympathetic modern designs and materials (windows, shop-fronts, signs and repairs) have cumulatively detracted from the appearance of the town, in common with many towns in Britain.



Enhancement opportunities

- Where planning permission is required for changes (e.g. new shop-fronts and signs) the use of appropriate design guidelines can ensure proposals take account of agreed principles
- Some repairs and changes to buildings do not require planning permission so building owners need to be convinced of the benefits of following design guidelines as a longer term investment in their property and the future of the town centre
- Small scale but significant enhancements can be achieved by influencing the design and materials used for any repairs and alterations owners may be considering anyway, with maintenance and redecoration over the longer term strongly promoted.
- Larger scale enhancements (e.g. to the public realm) will require longer term planning and funding.
- Repair rather than replacement: historic features tend to be remnants of what once existed so have value. Regular maintenance of traditional building details helps to retain the distinctive appearance of the town. Small scale repairs are often cheaper than wholesale replacement.
- Following the host building's existing design details will usually provide the most successful result: upgrading of buildings does not have to be at the expense of their character and the better its condition and appearance the better any building will hold its value as an investment. Details such as set back of windows within openings can make a difference
- Careful use of matching materials appropriate to age of host building: traditional materials on older buildings (e.g. timber, brick and tile/slate) and modern materials on modern buildings (e.g. UPVC) Artificial/modern materials (e.g. UPVC windows) and non-traditional details tend to be bland and lack the rich textures and colours of natural materials. But they are usually mass produced, easily available and fitted at less cost, so tend to be attractive to owners and are used everywhere. Whilst appropriate for modern buildings they can look out of keeping on historic ones.
- Use of local craftspeople (e.g. joiners, carpenters and builders) to carry out traditional repairs to older buildings: not only benefiting the buildings but the local economy, reinforcing the town's viability.



Enhancement opportunities cont'd

- Even if use of modern materials on older buildings is unavoidable it is still possible to find ways of matching design details as closely as possible: e.g. some double glazed UPVC sliding sash windows provide a good replica of a traditional window, with slim frames recessed within window openings.
- New shop fronts complementing the style, scale and proportions of the building and its neighbours with signage of an appropriate size and colour: good design can go a long way towards enhancing the appearance of the building and the town.
- Careful design of new buildings and infill development: to respect, complement and enhance the architectural character of an area. Fine buildings of any type, style and age can enhance the street-scene and contribute to a sense of identity.
- Opportunity to harness community interest via initiatives such as development of Town Trail linking to District's Heritage Trail route.



List of consultation bodies

- Staffordshire County Council
- Cannock Chase Council
- Teddesley Hay Parish Council
- Brocton Parish Council
- Brindley Heath Parish Council
- Huntington Parish Council
- Heath Hayes and Wimblebury Parish Council
- The Coal Authority
- The Homes and Communities Agency
- Natural England
- The Environment Agency
- Historic England
- Network Rail
- Highways England
- Electronic Communications Code System Operators
- The Cannock Chase Clinical Commissioning Group
- Electricity supplier
- Gas supplier
- Severn Trent Water
- South Staffs Water
- AONB Joint Committee



Buildings proposed for inclusion in local list:

1. South Staffordshire Water Tower – Brindley Road
2. BT Telecom Tower – Broadhurst Green
3. St. Saviour's Church – High Mount Street.
4. West Hill Primary School – Greenheath Road/High Mount Street.
5. Villas 51,53,55 Greenheath Road.
6. Former Police Station now flats 435 Cannock Road.
7. Trinity Methodist Church – Station Road.
8. Large villa now accountancy business – 45 Station Road.
9. Former Chapel now single dwelling – Bradbury Lane.
10. Former Mining College now Anglesey Court flats – Anglesey Street.
11. 92-96 (even) Market Street shops constructed in patterned brickwork with tiled panelling at first floor level.
12. 69 Market Street former bank, grander proportions than other two storey buildings in Market Street, with cornices, pilasters, original brickwork window headers and decorative stone door surrounds.
13. 56-60 (even) Market Street – jettied bay windows at first floor level.
14. Hen House pub Eskrett Street
15. 45-47 (odd) Market Street – dentil course at eaves, original first floor sash windows.
16. 37-41 (odd) Market Street – first floor window details with keystones, string course and dentil course brickwork, original dormer casings.
17. 1-6 Cardigan Place – former working men's club with decorative brickwork including dentil courses, oriel window and stained glass.
18. 3-7 (odd) Market Street – single storey shops with large broadly semi-circular gable front in brickwork with stone edging. Original timber shop-front headings.
19. 1 Market Street (Woody's Bar) late Victorian public house with attractive window detailing, contrasting blue brick bands dentil and string courses.



Buildings proposed for inclusion in local list:

20. Plough and Harrow pub Uxbridge Street.
21. 141 Church Hill - substantial villa, former vicarage.
22. St. Peter's C of E Church, Church Hill.
23. Former Queen's Arms pub Hill Street.
24. Former shop corner of Reservoir Road and Littleworth Hill.
25. Bell and Bottle pub 42 Mount Street.
26. Miners' memorial, Market Square.
27. Gateposts of former West Cannock No.3 Colliery Belt Road.



Extract from town and country planning use classes order 1987

This is a Statutory Instrument which aims to reduce the need to make planning applications for changes of use of buildings or land. In many cases the changes of use are automatically permitted by the Order, but in some cases there is a “Prior Approval” process which is a simplified form of planning application. The main provisions which are relevant to uses often found in town centres are set out below. Permission is never required for changes of use where both uses are within an individual Class.

- CLASS A1 shops including hairdressers, funeral directors, hire shops, dry cleaners and internet cafés. Permitted changes to A2 (financial and professional service), mixed use of A1, A2 and up to 2 flats. Changes of use to dwelling-house C3, restaurants and cafés A3 and gymnasiums, bingo halls, concert halls, cinemas D2 are permitted subject to “Prior Approval” processes.
- CLASS A2 financial and professional services comprising banks, building societies, estate and employment agencies. Permitted change to A1 or A1 plus up to 2 flats. Changes to A3, C3 and D2 are permitted subject to “Prior Approval” processes.
- CLASS A3 restaurants and cafés. Permitted changes to A1 and A2.
- CLASS A4 pubs and wine bars. Permitted change to A1, A2 or A3 subject to building not being an Asset of Community Value.
- CLASS A5 hot food takeaways. Permitted change to A1, A2 or A3.

