



**Please ask for:** Matt Berry  
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6 December 2023

Dear Councillor,

**Cabinet**

**6:00pm on Thursday 14 December 2023**

**Meeting to be held in the Esperance Room, Civic Centre, Cannock**

You are invited to attend this meeting for consideration of the matters itemised in the following Agenda.

Yours sincerely,

**T. Clegg**  
**Chief Executive**

**To: Councillors:**

Johnson, T.B.	Leader of the Council
Newbury, J.A.A.	Deputy Leader of the Council and Regeneration & High Streets Portfolio Leader
Elson, J.S.	Community Wellbeing Portfolio Leader
Muckley, A.M.	Environment and Climate Change Portfolio Leader
Thornley, S.J.	Housing Portfolio Leader
Preece, J.P.T.L.	Parks, Culture, and Heritage Portfolio Leader
Prestwood, J.	Resources and Transformation Portfolio Leader
Fisher, P.A.	<i>Observer (non-voting)</i>

# Agenda

## Part 1

### 1. Apologies

### 2. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members

To declare any interests in accordance with the Code of Conduct and any possible contraventions under Section 106 of the Local Government Finance Act 1992.

### 3. Minutes

To approve the Minutes of the meeting held on 9 November 2023 (enclosed).

### 4. Updates from Portfolio Leaders

To receive oral updates (if any), from the Leader of the Council, the Deputy Leader, and Portfolio Leaders.

### 5. Forward Plan

Forward Plan of Decisions for December 2023 to February 2024 (Item 5.1 - 5.3).

### 6. Motion Referred from Council

To consider the Motion referred from the full Council meeting held on 8 November 2023 in respect of the Rugeley Boardwalk (Item 6.1 - 6.2).

### 7. Permission to Spend - Safer Streets 5 Grant Funding

Report of the Head of Wellbeing (Item 7.1 - 7.5).

### 8. Air Quality Annual Status Report

Report of the Deputy Chief Executive-Place (Item 8.1 - 8.60).

### 9. 2022/23 Infrastructure Funding Statement

Report of the Head of Economic Development & Planning (Item 9.1 - 9.27).

### 10. Development of Cannock Park - Masterplan and Play Area Refurbishment

Report of the Head of Operations (Item 10.1 - 10.13).

### 11. Local Development Scheme 2023

Report of the Head of Economic Development & Planning (Item 11.1 - 11.15).

### 12. Cannock Chase Local Plan 2018-2040: Regulation 19 Consultation

Report of the Head of Economic Development & Planning (Item 12.1 - 12.261).

### **13. Revenues and Benefits Collection Report - Quarter 2 2023/24**

Report of the Deputy Chief Executive-Resources (Item 13.1 - 13.16).

Appendices 1, 2, and 3 to this report (Item 13.6 - 13.16) are confidential due to the inclusion of:

- Information relating to any individual.
- Information which is likely to reveal the identity of an individual, and
- Information relating to the financial or business affairs of any particular person (including the Council).

**Cannock Chase Council**  
**Minutes of the Meeting of the**  
**Cabinet**

**Held on Thursday 9 November 2023 at 6:00 p.m.**

**In the Esperance Room, Civic Centre, Cannock**

**Part 1**

**Present:**

Councillors:

Johnson, T.B.	Leader of the Council
Newbury, J.A.A.	Deputy Leader of the Council and Regeneration and High Streets Portfolio Leader
Elson, J.S.	Community Wellbeing Portfolio Leader
Muckley, A.M.	Environment & Climate Change Portfolio Leader
Thornley, S.J.	Housing Portfolio Leader
Preece, J.P.T.L.	Parks, Culture, and Heritage Portfolio Leader
Prestwood, J.	Resources and Transformation Portfolio Leader
Fisher, P.A.	<i>Observer (non-voting)</i>

**50. Apologies**

None received.

**51. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members**

No other Declarations of Interest were made in addition to those already confirmed by Members in the Register of Members' Interests.

**52. Minutes**

**Resolved:**

That the Minutes of the meeting held on 12 October 2023 be approved.

**53. Updates from Portfolio Leaders**

None.

**54. Forward Plan**

**Resolved:**

That the Forward Plan of Decisions for the period November to December 2023 (Item 5.1 – 5.2) be noted.

**55. 2022-23 Housing Services Annual Report to Tenants**

Consideration was given to the Report of the Head of Housing and Corporate Assets (Item 6.1 - 6.24).

**Resolved:**

That:

- (A) The 2022-23 Housing Services Annual Report (attached as Appendix 1 to covering report) be agreed for publication on the Council's website and circulated to tenants.
- (B) If required, the Head of Housing & Corporate Assets, following consultation with the Housing Portfolio Leader, be authorised to make amendments to 2022-23 Housing Services Annual Report prior to publication.

**Reason for Decisions**

The Annual Report must be made available to all tenants and a copy of the final document would be placed on the Council's website, with hard copies circulated to tenants and leaseholders in conjunction with the next edition of the tenants' newsletter.

**56. Quarter 2 Performance Report 2023/24**

Consideration was given to the Report of the Head of Transformation & Assurance (Item 7.1 - 7.35).

**Resolved:**

That:

- (A) Progress at the end of the second quarter related to the delivery of the Council's priorities as detailed in report Appendices 1a-1d and the performance information as set out in report Appendix 2, be noted.
- (B) It be further noted that:
  - (i) The workforce plan had been deferred to 2024/25, and
  - (ii) A report would be brought to Cabinet outlining a revised timetable for the Local Plan.

**Reason for Decisions**

The performance information allowed Cabinet to monitor progress in delivery of the Council's corporate priorities and operational services.

**57. Strategic Risk Register Update**

Consideration was given to the Report of the Head of Transformation & Assurance (Item 8.1 - 8.9).

**Resolved:**

That:

- (A) The Strategic Risk Register, as included at report Appendix 2 be approved, and

(B) The progress made in the identification and management of the strategic risks be noted.

### Reason for Decisions

All strategic risks and associated action plans had been reviewed and the Council's risk profile was summarised as set out below:

Risk Status	Number of Risks at 1 <sup>st</sup> April 2023	Number of Risks at 30 <sup>th</sup> September 2023
Red (High)	2	2
Amber (Medium)	4	3
Green (Low)	0	0
Total:	6	5

#### 58. LTA Tennis Courts Improvements 2023 - Tennis Concessions Scheme

Consideration was given to the Joint Report of the Head of Operations and the Head of Wellbeing (Item 9.1 - 9.7).

The Environment and Climate Change Portfolio Leader requested that in report paragraph 5.12, bullet point 'Refugee Status (UNCHR1951)' be amended to read '**Recognised as a Refugee (Geneva Convention 1951)**'.

The Head of Operations confirmed the requested amendment would be made.

#### Resolved:

That the proposed inclusion of tennis concessions into the current Inspiring Health Lifestyles (IHL) / Council leisure concessions scheme be agreed.

#### Reasons for Decision

On 10 November 2022 Cabinet agreed to the re-introduction of tennis court hire fees to support a bid for capital improvements to the Council's tennis courts across the District by the Law Tennis Association.

The original report did not include a concession scheme because the scheme was led by the Council's Parks & Open Spaces team rather than IHL. Officers were asked to re-examine this by the Council's Health and Wellbeing Scrutiny Committee, and subsequently Cabinet, following the call-in of the report to the Scrutiny Committee.

To maximise the cost effectiveness, efficiency, and avoid unnecessary duplication, it was considered that operating tennis concessions from within the current concessions scheme was the most appropriate approach and offered best value.

The meeting closed at 6:42 p.m.

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Leader

## Forward Plan of Decisions to be taken by the Cabinet: December 2023 to February 2024

For Cannock Chase Council, a key decision is as an Executive decision that is likely to:

- Result in the Council incurring expenditure or making savings at or above a threshold of 0.5% of the gross turnover of the Council.
- Affect communities living or working in two or more Council Wards.

Representations in respect of any of matters detailed below should be sent in writing to the contact officer indicated alongside each item via email to [membersservices@cannockchasedc.gov.uk](mailto:membersservices@cannockchasedc.gov.uk)

**Copies of non-confidential items will be published on the Council's website 5 clear working days prior to the relevant meeting date.**

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representations Received
<b>December 2023</b>						
Permission to Spend - Safer Streets 5 Grant Funding	Head of Wellbeing / Community Wellbeing Portfolio Leader	14/12/23	Yes	No		N/A
Air Quality Annual Status Report	Deputy Chief Executive-Place / Environment & Climate Change Portfolio Leader	14/12/23	No	No		N/A
2022/23 Infrastructure Funding Statement	Head of Economic Development & Planning / Regeneration and High Streets Portfolio Leader	14/12/23	No	No		N/A
Development of Cannock Park - Masterplan and Play Area Refurbishment	Head of Operations / Parks, Culture, and Heritage Portfolio Leader	14/12/23	No	No		N/A
Local Development Scheme 2023	Head of Economic Development & Planning / Regeneration and High Streets Portfolio Leader	14/12/23	No	No		N/A
Cannock Chase Local Plan 2018-2040: Regulation 19 Consultation	Head of Economic Development & Planning / Regeneration and High Streets Portfolio Leader	14/12/23	No	No		N/A

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representations Received
Revenues and Benefits Collection Report - Quarter 2 2023/24	Deputy Chief Executive-Resources / Resources & Transformation Portfolio Leader	14/12/23	No	Yes (Appendices only)	Information relating to any individual. Information which is likely to reveal the identity of an individual. Information relating to the financial or business affairs of any particular person (including the Council).	
<b>February 2024</b>						
Stadium Site Phase 2 Works Revision 2B - Toilet and Community Room	Head of Operations / Parks, Culture, and Heritage Portfolio Leader	01/02/24	No	No		N/A
Business Growth Programme	Head of Economic Development & Planning / Regeneration and High Streets Portfolio Leader	01/02/24	No	No		N/A
Amazon-Rugeley	Head of Economic Development & Planning / Regeneration and High Streets Portfolio Leader	01/02/24	No	No		N/A
Review of Housing Allocations Policy	Head of Housing & Corporate Assets / Housing Portfolio Leader	01/02/24	No	No		N/A
Outturn 2022-23	Deputy Chief Executive-Resources / Leader of the Council	01/02/24	No	No		N/A
Housing Revenue Account - Final Accounts 2022/23	Head of Housing & Corporate Assets / Deputy Chief Executive-Resources / Housing Portfolio Leader	01/02/24	No	No		N/A
General Fund Revenue Budget and Capital Programme 2024-2027	Deputy Chief Executive - Resources / Leader of the Council	01/02/24	No	No		N/A



**Item No. 5.3**

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representations Received
Local Council Tax Reduction Scheme 2024/25	Deputy Chief Executive - Resources / Resources and Transformation Portfolio Leader	01/02/24	No	No		N/A
Rent Setting Policy - April 2024	Head of Housing and Corporate Assets / Housing Portfolio Leader	01/02/24	No	No		N/A
Housing Revenue Account Budgets 2023/24 to 2026/27	Head of Housing and Corporate Assets / Deputy Chief Executive-Resources / Housing Portfolio Leader	01/02/24	No	No		N/A
Housing Revenue Account Capital Programmes 2023/24 to 2026/27	Head of Housing and Corporate Assets / Deputy Chief Executive-Resources / Housing Portfolio Leader	01/02/24	No	No		N/A
Treasury Management Strategy, Minimum Revenue Provision Policy, and Annual Investment Strategy 2024/25	Deputy Chief Executive - Resources / Leader of the Council	01/02/24	No	No		N/A

## Motion Referred from 8 November 2023 Council Meeting

### Rugeley Boardwalk

“Rugeley boardwalk previously linked Brook Square and Albion Street. It was first closed as a measure to ‘make it safe’ in October 2018 after part of it collapsed. Investigation found that parts of the wooden supporting structure had rotted and, as a result, the whole boardwalk was stripped down.

On 18<sup>th</sup> August 2018, Cllr Justin Johnson launched a petition requesting the Labour Cabinet at the time repair the boardwalk as a priority. Over 600 people signed the petition, describing the dismantled structure an ‘eyesore’. Local businesses expressed how they felt the derelict shell of a structure negatively impacted footfall to Rugeley Town Centre. In July 2019, Rugeley Conservative Councillors wrote again to the former Labour Leader, George Adamson, asking that repairs be considered.

The previous Cabinet agreed to consider the issue highlighted by the Conservative Team and, just prior to the pandemic, set aside £346,000 in the 2020/2021 budget to cover repairs to bridges and boardwalks and for the general maintenance of Council assets. As the previous Cabinet had included a maintenance component, the sum quickly diminished as the general maintenance of wider Council assets resulted in ongoing costs and, naturally, safety works were prioritised. At that time, there was no limit set on the amount to be spent on maintenance, nor was there a specific sum allocated to the repair of bridges and boardwalks.

Three months after the change of administration in 2021 and following the lifting of Covid-19 restrictions, the Conservative Cabinet adopted a new Corporate Maintenance Plan and Asset Strategy. The purpose was to build in resilience and enable longer term planning. The Plan committed to replacing bridges and boardwalks over a three-year period starting from 2021 and the first stage of that process was to review of all bridges within the Council’s ownership.

Once the review completed, the remaining £110,000 from the previously allocated budget was set aside in the Capital Programme. This time it was specifically ringfenced to cover the repair of 3 bridges and boardwalks – Rugeley Boardwalk, Anglesey Nature Reserve and Rawnsley Woods.

Following this, a procurement exercise took place in respect of some of the works but the cost of replacing each of the three bridges and boardwalks came in significantly over budget. Combined, the cost of works to all three bridges and boardwalks was over double the allocated budget. This was weighed up in light of wider Council priorities and against the economic backdrop at the time. The Conservative Cabinet agreed that such an excessive overspend of public funds on only three bridges was unjustifiable and would not be prudent given the economic climate at that time. The Conservative Cabinet agreed that, despite this, bridges and boardwalks would remain a priority and diarised that they be reconsidered again in Autumn 2023, when it was hoped, inflation would begin to fall and economic pressures eased.

In May 2023, the administration changed again and, last month, the Labour and Green Coalition agreed to replace the two bridges at Anglesey Nature Reserve and Rawnsley Woods using the funds already identified and allocated within the previous budget. The Labour and Green Coalition also announced that Rugeley Boardwalk would not be reconsidered in Autumn 2023 as originally planned and, rather than be prioritised, it would instead be considered amongst proposals for other wider capital projects falling within the standard, annual budget setting process.

In the meantime, Conservative Councillors have been working to assist and ensure Rugeley Boardwalk remains a priority. Working with the local community, local businesses and a number of Rugeley Town Councillors, a proposal has been prepared to redesign the wider area surrounding the former Rugeley Boardwalk, replace the pathway across the water and landscape the surroundings. The cost estimates for the new proposals provided by professionals are considerably lower when compared against previous estimates. The process for submitting the design proposals has been confirmed with Officers at the District Council and the required tender process has been discussed with the Clerk at Rugeley Town Council.

**I therefore move and request that, subject to confirmation of the project by Rugeley Town Council, Cabinet take the time to review the imminent forthcoming proposals in respect of Rugeley Boardwalk and the surrounding area. I ask that the design proposals be considered by Cabinet ahead of the upcoming budgetary timeframe on the basis that funds have already been set aside for this purpose and consideration be given to approving that the sum of £35,000 be allocated to support Rugeley and contribute towards the wider project and plans to renovate Rugeley Boardwalk.”**

# Permission to Spend: Safer Streets 5 Grant Funding

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 December 2023
<b>Report of:</b>	Head of Wellbeing
<b>Portfolio:</b>	Community Wellbeing

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## 1 Purpose of Report

- 1.1 To seek approval to spend the allocated Safer Streets 5 Funding in Cannock South and Cannock West, for the purposes of reducing Anti-social Behaviour (ASB), Violence Against Women and Girls (VAWG) and neighbourhood crime (NC).

## 2 Recommendations

- 2.1 Cabinet is asked to approve the spend of up-to £475,000 from the Government's Safer Streets 5 Fund.
- 2.2 That authority to enter into any necessary legal agreements to enable the Council to spend the Safer Streets 5 Funding, and to facilitate the delivery of the projects, be delegated to the Head of Wellbeing in consultation with the Portfolio Holder.

### Reasons for Recommendations

- 2.3 The £500,000 allocated to Cannock South and Cannock West through the Safer Streets Funding 5 Grant, minus a £25,000 project management fee, will be spent on implementing several initiatives across the two localities and will play a key role in ensuring local streets and communities are safe for residents and visitors.

## 3 Key Issues

- 3.1 Safer Streets 5 Funding has been directly awarded to Police and Crime Commissioners across England. Analysis by the Office of the Police, Fire and Crime Commissioner (OPFCC) in Staffordshire has highlighted the benefit to targeting funds of £500,000 towards two localities within Cannock Chase District: Cannock South and Cannock West.
- 3.2 The program has been designed and locations identified by the OPFCC, and is testament to the strong working relationship between the Council and the Commissioner's Office.
- 3.3 The proposals do not conflict with, or replicate, any plans the Council already have for the areas. Instead, they complement and add additional value to the Levelling Up Fund proposals for the Town Centre and a proposed regeneration of Cannock Park. These combined interventions will improve prosperity for the district and

ensure that the area is a safer and more welcoming place for residents and visitors alike.

## 4 Relationship to Corporate Priorities

4.1 **Health and Wellbeing** - by helping to ensure the most vulnerable people in our district are safeguarded.

**The Community** - by assisting in ensuring our neighbourhoods are safe.

**Economic Prosperity** - by demonstrating a commitment to ongoing rejuvenation of our town centres.

## 5 Report Detail

5.1 The Government's strategic approach to cutting crime and ASB, reducing the number of victims of crime and making the country safer, is set out in the Beating Crime Plan and the recently launched Anti-social Behaviour Action Plan. The Safer Streets Fund forms a key part of the Government's approach to supporting local areas.

5.2 The Safer Streets Fund is currently in its fifth cycle and shall be operational until 31 March 2025. This cycle will maintain a focus on reducing levels of NC, VAWG and ASB in areas of England and Wales.

5.3 The interventions are focused where there is strong previous evidence of positive outcomes in previous Safer Streets rounds. The project plan for Cannock South and Cannock West has been designed by the OPFCC, following recommendations by specialist Designing Out Crime Officers from the Early Intervention and Prevention Unit at Staffordshire Police. These include:

- Gating
- CCTV
- Streetlighting
- Public Guardianship Initiatives
- Outreach Support
- Environmental Improvements
- Educational products directed towards behavioural and attitudinal change.

5.3.1 Gating - Two locations have been identified in Cannock Town Centre whereby access to rooftops has regularly been gained and ASB/criminal damage has ensued. The works, subject to consultation, planning permission and building control, would reduce the occurrence of this behaviour.

5.3.2 CCTV - A combination of fixed and re-deployable cameras will be installed in locations across both wards which are subject to repeat ASB. Installation will be focussed where coverage is currently poor or non-existent, and includes areas within Cannock Park. Where cameras currently exist but do not provide adequate image quality or are inflexible, they will be upgraded.

5.3.3 Streetlighting - New lighting, which is specific to the precise location and mindful of residencies/wildlife, will be installed within Cannock Park. Elsewhere across the

two wards, there shall be an upgrade from sodium to LED luminaires in specific areas to improve safety and the feelings of safety.

- 5.3.4 Public Guardianship Initiatives - Street pastors, safe spaces and taxi marshals will be operational in and around the night-time economy and vulnerable locations. Taxi Marshals will be based within the town centre, whilst street pastors will have a larger geographical reach across the two wards.
- 5.3.5 Outreach Support - Street outreach workers will be commissioned by the OPFCC to deliver targeted engagement across the two wards and will make referrals to existing networks and support agencies.
- 5.3.6 Environmental Improvements - Problematic shrubbery which is attracting ASB, drug use and criminality in the Town Centre will be cut back, and trees will be crown lifted where their current growth is impacting upon natural and CCTV surveillance. All work will be subject to appropriate permissions - TPOs, Conservation Areas etc.
- 5.3.7 Education - Delivery of educational programmes directed towards behavioural and attitudinal change regarding ASB and VAWG will be delivered to young people. These sessions shall be quality assured, age appropriate and integrated into the Personal, Social, Health and Economic Education curriculum.
- 5.4 The OPFCC will top slice a small proportion for a Project Manager to work with partners, contractors, business community representatives and other stakeholders to ensure delivery and local evaluation.
- 5.5 Once spend is agreed, the various procurement processes shall commence immediately.

## **6 Implications**

### **6.1 Financial**

Cannock has been allocated £500,000 grant secured under the Government's Safer Streets 5 fund. This report is seeking permission to spend the allocated Grant. The Grant has fixed elements of expenditure referenced in the attached Appendix 1. £25,000 of the grant is to be top sliced by the OPFCC for Project management costs, leaving £475,000 budget to be approved. A £120,000 revenue budget will be added under a new revenue grant code named Safer Streets 5, and a £355,000 Safer Street 5 capital budget added to the capital programme. Pending permission to spend, a procurement process is due to start, and the grant expenditure is estimated to be profiled over two financial years, £225,000 in the current 23/24 and the remainder £250,000 forecasted to be spent in 24/25.

### **6.2 Legal**

Consideration will need to be given to the capacity within Legal Services for the drafting and provision of advice regarding legal agreements, and whether the work will need to be outsourced or carried out in-house.

All contracts required for the delivery of the project shall be procured in accordance with the Council's Procurement Regulations and the Public Contracts Regulations 2015.

**6.3 Human Resources**

None.

**6.4 Risk Management**

Failure to deliver the fixed interventions, or to commit sufficient spend towards them within set periods presents a risk. A minimum of £225,000 must be committed within the 23/24 financial year, with the remainder to be committed in 24/25.

This risk shall be mitigated by project management whereby simultaneous procurement exercises are currently progressing to ensure that the required amount of funding is committed in 23/24. There is flexibility within the project regarding when individual interventions are delivered to ensure this goal is achieved. There is also flexibility within the project to reallocate funding between the interventions, if required.

Any unspent monies will be required to be returned to the OPFCC/Home Office at the end of each financial year period.

**6.5 Equalities and Diversity**

None.

**6.6 Health**

Tackling anti-social behaviour, violence against woman and girls and neighbourhood crime will have a positive impact on health.

**6.7 Climate Change**

Proposed change from sodium to LED luminaires on streetlighting lanterns is an energy efficient switch.

**7 Appendices**

Appendix 1 - Safer Streets 5 Grant Expenditure Plan

**8 Previous Consideration**

None

**9 Background Papers**

None

**Contact Officer:** Oliver Greatbatch  
**Telephone Number:** 01543 464477  
**Ward Interest:** Cannock South and Cannock West  
**Report Track:** Cabinet: 14/12/23  
**Key Decision:** Yes

**Safer Streets 5 Grant Expenditure Plan**

<b>Interventions:</b>	<b>23-24</b>		<b>24-25</b>		<b>Total</b>
	<b>Revenue</b>	<b>Capital</b>	<b>Revenue</b>	<b>Capital</b>	
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Gating and Fencing	£10,000	£ -	£-	£-	<b>£10,000</b>
CCTV	£-	£20,000	£-	£140,000	<b>£160,000</b>
Streetlighting	£-	£195,000	£-	£-	<b>£195,000</b>
Public Guardianship Initiatives	£-	£-	£15,000	£-	<b>£15,000</b>
Outreach Support	£-	£-	£20,000	£-	<b>£20,000</b>
Environmental Improvements	£-	£-	£55,000	£-	<b>£55,000</b>
Educational products directed towards behavioural and attitudinal change	£-	£-	£20,000	£-	<b>£20,000</b>
	<b>£10,000</b>	<b>£215,000</b>	<b>£110,000</b>	<b>£140,000</b>	<b>£475,000</b>



# Air Quality Annual Status Report

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 December 2023
<b>Report of:</b>	Deputy Chief Executive (Place)
<b>Portfolio:</b>	Environment & Climate Change

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## 1 Purpose of Report

- 1.1 To present the statutory Annual Status Report ('the ASR') that has been submitted to the Department of Environment, Food and Rural Affairs (DEFRA). This contains the air quality monitoring data from 2022 and a summary of the actions taken in that year to improve local air quality. This ASR precedes future work to be undertaken on Air Quality Action Planning and a review of local Air Quality Management Areas.