Casinos, car sales premises, taxi hire businesses, nightclubs, amusement centres, betting offices and pay day loan shops are not in any of the Classes and permission is always required to change to or from one of these uses. However a casino can change to D2 or A3 (in the latter case subject to “Prior Approval”). An amusement centre or casino can change to C3 subject to “Prior Approval”. Betting offices and pay day loan shops can change to A1 or A1 and up to 2 flats, or D2 or C3 subject to “Prior Approval”. This is not a complete list of all changes of which are permitted, but is intended to include the main ones relevant to Hednesford Town Centre or any of the local groups of shops in the area.



Proposed Protected Open Spaces

These are additional to the Green Space Network of protected open spaces shown on the Cannock Chase Local Plan Policies Map.

Hednesford North

- a) Open space between Plantation Road and Tower Road (GS)
- b) Triangular green at Plantation Road (GS)
- c) Green at Cedar Close (GS)
- d) Verges on north side of Broadhurst Green between Croft Avenue and Community Centre (GS)
- e) Greens at Rowley Close (GS)
- f) Verges on north side of Bradbury lane (GS)
- g) Green at Woodland Close (GS)
- h) Green at Howard Crescent (GS)
- i) Green at Millicent Close (GS)
- j) Open space between Wesley Place and Station Road (GS)
- k) Semi-natural open space at western end of Springfield Rise (GS)
- l) Verges at eastern end of Station Road (HV)
- m) Verge at corner of Blewitt Street and Heath Street (HV)
- n) Open space on Heath Street opposite Hill Side Close (GS)

Hednesford Greenheath

- a) Green at Brook Road (GS)
- b) Green at Gray Road (GS)
- c) Playground between Bond Way and Daisy Bank (GS)
- d) Open space between Beech Pine Close and Broadhurst Green (GC)
- e) Open space between Silver Fir Close and Burleigh Close (GS)
- f) Trees rear of Greenheath Road (GC)
- g) Verge in front of Bridge pub Belt Road (HV)
- h) Treed embankment west of railway Stafford Lane (GC)
- i) Verge between Rydal Close and Rose Hill (HV)
- j) Green at Cowley Green (GS)
- k) Verge at corner of Stafford Lane and Cannock Road (HV)



Hednesford South

- a) Treed embankment between Littleworth Road and Anglesey Business Park (GC)
- b) Verges between Littleworth Road and Hewston Croft (HV)
- c) Verges on Sharon Way (HV)
- d) Verge between Sharon Way and Splash Lane (HV)
- e) Verge west of Hill Street (HV)
- f) Walkway linking Hyssop Close with open space north of Hemlock Way (GC)
- g) Open space at corner of Stagborough Way (GS)
- h) Open space between Stagborough Way and Linden View (GS)
- i) Treed bank and cycleway between Nuffield Health Club and railway (GC)
- j) Treed embankment east of Eastern Way (GC)
- k) Open spaces alongside Ridings Brook from Nuffield Health Club to town boundary (GC)
- l) Verge at corner of Lower Road and East Cannock Road (HV)
- m) Verges with mature trees north of Stafford Lane (HV)
- n) Embankment between Market Street and car park r/o Co-op (GC)