## 2 Recommendations

- 2.1 That Cabinet notes the statutory ASR set out in Appendix 1.
- 2.2 That Cabinet instructs the Deputy Chief Executive (Place) to take the actions necessary to progress towards Air Quality Action Planning and the review of local Air Quality Management Areas (AQMAs).

### Reasons for Recommendations

- 2.3 Local authorities are required to submit an ASR to DEFRA, for the purpose of:
  1. Reporting the results of air quality monitoring in 2022.
  2. Reviewing the available air quality data and the implications for local air quality management, particularly in any AQMA.
  3. Providing an update on work carried out in 2022 by Cannock Chase Council and Staffordshire County Council (SCC) which is relevant to local air quality management (generally initiatives to improve air quality or promote environmental awareness).
  4. Providing an outline of proposed work (relevant to air quality) for 2023.
- 2.4 The 2023 ASR was submitted to DEFRA on 30 June 2023 and DEFRA have confirmed that the report is well structured, detailed, and provides the information specified in the Guidance.

## 3 Key Issues

- 3.1 Action on local air quality is a legal duty placed upon the Council (and all district and county councils) by Part IV of the Environment Act 1995.

- 3.2 The Department for Environment, Food and Rural Affairs (DEFRA) has provided statutory guidance in the form of the Local Air Quality Management Policy Guidance ([PG22](#)) The guidance gives particular focus to so-called 'priority pollutants' such as Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) which are relevant to both district and county Councils.
- 3.3 In 2022, Cannock Chase had three Air Quality Management Areas (AQMA) which were declared due to a failure to meet the annual objective of 40µg/m<sup>3</sup> for NO<sub>2</sub>:
- AQMA 1, Watling Street, Cannock (Declared 2006)
  - AQMA 2, Watling Street, Norton Canes (Declared 2014)
  - AQMA 3, Fiveways, Norton Canes (Declared 2017)

## 4 Relationship to Corporate Priorities

- 4.1 The ASR contributes to the Council's priorities of Health & Wellbeing, and The Community, by:
- Ensuring local air quality is regularly monitored and reviewed and that appropriate action is taken to reduce the detrimental effects from air pollution on the health and wellbeing of residents.
  - Helping inform the development of an Environmental Strategy and action plan to reduce the Council's, and the District's, impact on climate change.

## 5 Report Detail

### Air Quality Monitoring

- 5.1 Air quality monitoring in the District has been ongoing since 2014. In 2022, the monitoring network consisted of:
- 15 Diffusion tube sites, which monitor for NO<sub>2</sub> and provide monthly averages.
  - An Automatic Urban and Rural Network (AURN) monitor, in Heath Hayes, which continuously monitors Nitrogen Dioxide levels (NO<sub>2</sub>).
- 5.2 Officers used funding from Staffordshire County Council (SCC) to expand the diffusion tube network in January 2023, adding five further sites (three in Rugeley, one in Chadsmoor and one in Hednesford) so a network of 20 sites in all.
- 5.3 The AURN network is due to expand with a new monitoring station in Bridgtown on the A5 Watling Street (next to B&Q), subject to lawful development approval. This will monitor particulate matter.
- 5.4 The AURN is the UK's largest automatic monitoring network and is the main network used for compliance reporting against the Ambient Air Quality Directives. It includes automatic air quality monitoring stations measuring oxides of nitrogen (NO<sub>x</sub>), sulphur dioxide (SO<sub>2</sub>), ozone (O<sub>3</sub>), carbon monoxide (CO) and particles.

### Nitrogen Dioxide (NO<sub>2</sub>)

- 5.5 The main pollutant of concern in the Cannock Chase District is nitrogen dioxide, which is chemically related to nitrogen monoxide (NO). NO and NO<sub>2</sub> are

collectively known as NO<sub>x</sub>, which is a product of combustion (e.g. petrol or diesel in a car, or natural gas in a domestic central heating boiler).

- 5.6 There is evidence that high levels of nitrogen dioxide can inflame the airways in our lungs and, over a long period of time, affect how well our lungs work. People with asthma are particularly vulnerable.
- 5.7 Cannock Chase Council has monitored nitrogen dioxide for a number of years, which led to the identification of three areas where the annual objective of 40µg/m<sup>3</sup> for NO<sub>2</sub> were exceeded, each associated with high levels of road traffic; each area was subsequently declared to be an Air Quality Management Area (AQMA):
- AQMA 1, Watling Street, Cannock (Declared 2006)
  - AQMA 2, Watling Street, Norton Canes (Declared 2014)
  - AQMA 3, Fiveways, Norton Canes (Declared 2017)
- 5.8 The 2022 ASR recommended that AQMA 1 and AQMA 3 be revoked. AQMA 1 and AQMA 3 were duly revoked on 1 May 2023, although this 2023 ASR refers to each, as they were active in the reporting year of 2022.
- 5.9 The latest air quality monitoring data suggests improvements in air quality that were identified in the 2022 ASR are being maintained. This may be due to wider societal movement toward home working, as well as continued improvements in UK vehicle composition (i.e. the general move away from diesel to petrol and electric/hybrid vehicles, and tightening emission standards).
- 5.10 Air quality monitoring data suggests that the objective standard is now being met in AQMA 2. Subject to continued compliance in 2023, it may be appropriate to consider revocation in 2024.

### **Particulate Matter**

- 5.11 Particulate matter falls into two categories:
- PM<sub>10</sub>, for which there is an air quality objective of 40µg/m<sup>3</sup> (annual) or 50µg/m<sup>3</sup> (24 hour mean, not to be exceeded more than 35 times/year).
  - PM<sub>2.5</sub>, which authorities should work toward reducing.

Particulate matter is generated from natural sources and from human activity - particularly smoke from combustion.

Note:

**µg** is the symbol for microgram, equivalent to one millionth of one gram (a single human hair weighs approximately 500 micrograms)

PM<sub>10</sub> and PM<sub>2.5</sub> indicate Particulate Matter with a diameter of 10µm or 2.5 µm respectively. The symbol µm denotes a micron, which is one thousandth of one millimetre (0.001mm) - an average human hair has a diameter of 100 microns).

- 5.12 There is clear evidence that PM<sub>2.5</sub> has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

- 5.13 PM<sub>2.5</sub> is likely to be the focus of future government efforts to improve air quality across England. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 established the following targets for PM<sub>2.5</sub>:
- 10µg/m<sup>3</sup> annual mean (to be achieved by 2040).
  - A 35% reduction in population exposure by 2040 (2016-2018 baseline).
- 5.14 The Council does not currently monitor particulate matter concentrations. Instead, modelled background concentrations have been reviewed, which suggest there may be two areas in the District where annual concentrations of PM<sub>2.5</sub> are above 10µg/m<sup>3</sup>.

### **Work Carried out in 2022**

- 5.15 Measures that were carried out to improve air quality in 2022 include:
- The installation of 850m of new cycle paths between Hednesford Road and Lichfield Road by Staffordshire County Council (SCC).
  - The Council's continued support of the SCC Air Aware programme
  - Continued business support from SCC of the the Staffordshire Business Environment Network.
  - Cannock Chase Council raising environmental awareness in 19 local Primary Schools through the 'Binworld' project

### **Future Work**

- 5.16 Given that AQMA 2 is likely to be recommended for revocation in 2024, your officers have submitted to DEFRA that an update to the current (2013) Air Quality Action Plan (AQAP) would not be an efficient use of Council resource at this time.
- 5.17 Should AQMA 2 be revoked, the Council may be expected to develop an Air Quality Strategy, to identify measures to improve air quality throughout the District.
- 5.18 Officers will continue to monitor and review air quality across the District. This will include data on particulate matter as it becomes available. Officers will also look to develop and support initiatives to improve air quality and raise awareness where appropriate.

## **6 Implications**

### **6.1 Financial**

There are no direct financial implications for the Council as a result of this report. Any additional costs will need to be contained within approved budgets.

### **6.2 Legal**

Part IV of the Environment Act 1995 sets out statutory provisions on air quality.

Section 82 provides that local authorities shall review the air quality within their area.

Section 83 requires local authorities to designate Air Quality Management Areas (AQMAs) where air quality objectives are not being achieved, or are not likely to be achieved (i.e., where pollution levels exceed the air quality objectives) as set out in the Air Quality (England) Regulations 2000. Where an area has been

designated as an AQMA, Section 83A requires local authorities to develop an Air Quality Action Plan (AQAP) setting out the remedial measures required to achieve the air quality standards for the area covered within the AQMA.

### **6.3 Human Resources**

Officers will continue to work on air quality within existing resources.

### **6.4 Risk Management**

This report is for the information of Cabinet only and there are no risks associated with the recommendation to note the contents of the Annual Status Report.

### **6.5 Equalities and Diversity**

This report contains no direct implications on individuals or groups with protected characteristics as determined by the Act.

### **6.6 Health**

Improving air quality directly impacts on the health and wellbeing of the wider population. The Council's revocation of AQMAs 1 and 3, and likely proposed revocation of AQMA 2, in 2024, demonstrates that the District's air quality is improving over time.

### **6.7 Climate Change**

Local air quality management strongly aligns with 'net zero'. For instance, efforts to reduce vehicle emissions (aimed at particulate matter and NOx) will also result in reduced carbon emissions.

Cannock Chase Council's 'Costed Net Zero Action Plan' identifies a range of measures that the Council can take to reduce carbon emissions. One of the 'action areas' is based on transport emissions, and implementation of these will also result in improved air quality.

## **7 Appendices**

Appendix 1: Annual Status Report (ASR) 2023 submitted to DEFRA

## **8 Previous Consideration**

None

## **9 Background Papers**

None

**Contact Officer:** David Prosser-Davies

**Telephone Number:** 01543 464 202

**Ward Interest:** All

**Report Track:** Cabinet 14/12/23

**Key Decision:** No



# 2023 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995  
Local Air Quality Management, as amended by the  
Environment Act 2021

June 2023

<b>Information</b>	<b>Cannock Chase District Council Details</b>
<b>Local Authority Officer</b>	Hallan Sambrooke
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<b>Report Reference Number</b>	M/21356
<b>Date</b>	30 June 2023

## Executive Summary: Air Quality in Our Area

### Air Quality in Cannock Chase

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas<sup>1,2</sup>.

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages<sup>3</sup>, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017<sup>4</sup>.

In 2022, Cannock Chase Council had three air quality management areas (AQMA), all of which were declared due to concentrations of NO<sub>2</sub> exceeding the annual air quality objective of 40µg/m<sup>3</sup> at a relevant receptor:

- AQMA 1, Watling Street, Cannock (Declared 2006)
- AQMA 2, Watling Street, Norton Canes (Declared 2014)
- AQMA 3, Fiveways, Norton Canes (Declared 2017)

Air quality in AQMA 1 and AQMA 3 continues to meet the air quality objective and both will be revoked in 2023.

Air quality in AQMA 2 also meets the annual air quality objective; air quality monitoring data will be reviewed in the 2024 ASR and, if current trends continue, revocation will be considered.

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<sup>1</sup> Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

<sup>2</sup> Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

<sup>3</sup> Defra. Air quality appraisal: damage cost guidance, January 2023

<sup>4</sup> Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018



Monitoring data on air quality associated with fine particulate matter (PM<sub>2.5</sub>) is not available, although modelling suggests that two areas exceed the 10µg/m<sup>3</sup> annual mean target.

The existing air quality monitoring programme will be expanded in 2023 with new locations for NO<sub>2</sub> monitoring, as well as the anticipated installation of an automated particulate monitoring station.

Cannock Chase Council will continue with its efforts to improve local air quality by working with partner organisations on air quality awareness campaigns and transport management strategies.

Cannock Chase will encourage residents to reduce pollution by:

- Reviewing its arrangements for smoke control.
- Adopting a taxi licensing policy that encourages the transition to low and zero emission vehicles.
- Implementing planning policies that consider and mitigate the impacts of development on air quality, together with the publication of guidance for developers.