Description codes

(GS)	GREEN SPACES
(GC)	GREEN CORRIDORS
(HV)	HIGHWAY VERGES



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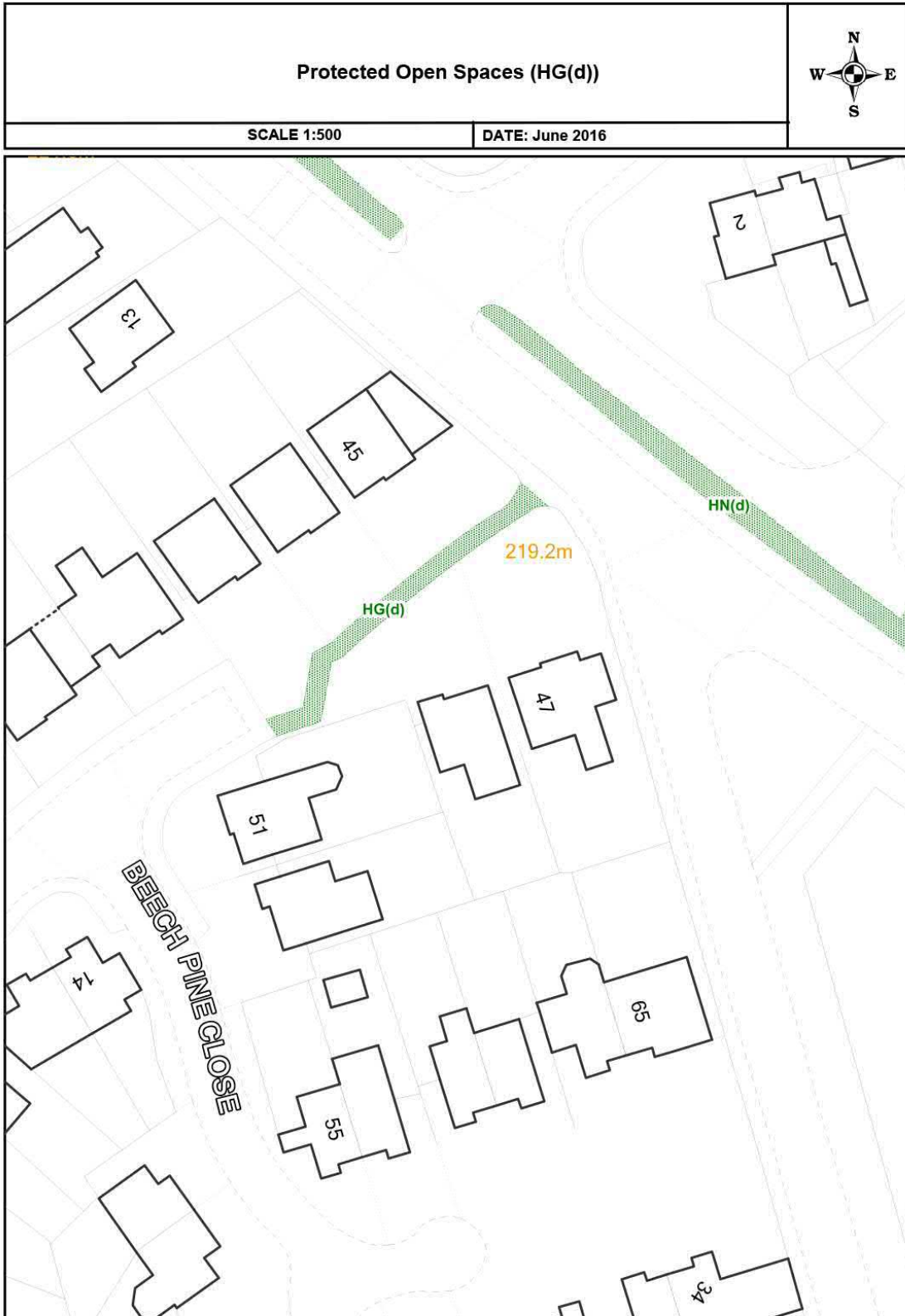
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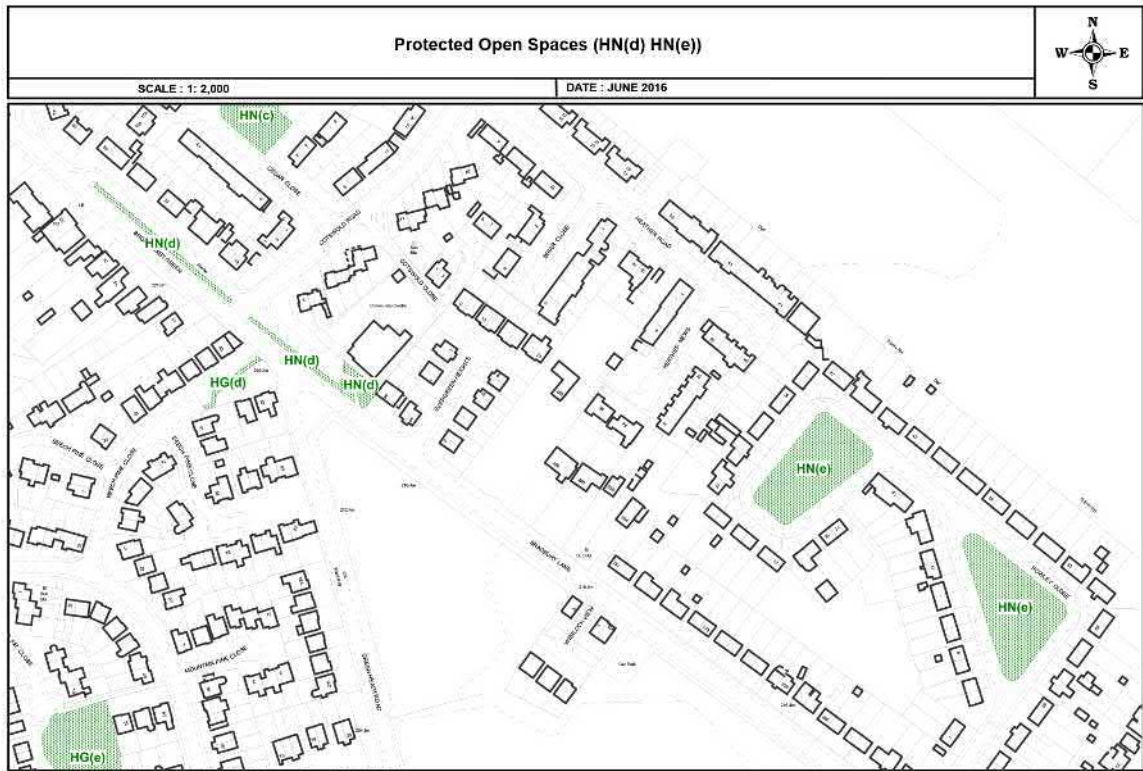
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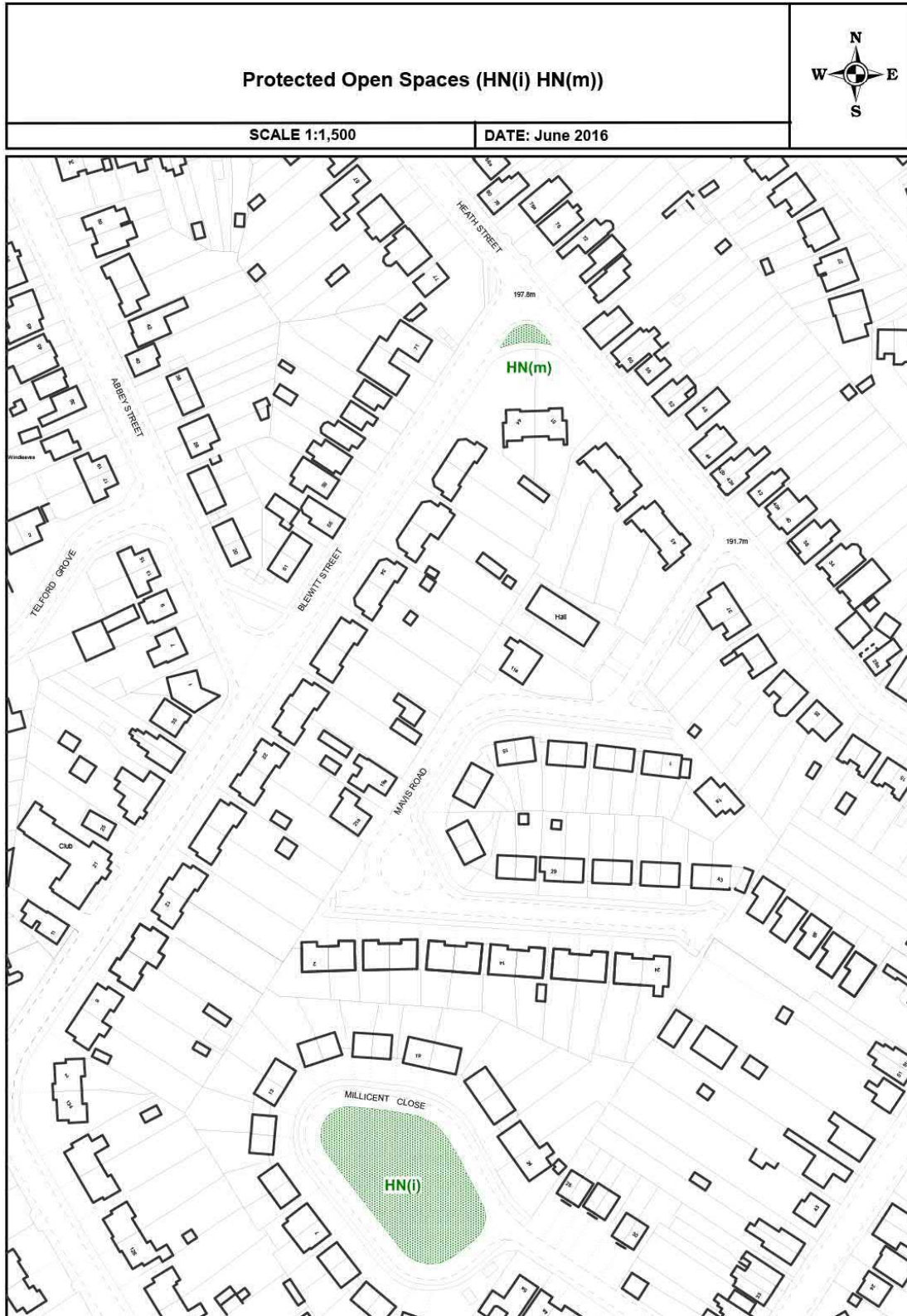
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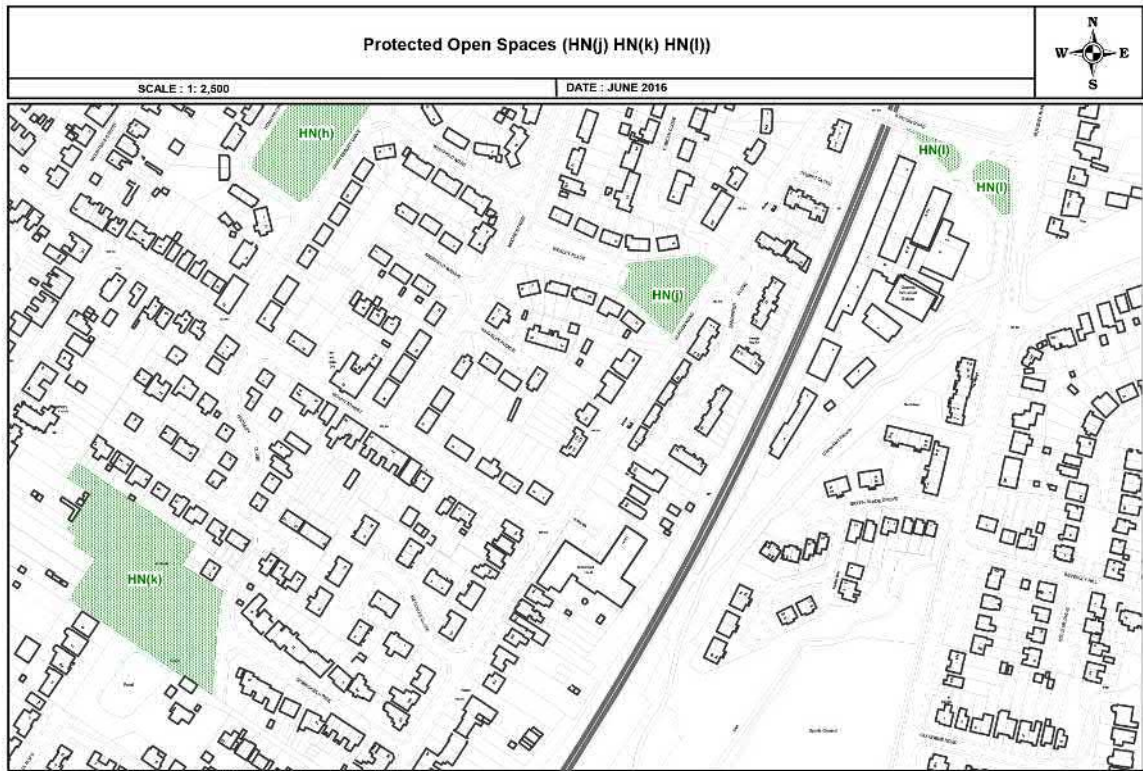
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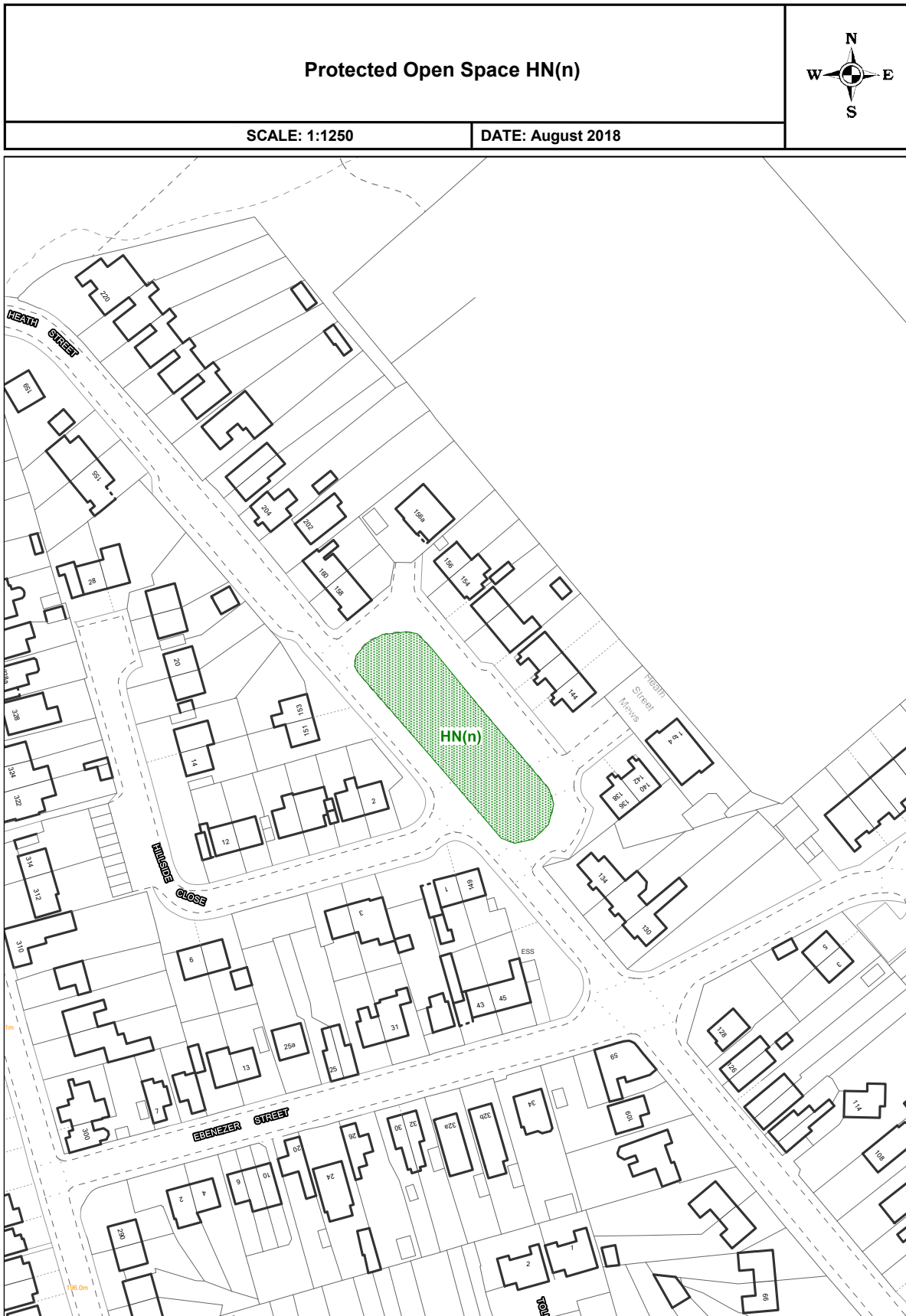