Cannock Chase Council will also reduce its own pollutant emissions by:

- Adopting a Green Transport Strategy.
- Adopting a Low Emission Vehicle Strategy.

## Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan<sup>5</sup> sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term PM<sub>2.5</sub> targets. The National Air Quality Strategy, due to be published in 2023, will provide more information on local authorities' responsibilities to work towards these new targets and

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<sup>5</sup> Defra. Environmental Improvement Plan 2023, January 2023

reduce PM<sub>2.5</sub> in their areas. The Road to Zero<sup>6</sup> details the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

## Conclusions and Priorities

Air quality monitoring data collected during 2022 does not suggest that the annual air quality objective for NO<sub>2</sub> of 40µg/m<sup>3</sup> is being exceeded at any of the monitoring locations. Indeed, the data suggests that improvements to air quality following the reduction in road traffic between 2020-2022 (due to Covid-19) are being sustained.

It is appropriate to revoke AQMA 1 and AQMA 3 (revocation orders came into force on 1 May 2023); additional monitoring is required in AQMA 2, although if current trends continue this may be considered for revocation.

Whilst the current Air Quality Action Plan is out of date, given the likelihood of AQMA 2 being revoked, such an update is not likely to be of any practical benefit at this time. Cannock Chase Council will therefore prioritise other actions in 2023.

## Local Engagement and How to get Involved

Cannock Chase District Council welcomes comments and suggestions on how to improve air quality. Enquiries can be directed as follows:

<b>Write to:</b>	Environmental Protection, Cannock Chase Council, Beecroft Road, Cannock, Staffordshire ST18 0YS
<b>Email:</b>	<a href="mailto:environmentalhealth@cannockchasedc.gov.uk">environmentalhealth@cannockchasedc.gov.uk</a>
<b>Telephone:</b>	01543 462621
<b>Website:</b>	<a href="https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/air-quality-management">https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/air-quality-management</a>

<sup>6</sup> DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

All local authorities in Staffordshire regularly meet to discuss air quality issues and initiatives as part of the Air Quality Hub.

Cannock Chase Council also actively engaged with local primary schools through its 'Binworld' project, in which a local theatre group was commissioned to perform a musical to raise awareness of environmental issues.

## **Local Responsibilities and Commitment**

This ASR was prepared by the Environmental Health Department of Cannock Chase Council.

This ASR has been approved by: Joss Presland - Head of Operations

## **Endorsement from the Director of Health & Care, Staffordshire County Council**

Staffordshire County Council (SCC) is committed to working with partners to ensure that Staffordshire will be a place where improved health and wellbeing is experienced by all. Poor air quality has a negative impact on public health, with potentially serious consequences for individuals, families, and communities. Identifying problem areas and ensuring that actions are taken to improve air quality forms an important element in protecting the health and wellbeing of Staffordshire residents. Improving air quality is often a complex issue, presenting a multi-agency challenge – so it is essential that all agencies work together effectively to deliver improvements where they are needed.

As Director of Health and Care across Staffordshire I endorse this Annual Status Report which sets out the position in all the Local Authorities across Staffordshire and Stoke-on-Trent focusing on human made pollution with particulate matter.

The Air Aware project “phase 2” ran until March 2023 with Defra Funding. The Air Aware project continues with joint funding from Staffordshire Public Health and Connectivity Teams to March 2025. The project delivers behaviour change to increase active travel, decrease car use, and raise awareness of air quality issues through five elements. These are business and school engagement, communications and campaigns, electric vehicles, and air quality monitoring in three targeted locations, Burton, Leek, and Cannock. Campaigns include Anti-Idling, walking and cycle activities and Clean Air Day. These have been countywide engaging a large number of businesses and schools. The

programme focuses on reducing levels of NO and PM, which are monitored at key locations.

A number of the Staffordshire Authorities are currently involved in implementing measures to reduce levels of NO<sub>2</sub> within their areas, which are detailed elsewhere in their ASR. Since the update of the Environment Act 2021 there is now a statutory duty imposed on Local Authorities in England to reduce PM<sub>2.5</sub>, a number of the measures are complementary with those being undertaken to reduce NO<sub>x</sub>. A mapping exercise completed by the Staffordshire Air Quality Forum members details the measures currently in place which are considered to have an impact in reducing PM<sub>2.5</sub> within the County.

In addition, Levelling up Fund 2 Schemes will improve a number of major roads around the county, reduce journey times, put greener, cleaner buses on main roads, improve walking and cycling routes and reduce the impact of housing and commercial developments. They will benefit East Staffordshire, Cannock Chase, and Stafford Borough. Total package cost circa £20m.

Dr Richard Harling



**Director of Health and Care**

**Staffordshire County Council**

6th June 2023

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# 1 Local Air Quality Management

This report provides an overview of air quality in the District of Cannock Chase during 2022. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Cannock Chase District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.



## 2 Actions to Improve Air Quality

### 2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

A summary of AQMAs declared by Cannock Chase District Council can be found in Table 2.1. The table presents a description of the AQMAs that were designated within the District of Cannock Chase. Appendix D: Maps of Monitoring Locations and AQMAs provides maps of the AQMAs and air quality monitoring locations in relation to the AQMAs. The relevant air quality objective for NO<sub>2</sub> is 40µg/m<sup>3</sup> (annual mean).

**Table 2.1 – Declared Air Quality Management Areas**

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 1	Declared 28/7/2006	NO <sub>2</sub> annual mean	A5 Watling Street, Longford/Bridgtown and Wolverhampton Road, Wedges Mills	YES	44.7	26.6	6	Cannock Chase Council AQAP, November 2013	<a href="http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf">http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf</a>
AQMA 2	Declared 1/9/2014	NO <sub>2</sub> annual mean	A5 Watling Street, Churchbridge to Norton Canes	YES	36.2	28.9	3	AQMA declared after publication of latest AQAP	<a href="http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf">http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf</a>
AQMA 3	Declared 1/7/2017	NO <sub>2</sub> annual mean	Roads adjoining 'Five Ways Island', Heath Hayes	NO	45.9	36.6	4	AQMA declared after publication of latest AQAP	<a href="http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf">http://www.cannockchasedc.gov.uk/sites/default/files/aqap_nov13.pdf</a>

Cannock Chase District Council confirms the information on UK-Air regarding their AQMAs is up to date.

Cannock Chase District Council confirms that all current AQAPs have been submitted to Defra.

**Note:**

AQMA 1 and AQMA 3 were formally revoked on 1 May 2023; they are included in Table 2.1 as they were active in 2022.

## 2.2 Progress and Impact of Measures to address Air Quality in Cannock Chase

Defra's appraisal of last year's ASR is presented in Table 2.2.

**Table 2.2 – 2022 ASR Appraisal.**

DEFRA Comment	Cannock Chase District Council Response
The report confirms air quality has improved in Cannock Chase District Council, and the Council are planning to revoke AQMAs 1 and 3 due to consecutive years of compliance. This is supported by an AQMA review attached as an additional appendix, which included detailed dispersion modelling of AQMA 3. The Council should continue close monitoring of AQMA 2 and provide an update on the status of their AQMAs in future ASRs.	AQMAs 1 and 3 were revoked on 1 May 2023; monitoring of air quality at AQMA 2 continues.
Trends have been presented with graphs illustrating the change in concentrations since 2017. However, discussion of temporal patterns is limited.	Trends are discussed in the 2023 ASR.
Reference to the Public Health Outcomes Framework has been made and this practice should continue going forward	Noted.
AQMA No.3 is missing the link for the AQAP in Table 2.1, this is most likely a typographical error, and should be amended to reflect the AQAP for AQMA No.1 & 3.	The latest AQAP was published in 2013, before AQMAs 2 and 3 were declared; the AQAP is not relevant to those AQMAs.
The choice of bias adjustment factors has been discussed, with the Council ultimately choosing to select the national factor as the automatic monitoring site is deemed not representative. It would be beneficial for the Council to provide the local bias adjustment factor for comparison to verify if the choice is reasonable.	The local bias factor has been calculated (but not used) from the 2022 data output.  The choice of bias adjustment factors is discussed in this report.
The Council have identified several significant planning applications submitted in 2021 which may pose as a new or changed source in the future. This is welcomed, the Council should keep reviewing air quality at these sites and provide updates in future ASRs.	Noted.

Progress on measures identified for completion in the 2022 ASR is outlined in Table 2.3.

Table 2.3 – Progress on 2022 Air Quality Priorities

Priority	Measure	2022 ASR Comments	2023 ASR Comments
1	Revoke AQMAs 1 and 3	This was a priority last year. However, staffing resource pressures interrupted the formal process. However, this process will be resurrected this year.	This was a priority for 2022; staff resource pressures limited progress.
2	Ongoing review of monitoring results in AQMA 2	This report demonstrates ongoing compliance with the annual mean NO <sub>2</sub> objective.	This report demonstrates Cannock Chase Council's ongoing commitment to review air quality within the district.
3	Develop an action plan for non-revoked AQMAs	This has been deferred until AQMAs 1 and 3 have been revoked. We are mindful that AQMA 2 may be revoked in the near future. Furthermore, the AQMA is based on exceedance at a single residential property and action plan measures are severely limited due to the source being a strategic trunk road.	This was deferred until AQMAs 1 and 3 have been revoked. AQMA 2 is likely to be revoked (probably in 2024), subject to further evidence of continued compliance with air quality objectives. AQMA 2 covers one relevant receptor; potential actions are limited as the primary source of NO <sub>2</sub> is an A Road.
4	Continue with current air quality monitoring	To support LAQM process. No changes planned. This is essential to evaluate air quality in the district.	A new location (A460) was established to monitor air quality for ecological purposes and is reported on in this report for completeness. The existing NO <sub>2</sub> monitoring locations were reviewed and an additional 5 locations will be established in 2023.
5	Support uptake of ULEV through On Street Residential Charging Scheme ('ORCS')	Led by CCDC's Project Manager (Capital). Work ongoing and awaiting public survey findings. The aim would be to provide on street electric vehicle charging infrastructure strategically throughout the district in locations where residents have little access to off street parking, and hence little scope for private charging facilities. A sustainable transport strategy is in development to support this process (see below).	The Ultra-Low Emission Vehicle Charging Delivery Strategy has been drafted and is currently under review.
6	Produce an Air Quality Developer Guide	A draft Air Quality Developer Guide has been produced. This requires a review and finalisation before publishing on the Cannock Chase Council's website.	There has been no additional progress due to staff resource pressures.
7	Partnership working with Staffordshire County Council	As detailed above. As the main transport and connectivity authority serving the area, SCC are well placed to influence air quality in the district and considered to be the main partner in action planning.	
8	Produce policies and procedures for developer contributions towards air quality mitigation measures	Current planning policies do allow for developer contributions towards off site mitigation measures. However, it is considered that detailed procedures would allow the process to occur in a more effective manner, particularly if a suite of mitigation measures were available. This would involve joint working between several departments including Planning Policy, Legal, Environmental Health and relevant Highways Authority. Unfortunately, demands on staff time have prevented progress in this area. This measure is also dependent on the next measure.	The Cannock Chase Council Local Plan 2018-2039 is in development; it is anticipated that this will be adopted in 2024. The current draft includes policies on sustainable transport.
9	Green Transport Strategy	Development of this strategy is ongoing and being led by CCDC's Project Manager (Capital). The aims of the document will be to: <ul style="list-style-type: none"> <li>Increasing the uptake of Active and Green Transportation whilst at the same reducing the use of petrol and diesel vehicle journeys</li> <li>To drive the uptake of electric vehicle, use, by implementing a detailed charging strategy which accounts for current and future demand across the district</li> <li>By working in close partnership with the Energy Savings Trust and Staffordshire County Council to increase the number of publicly available vehicle charging points</li> <li>Taking into account the reasons and choices of travel within the district</li> </ul> Though development of planning policies and strategic projects.	The strategy has been drafted and is currently under review.
10	Projects to support uptake of ultra-low emission vehicles (ULEVs) - Taxis	Although taxis are not considered to have a significant impact on AQMAs, they provide an important transport function for the district. Uptake of ULEVs will influence air quality in areas of high activity such as town centres and help make provision of charging infrastructure viable.	The <i>Hackney Carriage/Private Hire Driver, Vehicle &amp; Operator Licensing Policy</i> has been developed and is due to be adopted in July 2023.