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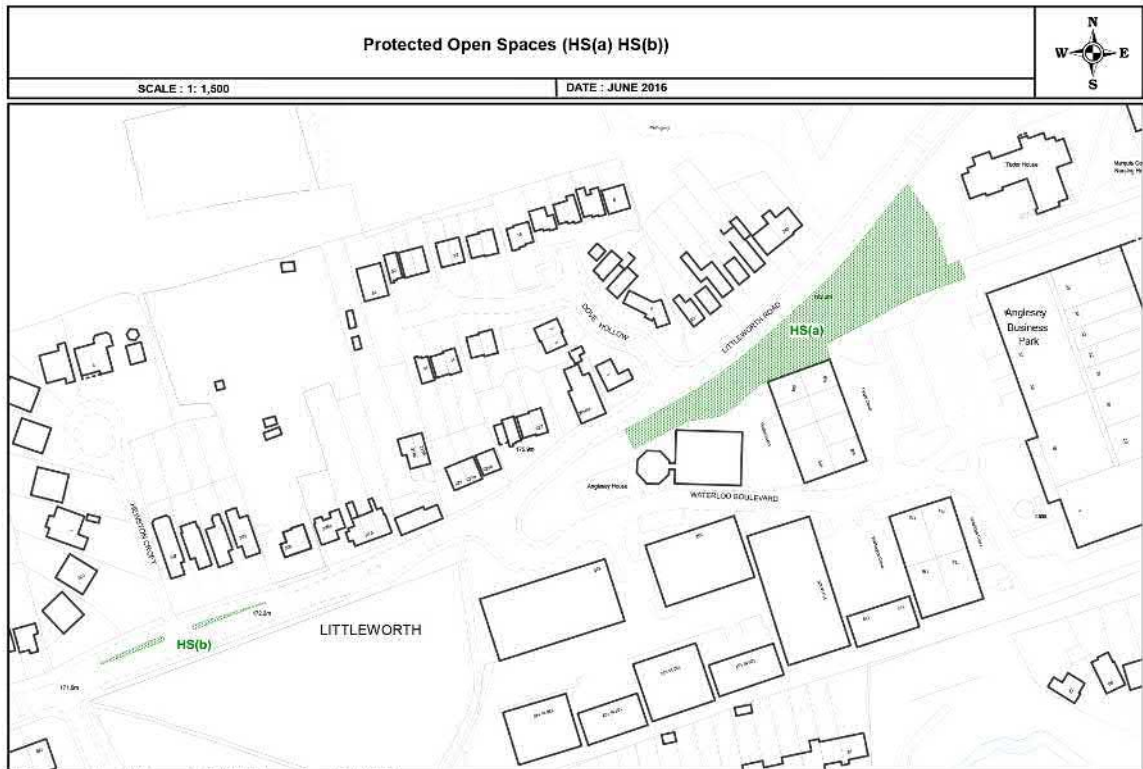
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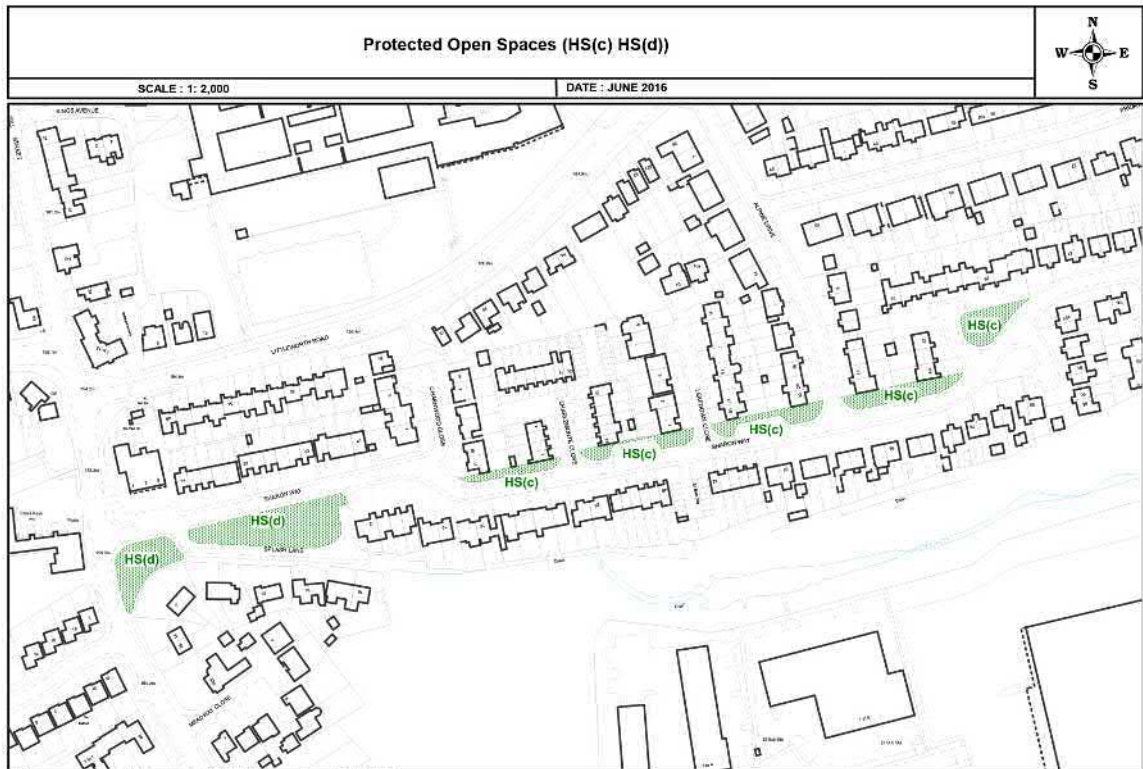
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Monitoring