Cannock Chase District Council air quality priorities for 2023 are presented in Table 2.4.

**Table 2.4 – Air Quality Priorities for 2023**

Priority	Measure	Comment
1	Revoke AQMAs 1 and 3	AQMAs 1 and 3 to be formally revoked (this was completed on 1 May 2023).
2	Ongoing air quality monitoring and data review	Data collected in 2023 will be analysed as part of the 2024 ASR. Data to be subject to quality control.
3	Review current air quality monitoring arrangements	Additional diffusion tube locations (NO <sub>2</sub> ) established in January 2023. AURN PM <sub>2.5</sub> monitoring station establishment anticipated in 2023.
4	Review Cannock Chase Council Smoke Control Orders	Cannock Chase Council currently has 15 smoke control orders which, in aggregate, cover the whole district; the current arrangements (including Cannock Council's Enforcement Policy) are to be reviewed following changes to the Clean Air Act 1993.
5	Revision to Taxi Licensing Policy to encourage transition to low emissions vehicles	The <i>Hackney Carriage/Private Hire Driver, Vehicle &amp; Operator Licensing Policy</i> is due to be adopted in July 2023.
6	Adoption of a Green Transport Strategy	Cannock Chase Council is developing a Green Transport Strategy with the following key aims: <ul style="list-style-type: none"> <li>To increase the uptake of active and green transportation whilst reducing the number of car journeys across the district.</li> <li>To drive the uptake of ULEV vehicle use, whilst reducing the number of petrol and diesel vehicle journeys.</li> <li>To work with partners to support the future increase in number of publicly available vehicle charging/ fuelling points.</li> <li>To understand current reasons and choices of modes of transport within the district to understand how we can influence the uptake of future sustainable modes of transport and improve air quality.</li> <li>To help develop complementary planning policies and strategic projects.</li> <li>To set an example, by developing an ULEV local authority fleet, adopting a staff travel plan, running green events and engaging with businesses through economic development programmes.</li> </ul>
7	Adoption of an Ultra-Low Emission Vehicle Charging Delivery Strategy	Cannock Chase Council is developing an Ultra-low Emission Vehicle Strategy with the following key aims: <ul style="list-style-type: none"> <li>To work towards Cannock Chase Council's vehicle fleet producing zero emissions by 2030 or as early as practicable after that date.</li> <li>To provide adequate, safe and secure charging/fuelling locations across the District.</li> <li>To provide suitable dedicated charging locations within the district for our taxi operators.</li> </ul>
8	Develop planning policies that require developer contributions towards sustainable transport	The Cannock Chase Council Local Plan 2018-2039 is in development; it is anticipated that this will be adopted in 2024.  The current draft includes policies on sustainable transport.
9	Produce a Developer's Guide to Air Quality	A draft Air Quality Developer's Guide has been prepared. However, the guide requires a review to ensure alignment with the policies under the 2018-2039 Local Plan.  The Developer Guide should be published following adoption of the 2018-2039 Local Plan (anticipated in 2024).
10	Partnership working with Staffordshire County Council	Staffordshire County Council have significant influence on schools and run educational and business awareness campaigns, including 'Air Aware' and the 'Staffordshire Business and Environment Network'.  Staffordshire County Council have been successful in obtaining 'Levelling Up' funding to deliver local highways infrastructure improvements on the A34 at Cannock town centre and to provide a low/zero emission bus service between Stafford and Cannock. Subject to final approval, the project is scheduled for completion in 2024.
11	Develop an air quality management action plan for AQMA 2	Monitoring data suggests that air quality continues to meet the NO <sub>2</sub> objective; monitoring will continue with a view to revocation in 2024.  Development of an AQAP for AQMA 2 is an inefficient use of limited Council resources.

The principal challenges and barriers to implementation that Cannock Chase District Council anticipates facing are:

- Staff resource (time).
- Funding to deliver sustainable transport infrastructure.
- Cannock Chase District Council and Stafford Borough Council are moving toward a shared services model, which in the short to mid-term may present both challenges and opportunities to both councils.

Cannock Chase District Council and partner organisations have taken forward a number of direct measures during the current reporting year of 2022 in pursuit of improving local air quality. Details of all measures completed or in progress are set out in Table 2.5. Nine measures are included within Table 2.5, with the type of measure and the progress Cannock Chase District Council have made during the reporting year of 2022 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.5.

Table 2.5 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Air Aware - School Travel Plans	Promoting Travel Alternatives	School Travel Plans	2018	2023	Staffordshire County Council	DEFRA/ Staffordshire County Council	YES	Partially Funded	£100k - £500k	Implementation	Unknown	Number of schools participating	5 schools participated in the scheme, 3 of which are still engaged.	Air Aware has been incorporated into mainstream school engagement through Staffordshire County Council and public health funding.
2	Air Aware - School anti-Idling Campaigns	Public Information	Via other mechanisms	2019	2023	Staffordshire County Council	DEFRA/ Staffordshire County Council	YES	Partially Funded	< £10k	Implementation	Unknown	Number of schools participating	4 schools participated in the campaign.	Awareness campaign for those who drive to school. Participants sign a pledge and receive reminder emails.
3	Public awareness campaigns	Public Information	Via other mechanisms	2018	2040	Staffordshire County Council	DEFRA/ Staffordshire County Council	YES	Funded	£50k - £100k	Implementation	Unknown	N/A		
4	Staffordshire Business Environment Network	Promoting Travel Alternatives	Workplace Travel Planning	2012	2040	Staffordshire County Council	Staffordshire County Council	NO	Not Funded	< £10k	Implementation	Unknown	Number of businesses participating	100 businesses engaged. 40 received an environmental audit across Staffordshire. (2021-2022 figures)	
5	Home working	Promoting Travel Alternatives	Encourage / Facilitate home-working	2013	2040	Cannock Chase Council	N/A	NO	Not Funded	< £10k	Implementation	Unknown	N/A	Home working policy implemented in 2013.	
6	Cycle 2 Work Scheme	Promoting Travel Alternatives	Promotion of cycling	2015	2040	Cannock Chase Council	Cyclescheme	NO	Not Funded	< £10k	Implementation	Unknown	Number of staff taking up measure	No staff uptake in 2022.	
7	Employer Bus Travel Club	Alternatives to private vehicle use	Other	2020	2040	Arriva/Staffordshire County Council	Staffordshire County Council	NO	Not Funded	< £10k	Implementation	Unknown	Number of staff taking up measure	Unknown	
8	Active Travel Fund	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2021	2023	Staffordshire County Council	Department of Transport	NO	Funded	£1 million - £10 million	Implementation	Unknown	Length of cycle path installed/ upgraded	850m installed	Cycle route installed along Lichfield Road (A5190) and Hednesford Road (A4601) in 2022-2023.
9	Binworld	Public Information	Via other mechanisms	2023	2023	Cannock Chase Council	Cannock Chase Council/Wigan Leisure Trust	NO	Partially Funded	< £10k	Completed	Unknown	N/A	19 local primary schools participated in the scheme	A musical theatre group was commissioned to give 5 performances on environmental issues.

**Note:**

Staffordshire County Council taking other measures to address their pollutant emissions, which are detailed in their 2022 Climate Change Annual Report (see Table 2.6).

Cannock Chase District Council worked to implement these measures in partnership with the following stakeholders during 2022:

- Staffordshire County Council.
- Energy Saving Trust.
- Staffordshire Air Quality Forum (liaison group representing local authority officers across Staffordshire).

Policies which are relevant to air quality are presented in Table 2.6.

**Table 2.6 – Plans and Strategies Aligned to Air Quality**

Plan or Strategy	Authority	Summary	Web Link
Costed Net Zero Action Plan	Cannock Chase Council	This policy identifies and assesses measures to achieve net zero carbon emissions by 2030.	<a href="https://www.cannockchasedc.gov.uk/sites/default/files/costed_net_zero_action_plan.pdf">https://www.cannockchasedc.gov.uk/sites/default/files/costed_net_zero_action_plan.pdf</a> (2.3Mb).
Cannock Chase Local Plan 2018-2039	Cannock Chase Council	The proposed Local Plan sets planning policy. Strategic objective 5 is focused on the provision of sustainable transport and communications infrastructure.	<a href="https://www.cannockchasedc.gov.uk/sites/default/files/06-local_plan_2018_to_2039_reg_19_consultation_rpt_cabinet_250822.pdf">https://www.cannockchasedc.gov.uk/sites/default/files/06-local_plan_2018_to_2039_reg_19_consultation_rpt_cabinet_250822.pdf</a> (10.3Mb).
		Planning policies require the potential impact of nitrogen emissions from development on the Cannock Chase Special Area of Conservation to be assessed.	<a href="https://www.cannockchasedc.gov.uk/residents/planning-building/planning-policy/cannock-chase-special-area-conservation-sac">https://www.cannockchasedc.gov.uk/residents/planning-building/planning-policy/cannock-chase-special-area-conservation-sac</a>
Climate Change Action Plan 2021-2025	Staffordshire County Council	This plan includes measures to reduce transport emissions. Progress is reported annually.	<a href="https://www.staffordshire.gov.uk/environment/Climate-change/Climate-change.aspx">https://www.staffordshire.gov.uk/environment/Climate-change/Climate-change.aspx</a>
Public Electric Vehicle Charging Infrastructure Strategy 2023	Staffordshire County Council	This strategy seeks to coordinate the development of electric vehicle charge points across the county.	<a href="https://www.staffordshire.gov.uk/Transport/Sustainable-travel/Electric-vehicles/02-SCC-Public-EV-Charging-Strategy-V3-3.pdf">https://www.staffordshire.gov.uk/Transport/Sustainable-travel/Electric-vehicles/02-SCC-Public-EV-Charging-Strategy-V3-3.pdf</a> (17Mb)
Cannock Chase District Integrated Transport Strategy 2013-2028	Staffordshire County Council	This strategy prioritises expenditure on transport improvements across Cannock.	<a href="https://www.staffordshire.gov.uk/Transport/transportplanning/documents/Documents/Cannock-Transport.pdf">https://www.staffordshire.gov.uk/Transport/transportplanning/documents/Documents/Cannock-Transport.pdf</a> (2.7Mb)
Local Transport Plan 2011	Staffordshire County Council	The Local Transport Plan is supported by a series of complementary policies: <ul style="list-style-type: none"> <li>• Bus Service Improvement Plan 2021</li> <li>• Local Cycling and Walking Infrastructure Plan 2021</li> <li>• Freight Strategy Plan 2019</li> <li>• Highways Infrastructure Asset Management Plan 2022</li> <li>• Rail Strategy 2016</li> </ul>	<a href="https://www.staffordshire.gov.uk/Transport/transportplanning/localtransportplan/home.aspx">https://www.staffordshire.gov.uk/Transport/transportplanning/localtransportplan/home.aspx</a>

## 2.3 PM<sub>2.5</sub> – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM<sub>2.5</sub> has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Projected background concentrations of PM<sub>2.5</sub> across Cannock Chase District Council, based on 2018 data (with a resolution of 1km<sup>2</sup>), are presented as Figure 2.1.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 established the following targets for PM<sub>2.5</sub>:

- 10µg/m<sup>3</sup> annual mean (to be achieved by 2040).
- A 35% reduction in population exposure by 2040 (2016-2018 baseline).