When the plan has been adopted the effectiveness of its policies and proposals will need to be monitored, so for each of the individual policies a brief annual report will be produced to identify what progress has been made. The matters to be monitored are briefly described below:

- Policy TC1 overall mix of ground floor uses, vacancy rates and number of additional residential units created.
- Policy TC2 use of S106 funds.
- Policy TC3 state of maintenance, preservation, restoration of original features of buildings.
- Policy TC4 Progress in producing a development brief for these sites and subsequently implementing its proposals.
- Policy TC5 Progress in implementation of car park/station improvements and replacement taxi rank
- Policy TC6 Progress in implementation of enlarged car park
- Policy TC7 Progress in achieving comprehensive redevelopment
- Policy ROW1 Length of rights of way created or improved
- Policy OS1 Open spaces protected and extent of enhancement achieved
- Policy BE1 Number of buildings retained and improved
- Policy BE2 Character of the area maintained and enhanced
- Policy H1 Number of bungalows built on development sites
- Policy H2 Progress in implementing comprehensive development
- Policy EMP1 Progress achieved in re-development





16

References/ Sources

16 - References/ Sources

- 1 National Planning Policy Framework - page 82
- 2 National Planning Practice Guidance - page 82
- 3 Cannock Chase Local Plan Part 1 2014 - pages 83-86
- 4 Cannock Chase Council Design Supplementary Planning Document April 2016- page 86
- 5 Listed Buildings - page 86
- 6 Strategic Housing Land Availability Assessment (SHLAA) - pages 87-90
- 7 A History of Hednesford and Surrounding Villages - Anthony Hunt - pages 91-95
- 8 Statistics source - page 95
- 9 South Staffordshire Housing Needs Study and SHMA Update 10/05/2012 NLP - available on Cannock Chase Council's website - go to planning policy evidence section.



1 The National Planning Policy Framework (NPPF)

The NPPF sets out Government planning policies for England and came into effect in March 2012. It states that the purpose of the planning system is to contribute to the achievement of sustainable development which is defined as development which meets the needs of the present without compromising the ability of future generations to meet their own needs”. The NPPF introduces a presumption in favour of sustainable development which should be reflected in policy making in Local and Neighbourhood Plans and decision taking on planning applications.

Neighbourhood Plans are required to support the overall development needs set out in the Local Plan and should not propose less development or be in conflict with its strategic policies. Neighbourhood Plans should plan positively to shape and direct development that is outside the strategic elements of the Local Plan.

2 The National Planning Practice Guidance (NPPG)

This is a “live” document setting out processes to be followed in plan making and decision taking on planning applications in a topic based format. There is a comprehensive section on neighbourhood planning.



3 The Cannock Chase Local Plan Part 1

This is the strategic part of the Local Plan which was adopted in July 2014. Key policies and proposals providing the strategic context for this plan are -

- **Policy CP1** - Strategy – this focuses investment and regeneration on existing settlements whilst conserving the landscape of the AONB, Hednesford Hills, Green Belt and the green infrastructure of the district.
- **Policy CP2** - Developer Contributions for infrastructure – identifies the two main methods of funding via Community Infrastructure Levy (CIL) and Planning Obligations (S106 agreements and equivalent unilateral undertakings). The requirement to pass a proportion of CIL funds to parishes/neighbourhoods is recognised.
- **Policy CP3** - Chase Shaping – Design – identifies a broad set of criteria which need to be met to achieve high quality design and indicates that a Supplementary Planning Document (SPD) elaborating the policy will be produced. The SPD has since been produced and includes a section on Hednesford Town Centre.
- **Policy CP4** - Neighbourhood Led Planning – this provides support in principle for Neighbourhood Plans to be produced.
- **Policy CP5** - Social Inclusion and Healthy Living – this policy focuses on provision of health, education, open space, sport and recreation facilities to meet the needs of communities. It references the “Green Space Network” within the urban areas shown on the Policies Map which is to be protected.
- **Policy CP6** - Housing Land - this identifies the overall housing requirement for the district of 5300 for the period 2006-2028 of which up to 900 are proposed for the strategic allocation west of Pye Green Road and north of Limepit Lane.



16 - References/ Sources

- **Policy CP7** - Housing Choice – dealing with provision of affordable housing on commercial house builders’ sites and the mix of housing required to meet the needs of the whole community including young people, families and the elderly. This policy is likely to need amendment now the Housing and Planning Act 2016 has received royal assent. The Act includes clauses which will require local planning authorities to deliver 20% market housing for first time buyers under the age of 40 discounted at 80% of market value on commercial house builders’ sites. This is likely to significantly reduce the amount of social rented housing built for housing associations which can be negotiated via S106 agreements on these sites.
- **Policy CP8** - Employment Land and Policy CP9 – A Balanced Economy. No new employment sites are proposed in Hednesford, but the policies encourage redevelopment and modernisation of existing employment sites.
- **Policy CP10** - Sustainable Transport – aims to improve bus and rail services together with infrastructure to encourage walking and cycling.
- **Policy CP11** - Centres Hierarchy – Hednesford is identified as a town centre with a boundary shown on the Policies Map. The Victoria Shopping Park on Victoria Street (Tesco, the adjoining block of retail units with the new community building) and the Chase Gateway development on Rugeley Road, Market Street and Victoria Street (Aldi, Bingo Hall and two blocks of shop units) totalling around 14,400 square metres have already been delivered.
- **Policy CP12** - Biodiversity and Geodiversity – aims to protect ecological and geological assets and promote restoration and creation of spaces to accommodate priority species and habitats. Key assets within the area are the Hednesford Hills Local Nature Reserve (a Site of Special Scientific Interest of national importance) and the Old Brickworks Nature Reserve (a local Site of Biological Interest) are identified on the Policies Map. In addition an area of land in Pye Green Valley at the rear of the Staffordshire University Academy and not open to the public, is also identified as a Site of Biological Interest on the Policies Map.



- **Policy CP13** - Cannock Chase Special Area of Conservation (SAC) – the Chase Heathlands have European status as protected habitats and all new housing developments are required to secure mitigation of impact arising from increased visitor pressure. There is now an approved mitigation strategy in place.
- **Policy CP14** - Landscape Character and Cannock Chase Area of Outstanding Natural Beauty (AONB) – the policy focuses on protection of the landscape of the AONB and the wider landscape of the district including woodlands and local green spaces.
- **Policy CP15** - Historic Environment – aims to safeguard all historic sites, buildings, areas, archaeological remains, their settings and their historic landscape and townscape character. Hednesford Town Centre is specifically identified as having a distinctive character with development guidelines to be set out in a Design SPD.
- **Policy CP16** - Climate Change and Sustainable Resource Use – encourages sustainability in design and construction in relation to energy, waste, water use, mitigation of impact of climate change and flood prevention.