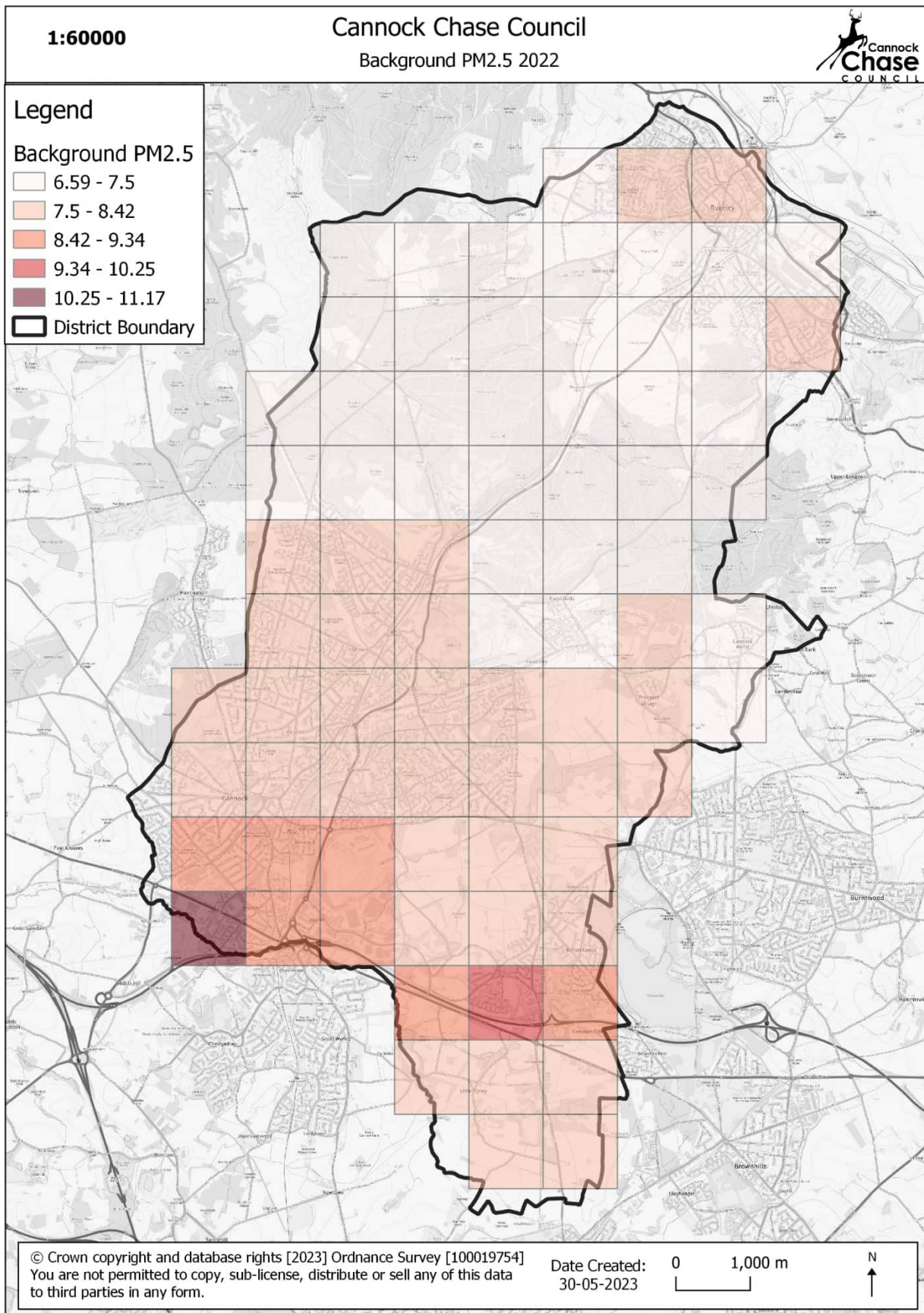
The modelled background concentration suggests that the highest concentration of PM<sub>2.5</sub> (at 11.2µg/m<sup>3</sup>) are to be found in Bridgtown, in the southwest of the District, with a further projected breach of the target in Norton Canes (10.2µg/m<sup>3</sup>).

Modelled peak concentrations of PM appear to coincide with the two major highways in the District (the M6 Toll and the A5/Watling Street).

Modelled PM<sub>2.5</sub> concentrations otherwise generally decrease from the southwest to the northeast, with lower levels over Cannock Chase Area of Outstanding Natural Beauty.



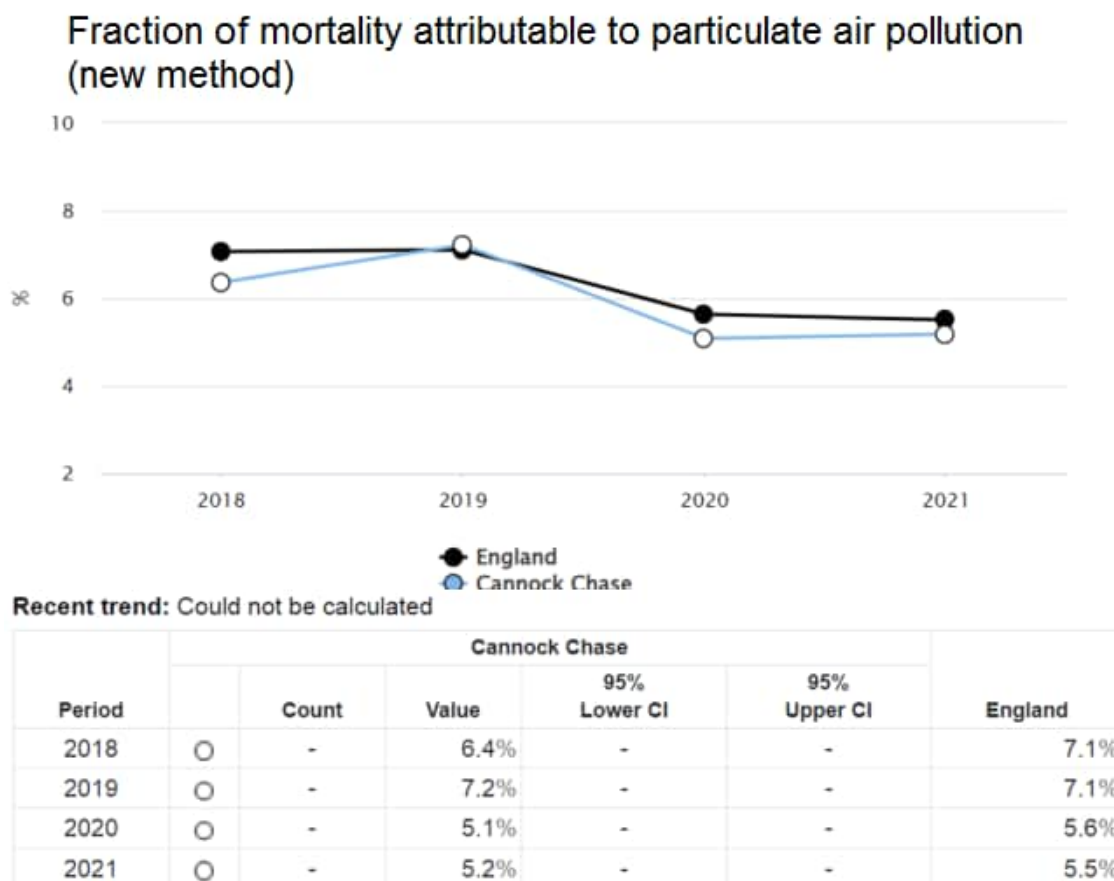
**Figure 2.1 – Background PM<sub>2.5</sub> across Cannock Chase District in 2022**



The contribution of particulate air pollution to mortality in Cannock Chase District (according to the Office for Health Improvement and Disparities ‘Public Health Outcomes Framework’) is presented as Figure 2.2. This data suggests that mortality associated with particulate air pollution is below the average for England, although this should be treated with care:

- Cannock Chase District was associated with coal mining; the last colliery closed in 1990. Coal miners are at a higher risk of developing respiratory ailments, the cause of which may primarily be linked to occupational exposure to coal dust, rather than poor air quality (although this also means that ex-miners are more sensitive to poor air quality).
- The figures for England take in rural and urban authorities, with highly variable standards of air quality.

**Figure 2.2 – Public Health Profile for Cannock Chase**



Source: Background annual average PM<sub>2.5</sub> concentrations for the year of interest are modelled on a 1km x 1km grid using an air dispersion model, and calibrated using measured concentrations taken from background sites in Defra’s Automatic Urban and Rural Network (<https://uk-air.defra.gov.uk/interactive-map>). By approximating LA boundaries to the 1km by 1km grid, and using census population data, population weighted background PM<sub>2.5</sub> concentrations for each lower tier LA are calculated. This work is completed under contract to Defra, as a small extension of its obligations under the Ambient Air Quality Directive (2008/50/EC). Concentrations of total PM<sub>2.5</sub> are used for estimating the mortality burden attributable to particulate air pollution (COMEAP, 2022).

At the time of writing, an application for lawful development has been submitted to allow deployment of a particulate matter monitoring station (as part of the Automatic and Urban Rural Network (AURN)) adjacent to Watling Street. The proposed location coincides with the highest modelled concentration of PM<sub>2.5</sub>.

Assuming that the monitoring station is installed, Cannock Chase Council will assess the published data and the implications for local air quality management, the findings of which will be reported on in future ASRs.

Cannock Chase District Council is taking the following measures to address PM<sub>2.5</sub>:

- 15 smoke control orders were made by the Council between 1988 and 1997, which aggregate to cover the whole district. This arrangement is to be reviewed following legislative changes to the Clean air Act 1993.

## 3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken in 2022 by Cannock Chase District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2018 and 2022 to allow monitoring trends to be identified and discussed.

### 3.1 Summary of Monitoring Undertaken

#### 3.1.1 Automatic Monitoring Sites

Automatic (continuous) monitoring for NO<sub>2</sub> was undertaken within Cannock Chase District at one site during 2022. Table A.1 in Appendix A shows the details of the automatic monitoring site. The page presents automatic monitoring results for Cannock Chase District Council, with automatic monitoring results also available through the UK-Air website.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

#### 3.1.2 Non-Automatic Monitoring Sites

Cannock Chase District Council undertook non- automatic (i.e. passive) monitoring of NO<sub>2</sub> at 16 sites during 2022. Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

A new monitoring location (A460) was initiated in 2022, the purpose of which is to monitor background concentrations of NO<sub>2</sub> for the Cannock Chase Special Area of Conservation; there are no relevant receptors (for the purposes of this report) at that location, but the data is included for information.

Monitoring location data (Ordnance Survey grid references and distances to the kerb/receptor) were updated in May 2023 as part of a quality control exercise, which resulted in several corrections being made.

## 3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

### 3.2.1 Nitrogen Dioxide (NO<sub>2</sub>)

Table A.4 and Table A.5 in Appendix A compare the ratified and adjusted monitored NO<sub>2</sub> annual mean concentrations for the past five years with the air quality objective of 40µg/m<sup>3</sup>. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2022 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.6 in Appendix A compares the ratified continuous monitored NO<sub>2</sub> hourly mean concentrations for the past five years with the air quality objective of 200µg/m<sup>3</sup>, not to be exceeded more than 18 times per year.

The monitoring data is discussed below.

#### AQMA 1

The monitoring results suggest:

- BTL-B (aka 87 Watling Street) exhibits a steady trend between 2018-2022.
- 54 WS and 67 WS exhibit a reducing trend between 2018-2020, since when trends have remained steady.

All monitoring results comfortably meet the annual objective - the greatest concentration of NO<sub>2</sub> in 2022 was 26.6µg/m<sup>3</sup>.

### AQMA 2

The monitoring results exhibit a broadly similar trend to those observed in AQMA 1, although 268 WSB shows an erratic trend. It should be noted that 268 WSB is closer to the dual carriageway (at 1.2m) than 268 WS and 268 WSA.

The data for 268 WS and 268 WSA appears to be closely correlated; the tubes are located at 1.9m and 5.2m from the carriageway, respectively. The close correlation suggests that road transport emissions dissipate within 1.9m of the carriageway, especially given the consistently higher trend observed in 268 WSB. The location of these tubes (on opposite sides of the carriageway, and thus with potentially different traffic flows) is unlikely to account for these trends.

The data from 268 WS suggest that the air quality objective is being met. Whilst there is now three years of continuous data which all returned annual concentrations of NO<sub>2</sub> below 30µg/m<sup>3</sup>, two of those years represent low traffic flows due to Covid-19. However, that air quality has not noticeably deteriorated following the return to normal societal activity is encouraging.