Key features within Hednesford identified on the Policies Map are:

- That part of Hednesford which is in the Green Belt and Area of Outstanding Natural Beauty between the Pye Green communications towers and the Broadhurst Green crossroads and a small area of Green Belt north of Station Road, west of the junction with Rugeley Road.
- The strategic housing allocation west of Pye Green Road, north of Limepit Lane and east of the district boundary with Huntington Belt as identified in Policy CP6.
- The boundary of Hednesford Town Centre (Policy CP11).
- The three important protected nature conservation sites, Hednesford Hills, The Old Brickworks and land on the western side of Pye Green Valley (Policy CP 12). These are also part of the wider Green Space Network of protected open spaces.



- The remaining major parts of the protected Green Space Network including Hednesford Park, Anglesey Park, Pye Green Valley (Policy CP5).
- The proposed footpath/cycleway on the route of the old mineral railway north of Rawnsley Road planned to link Hednesford with Rawnsley, Prospect Village and Hednesford (Policy CP10).

4 Design Supplementary Planning Document (SPD)

This was adopted by Cannock Chase Council on 6/04/2016. In addition to setting out detailed guidance on design relevant to most forms of development, this document contains specific guidance to provide a context for Neighbourhood Plan Policies relating to Hednesford Town Centre. The aims of this guidance are to encourage development which conserves and enhances local distinctiveness, to support proposals to uplift the town centre through better quality of design, to encourage links between the town, park and Hednesford Hills.

The document also sets out processes for identifying buildings for inclusion in a Local List of Buildings of Historic Importance and a policy requiring the value of these buildings to the local character of the area to be given weight in any decision making on planning applications.

5 Listed Buildings

There are 5 Listed Buildings in Hednesford which have statutory protection –

- Anglesey Lodge Market Street 1831 grade 2.
- The Cross Keys Inn Hill Street 1746 grade 2.
- Cross Keys Farmhouse Hill Street, probably 16th century grade 2.
- The War Memorial on Hednesford Hills 1922 grade 2.
- Our lady of Lourdes Catholic Church, Uxbridge Street grade 2.

6 Strategic Housing Land Availability Assessment (SHLAA) 2017

This document, produced by the Cannock Chase Council and updated annually, identifies housing sites which collectively are intended to provide the supply of housing land necessary to deliver the 5300 net new dwellings between 2006-2028 identified in the Local Plan. 2307 (net) dwellings had been completed by the end of March 2016, leaving a residual requirement of 2993 to be built by the end of March 2028. The document divides the supply into two main categories:

1. **Deliverable sites** - those which normally already have either outline or detailed planning permission and are capable of being built in a 0-5 year period.
2. **Develop-able sites** - capable of coming forward in 6-15 years, including parts of some major sites which have planning permission but which will take longer than 5 years to build out and other sites put forward by landowners, Many of which do not yet have planning permission, but are considered by the District Council to be suitable for housing development..

The capacity of sites which do not have detailed planning permission is either that specified in an outline permission, or, where no permission exists, an estimate based on the appropriate density for the particular location.

Sites are further subdivided into major (10 or more units) and minor (9 or fewer units).

The reference numbers prefixed C are those which appear in the published 2017 SHLAA.



6 2017 SHLAA sites in Hednesford

Data as at April 2017 with the exception of site C80, land adjoining Hednesford Town Football Club, which has been updated with the recent decision to grant planning permission subject to completion of a S106 agreement and therefore appropriate to include in the 0-5 year supply.

Major 0-5 year sites with full planning permission under construction

C37 (part 1) Pye Green Valley	250 (out of total of 425) (73 completions)
C43 r/o 81-129 High Mount Street & 97-105 Mount Street	21 (13 completions)
C113 (a) land west of Pye Green Road	119 (out of total of 900) (61 completions)
C113 (b) land west of Pye Green Road	219 (out of total of 900) (44 completions)
C128 Hednesford Court Office Anglesey Street	14 (1 completion)
	Total 623

Major 0-5 year sites with no planning permission

C80 land adjoining Hednesford Town FC Keys Park	123
	Total 123

Minor 0-5 year sites with full planning permission under construction

C232 r/o 30-34 Market Street (construction ceased)	6
C315 89a Station Road	2
C398 30 Market Street (change of use)	1
	Total 9



16 - References/ Sources

Minor 0-5 year sites with full planning permission

C31 land adjoining 67 McGhie Street	6
C36 land off Woodland Close	4
C157 19 Eskrett Street	3
C163 land opposite 16 Church Hill	6
C319 land adjoining 167 Littleworth Road	1
C356 land adjoining 2 Laurel Drive	1
C377 land adjoining former Oakley Garage McGhie Street	3
C380 123 Bradbury Lane	4
C388 land r/o 5 Victoria Street	1
C407 523 Pye Green Road (change of use)	1
C4? 52 Broadway (change of use)	4
C410 4 Anglesey Street (change of use)	1
C414 land r/o 19-21 Queen Street	1
	Total 36

Minor 0-5 year sites with outline planning permission

C363 89 Wood Lane	1
	Total 1

Major 6-15 year sites develop-able within the plan period (to 2028)

C37 (part 2) Pye Green Valley (full planning permission)	102
C63 419-435 Cannock Road	27
C113 land west of Pye Green Road (outline pp for 481)	562
	Total 691



16 - References/ Sources

Minor 6-15 year sites develop-able within plan period (to 2028)

C73 former Tenants Bakery Wood Lane	8
	Total 8

Major 6-15 year sites developable post the plan period (after 2028)

C220(a) Oaklands Industrial Estate Lower Road	34
C220(b) Image Business Park East Cannock Road	33
	Total 67

Summary

Units with full planning permission	770 (of which 11 are bungalows)
Units with outline planning permission	482
Units with no planning permission	306
	Total 1558 (of which 67 are post 2028)





1888

About Hednesford

Welcome to
**WEST HILL
PRIMARY**
A Valued Centre Of Learning
All visitors please report
to main entrance on arrival
←

- 7 The first recorded mention of Hednesford was in 1153 when King Stephen 11 granted the small settlement of “Hednesford” exemption from Pannage dues. Pannage was a tax imposed on the right to feed animals such as pigs in a nearby wood or forest.

Prior to the development of the earliest settlement in the area, it was crossed by two roads originating from before Roman times - Blake Street (running roughly west-east approximately on the line of the current Limepit Lane/Belt Road/Stafford Lane and Hill Street) and South Street (on the line of the current Pye Green Road then extending north through Cannock Chase to the river Trent).