Should air quality continue to meet air quality objectives, consideration may be given to revoking AQMA 2.

### AQMA 3

The monitoring results again exhibit a broadly similar trend to those observed in AQMA 1 and AQMA 2.

Monitoring at HHFW shows a slightly upward trend in NO<sub>2</sub> concentrations, with the 2022 data returning a concentration of 36.6µg/m<sup>3</sup>, although the relevant receptor at this location (a public house) is on the first floor - where previous modelling (presented in the 2022 ASR) had determined likely compliance with the air quality objective. This location exhibits elevated concentrations of NO<sub>2</sub> (relative to other monitoring locations in AQMA 3) due to traffic congestion near a busy roundabout.

A similar trend to HHFW is noted at CNKRD, although at 26.7µg/m<sup>3</sup>, this comfortably meets the air quality objective.

Monitoring results from HH01 and FW01 (both situated at primary schools) comfortably meet the air quality objective, as do the results from HHMS (which is co-located with an automated monitoring station).

### Non-AQMA Locations

Monitoring results outside of AQMA 1, AQMA 2 and AQMA 3 suggest that air quality comfortably complies with the air quality objective.

### Summary

Monitoring data suggests that improvements in air quality following Covid-19 are being maintained, as pollutant levels have not yet returned to 2020 levels; this may be indicative of wider societal movement toward home working, as well as continued improvements in UK vehicle composition (i.e. the general move from diesel to petrol and electric/hybrid vehicles, and tightening emission standards).

The monitoring data continues to support the revocation of AQMA 1 and AQMA 3.

Monitoring will continue at AQMA 2; should current trends continue, then revocation should be considered.

## Appendix A: Monitoring Results

**Table A.1 – Details of Automatic Monitoring Sites**

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) <sup>(1)</sup>	Distance to kerb of nearest road (m) <sup>(2)</sup>	Inlet Height (m)
HHMS	Cannock A5190 Roadside	Roadside	401392	309954	NO <sub>2</sub>	YES AQMA 3	Chemiluminescent	3.6	6.6	1.8

**Notes:**

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable



Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) <sup>(1)</sup>	Distance to kerb of nearest road (m) <sup>(2)</sup>	Tube Co-located with a Continuous Analyser?	Tube Height (m)
MORT	Cannock Mortuary	Urban Background	397541	309735	NO <sub>2</sub>	No	NA	NA	No	U/K
BTL-B	87 Watling Street, Bridgtown	Roadside	397952	308567	NO <sub>2</sub>	AQMA 1	0	4.7	No	2.1
67 WS	67 Watling Street, Bridgtown	Roadside	398051	308512	NO <sub>2</sub>	AQMA 1	-0.2	7.5	No	2.0
54 WS	54 Watling Street, Bridgtown	Roadside	398250	308428	NO <sub>2</sub>	AQMA 1	0	4.9	No	2.1
268 WS	268 Watling Street	Roadside	400726	307423	NO <sub>2</sub>	AQMA 2	0.3	1.9	No	2.0
268 WSA	268 Watling Street A	Roadside	400635	307478	NO <sub>2</sub>	AQMA 2	NA	5.2	No	1.5
268 WSB	268 Watling Street B	Roadside	400864	307385	NO <sub>2</sub>	AQMA 2	NA	1.2	No	2.1
HHFW	Five Ways Inn, Heath Hayes	Roadside	401565	309939	NO <sub>2</sub>	AQMA 3	0	1.5	No	2.3
CNKRD	Cannock Road, Heath Hayes	Roadside	401465	309956	NO <sub>2</sub>	AQMA 3	11.8	1.5	No	2.1
HHMS1, HHMS2, HHMS3	Cannock A5190 AURN	Roadside	401392	309954	NO <sub>2</sub>	AQMA 3	6.6	3.6	Yes	2.0
HF	Horsefair, Rugeley	Roadside	404475	317730	NO <sub>2</sub>	No	0	6.4	No	2.4
LICH RD	A5190 Lichfield Road, Cannock	Roadside	398976	309865	NO <sub>2</sub>	No	12.9	1.6	No	2.4
HH01	Heath Hayes Academy, Cannock	Roadside	401630	310593	NO <sub>2</sub>	AQMA 3	NA	1.6	No	2.7
FW01	Five Ways Primary, Heath Hayes	Roadside	400900	310607	NO <sub>2</sub>	AQMA 3	NA	2.0	No	2.8
GM01	Gorsemoor Primary, Heath Hayes	Roadside	400723	310186	NO <sub>2</sub>	No	NA	5.1	No	2.0
A460	A460, Rugeley	Roadside	403009	315930	NO <sub>2</sub>	No	NA	1.5	No	2.0

**Notes:**

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

(3) Location 'MORT' was discontinued in October 2022 due to a loss of access; a new equivalent location, 'MORT-2' was established in January 2023.

(4) Distances to relevant exposures and kerbs were verified and updated as part of a QC exercise in May 2023.

(5) OS grid references were updated as part of a QC exercise in May 2023.

**Table A.3 – Details of New Non-Automatic Monitoring Sites**

Diffusion Tube ID	Site Name	Comment
A460	A460, Rugeley	Monitoring undertaken for ecological purposes associated with the Cannock Chase Special Area of Conservation. There are no relevant receptors nearby (for local air quality management purposes) but the monitoring data is included here for completion.

**Table A.4 – Annual Mean NO<sub>2</sub> Monitoring Results: Automatic Monitoring (µg/m<sup>3</sup>)**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2022 (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
HHMS	401392	309954	Roadside	98.9	98.9	17.5	21.5	14.4	15.7	13.8

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.

Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction.

**Notes:**

The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

**Table A.5 – Annual Mean NO<sub>2</sub> Monitoring Results: Non-Automatic Monitoring (µg/m<sup>3</sup>)**

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2022 (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
MORT	397541	309735	Urban Background	76.8	62.6	22.4	16.1	13.2	15.6	13.0
BTL-B	397952	308567	Roadside	100	87.3	24.6	25.6	25.6	27.0	25.9
67 WS	398051	308512	Roadside	92.5	79.3	25.0	33.8	17.9	20.1	18.6
54 WS	398250	308428	Roadside	100	87.3	34.3	31.2	24.7	21.9	26.6
268 WS	400726	307423	Roadside	100	87.3	39.0	37.0	27.6	27.1	28.9
268 WSA	400635	307478	Roadside	100	87.3	<b>41.8</b>	<b>41.5</b>	28.2	29.0	28.2
268 WSB	400864	307385	Roadside	100	87.3	<b>50.0</b>	<b>57.0</b>	31.6	18.4	38.7
HHFW	401565	309939	Roadside	100	87.3	<b>44.5</b>	<b>43.9</b>	31.4	32.5	36.6
CNKRD	401465	309956	Roadside	100	87.3	25.2	34.2	25.0	25.7	26.7
HHMS1, HHMS2, HHMS3	401392	309954	Roadside	84.3	87.3	17.2	31.2	16.2	19.3	17.1
HF	404475	317730	Roadside	100	70.6	29.8	23.3	24.1	25.8	25.2
LICH RD	398976	309865	Roadside	100	87.3		19.4	23.4	26.2	24.8
HH01	401630	310593	Roadside	100	87.3		19.4	14.1	17.6	14.9
FW01	400900	310607	Roadside	100	87.3		13.0	18.3	25.1	19.0
GM01	400723	310186	Roadside	100	87.3		15.4	12.9	16.1	14.2
A460	403009	315930	Roadside		87.3					16.8

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.

Diffusion tube data has been bias adjusted.

Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.

**Notes:**

The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 1-hour mean objective are shown in **bold and underlined**.

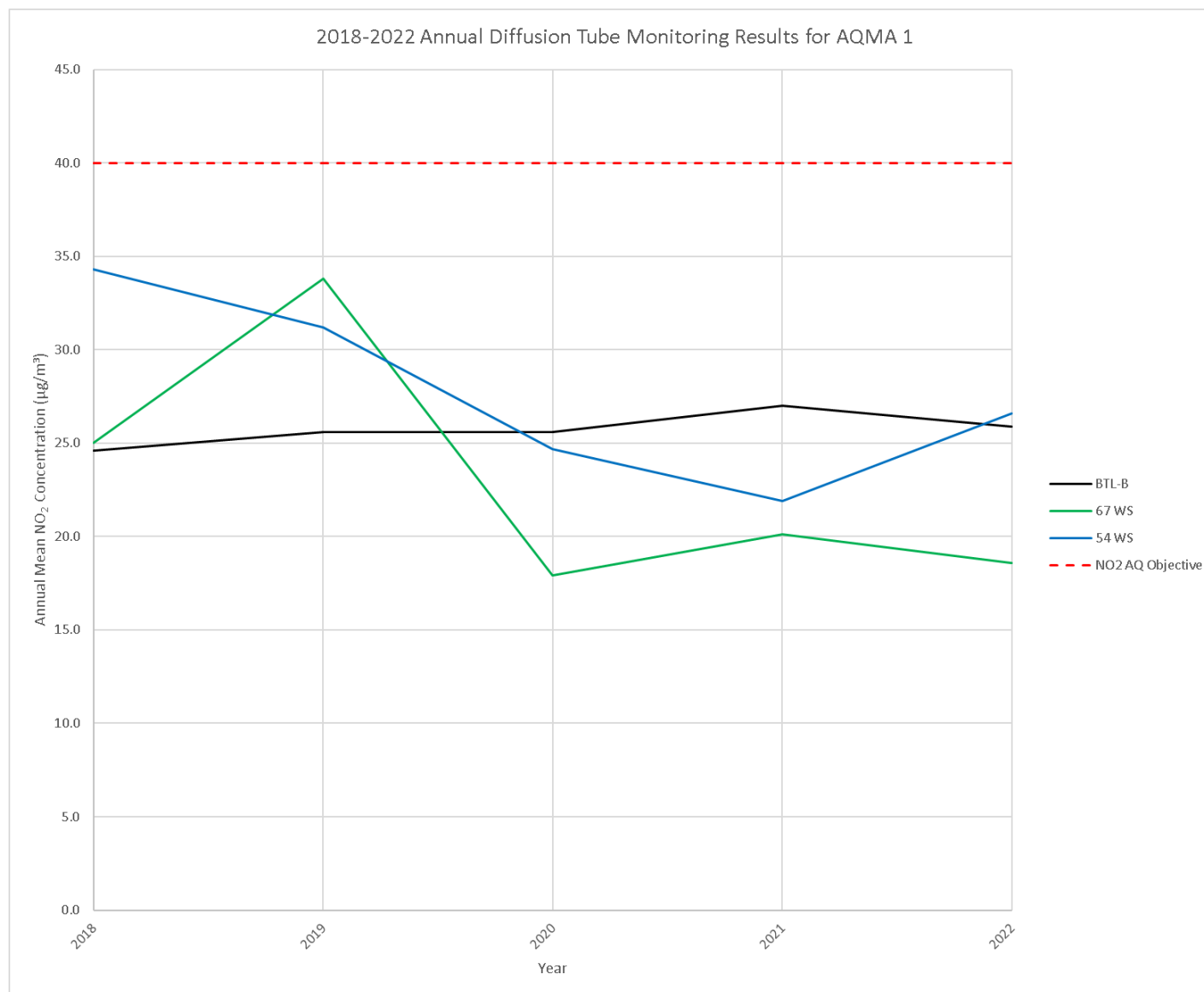
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