Hednesford, known as Hedgeford in Mediaeval times became a small agricultural settlement located around the area where the Riddings Brook crosses the current Hill Street, close to the junctions with Littleworth Road and Lower Road.

The 15th century saw the beginnings of the early iron industry and by 1561 William Paget had built the first blast furnace in the Midlands along what is now Rugeley Road. The first coal mine is recorded at Old Hednesford in 1603.

Three buildings survive from this pre-industrial era all of which are statutorily listed as grade 2 –

- The former Cross Keys Farmhouse dating from the 16th century.
- The Cross Keys Inn 1746, a former coaching inn.
- Prospect Place a large 18th century house with 19th century stabling associated with racehorse training (sited just outside the Parish boundary).



16 - References/ Sources

The settlement then grew, extending towards Hill Top and along Littleworth Road, but major growth came with the development of the coal mining industry in the 19th century and the opening up of the Cannock Chase coalfield to larger scale mining than had previously been possible as a result of construction of canals and railways providing access to markets.

In the second half of the 19th century and early 20th century housing development took place in the West Hill/Greenheath area and at Church Hill. Cottages were also built at Pye Green. Most of the houses built in this period were terraced properties to accommodate workers in mining and associated industries such as engineering and brick-making. In addition there are some larger “villa” type properties for the more affluent owners/managers. Examples of the latter can be seen on Eskrett Street, Greenheath Road and Station Road.

The town centre was beginning to take shape in latter part of the 19th century extending south-west from the railway station along what was originally named Station Street (now Market Street) to the junction with Uxbridge Street. The 1886 edition of the Ordnance Survey shows that the large house built for Edmund Peel, third son of Prime Minister Sir Robert Peel, in 1831 had been converted to the Anglesey Hotel. On the same map The Uxbridge Arms is shown at the corner of Station Street and Uxbridge Street (now Woody's Music Bar). Another well known building, the former police station at 435 Cannock Road, since converted to flats, is also shown.

The main collieries were located in Pye Green Valley, alongside the Cannock to Hednesford railway line, on the edge of Hednesford Hills and south of Littleworth Road.



16 - References/ Sources

The total number of deep shafted collieries at the peak of the mining industry in the early twentieth century was 8 comprising –

- East Cannock Colliery
- Cannock Chase N. 9 and 10 collieries
- West Cannock Collieries No's 1,2,3 & 4.
- Cannock & Rugeley Colliery Valley Pit.

An extensive network of railways serving the collieries was developed, including a line from Hawks Green (where there were canal interchange sidings) to Wimblebury and Cannock Wood and a separate branch off the main Cannock to Rugeley line north of the town, also to Cannock Wood. Collieries in Pye Green Valley and the Valley Colliery on the edge of Hednesford Hills had separate rail access.

By the 1850's there were at least six racing stables in the area employing over 80 people and Hednesford Hills was extensively used for training racehorses. Over time local racehorses have won many classic races including The Grand National 5 times. This activity subsequently declined as the town became more urbanised. Football took over as the main sporting activity for mining communities and the team that was eventually to become Hednesford Town moved to a new ground behind the Cross Keys Inn in 1904.

Hednesford Park was opened in 1931 partly on the site of Hednesford Big Pool which had been drained and filled as a result of mine-workings.

The former South Staffordshire Waterworks Company reservoir built in a circular shape on the high part of Hednesford Hills in 1879 was subsequently abandoned as a result of leakage caused by subsidence and converted to a motor racing venue in 1952.



16 - References/ Sources

Housing development continued to take place between the wars along and between some of the main roads, Bradbury Lane, Rawnsley Road, Littleworth Road and Lower Road. However the main growth in housing development took place after the second world war with a mixture of private and public housing off Belt Road, Pye Green Road, Broadhurst Green and Stafford Lane. Since the early 1980s nearly all new housing has been built by commercial housebuilders, notably off East Cannock Road and the newly built road of Rose Hill which links Pye Green Road with Greenheath Road.

The first purpose built food supermarket in the town, The Co-op in Anglesey Street, opened in 1978.

Pye Green Community Centre was built in the 1960s and extended and refurbished in 2012.

Evidence of the coal mining industry has virtually disappeared following the closure of the pits and brickworks with major land reclamation schemes taking place in the 1970s and 80s to create new open spaces together with land for housing and new businesses. A substantial area of public open space was created in Pye Green Valley together with land for new housing. East of Hill Street a new road was built linking through to Wimblebury Road and opening up former brickworks and colliery sites for new business development (Keys Park) and a nature reserve was created. Hednesford Town FC relocated to a new stadium in this area in 1995. North of East Cannock Road the former colliery was redeveloped for housing and a new public open space created, Anglesey Park.

The train service from Birmingham to Rugeley, which had closed in 1965 was re-instated in 1989 as far as Hednesford and then through to Rugeley Trent Valley in 1997. The new station was built on the opposite side of the railway bridge to the original 19th century station building.



Frequent bus services connect the town from the main bus stops on Victoria Street, Cannock Road and Station Road to Pye Green, Chadsmoor, Cannock, Rugeley, Heath Hayes, Burntwood, Lichfield, Walsall, Wolverhampton and Stafford.

A new multi-practice health centre built at the junction of Station Road and Market Street was opened in 2005.

The most recent major changes in the Town have been along Victoria Street, north of Market Street. The former ATP factory, Aquarius Ballroom, bingo hall, TA centre, Pool House and bus station have been re-developed around a realigned Victoria Street with two new shopping developments and car parks. The larger development includes a Tesco store, 4 other retail units, new community centre and relocated TA centre. The smaller development includes new shop units at the southern end of Market Street an Aldi store, 4 other shop units plus a relocated bingo hall.

A new all weather floodlit football pitch with changing and social facilities is shortly to open on the site of the former Mid Cannock Colliery sports ground on Bradbury Lane.

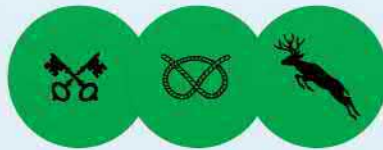
8 Statistics source

Statistics relating to population characteristics of Wards (Ward Profiles) and information on housing demand/need for the elderly have been kindly supplied by Cannock Chase Council.





Hednesford Town Council



tomorrow's plan today



www.hednesford-tc.gov.uk

Hednesford Town Council, Pye Green Community Centre,
Bradbury Lane, Hednesford, Staffordshire, WS12 4EP