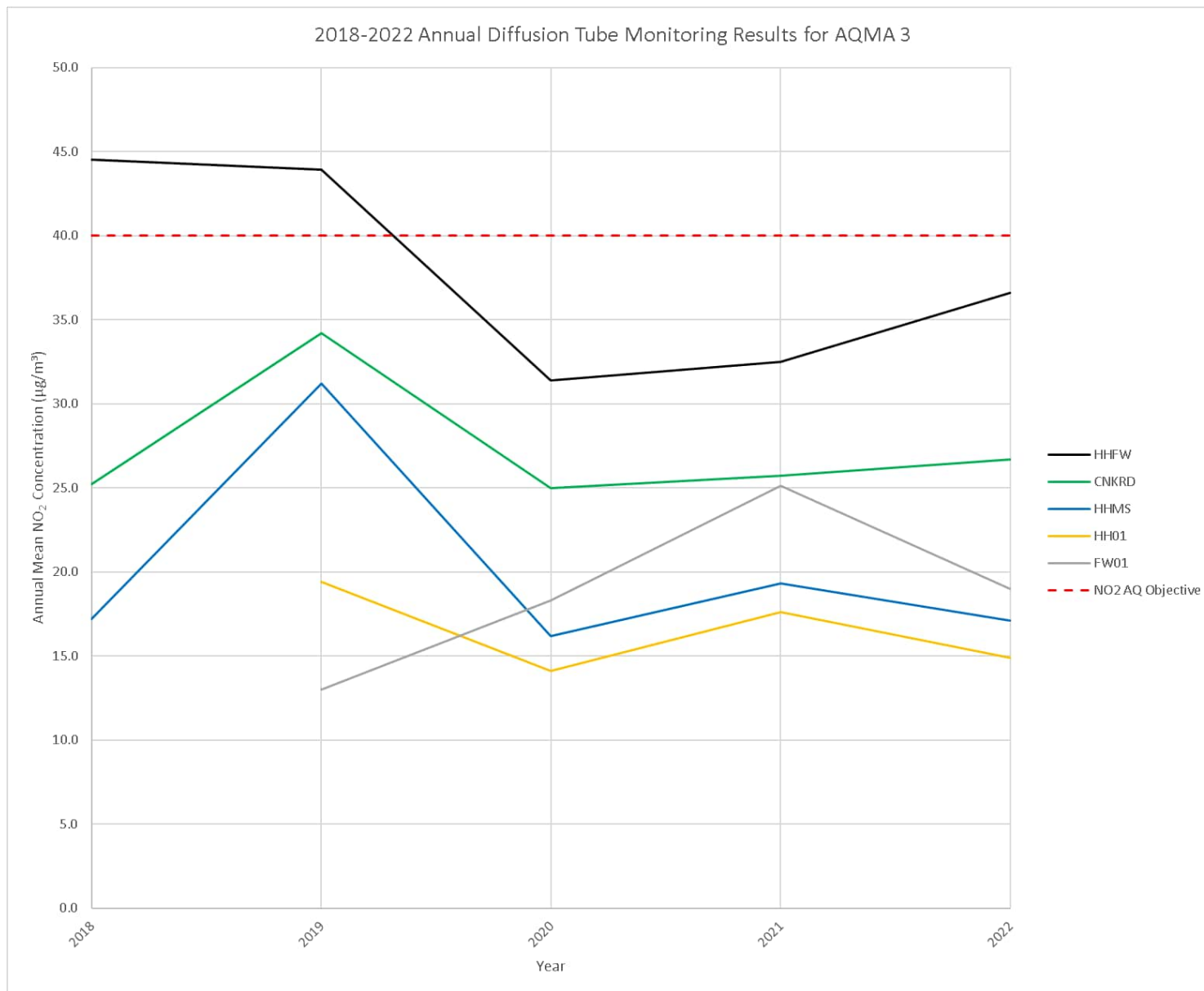
**Figure A.1 – Trends in Annual Mean NO<sub>2</sub> Concentrations in AQMA 1**



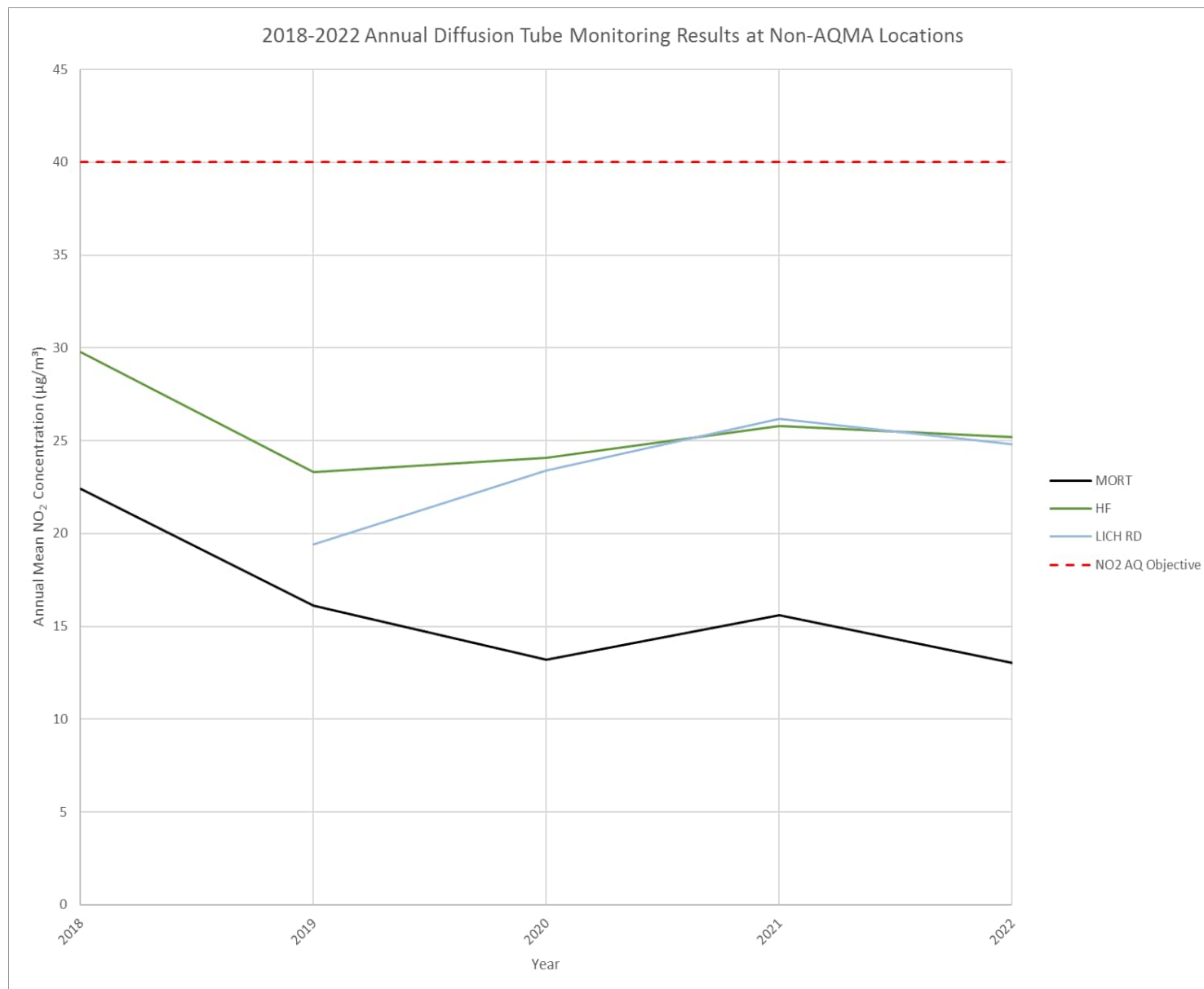
**Figure A.2 – Trends in Annual Mean NO<sub>2</sub> Concentrations in AQMA 2**



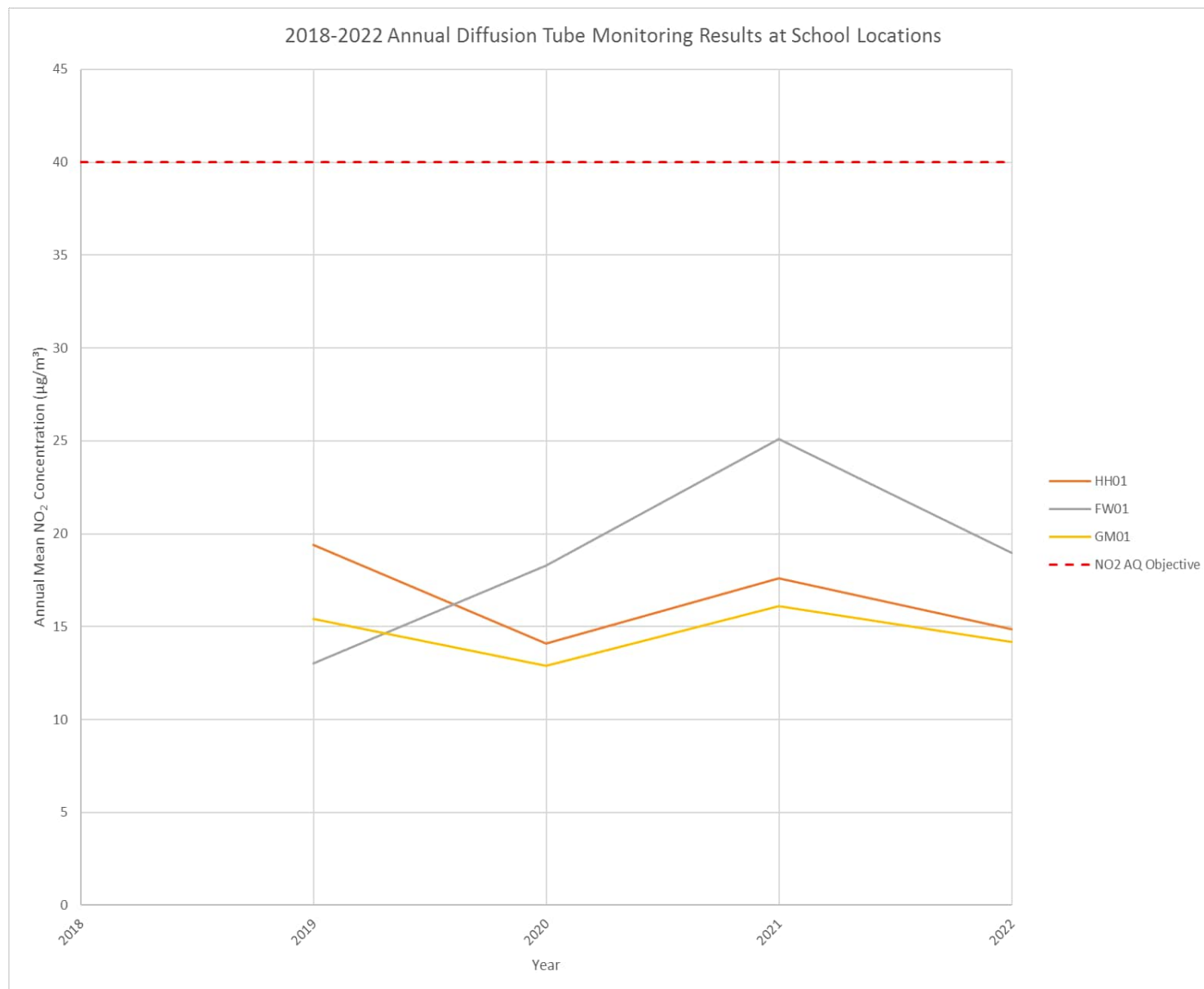
**Figure A.3 – Trends in Annual Mean NO<sub>2</sub> Concentrations in AQMA 3**



**Figure A.4 – Trends in Annual Mean NO<sub>2</sub> Concentrations in Non-AQMA Locations**



**Figure A.5 – Trends in Annual Mean NO<sub>2</sub> Concentrations at School Locations**





**Table A.6 – 1-Hour Mean NO<sub>2</sub> Monitoring Results, Number of 1-Hour Means > 200µg/m<sup>3</sup>**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2022 (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
HHMS	401392	309954	Roadside	98.9	98.9	0	0	0	0	0

**Notes:**

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m<sup>3</sup> have been recorded.

Exceedances of the NO<sub>2</sub> 1-hour mean objective (200µg/m<sup>3</sup> not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

## Appendix B: Full Monthly Diffusion Tube Results for 2022

Table B.1 – NO<sub>2</sub> 2022 Diffusion Tube Results (µg/m<sup>3</sup>)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.87)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
MORT	397541	309735		13.8	18.1	12.2	10.2	9.2	10.5	14.7	13.5				12.9	13.0		
BTL-B	397952	308567		31.2	29.6	27.0	25.4	26.6	29.8	28.4	33.1	30.6	35.0	32.5	29.8	25.9		
67 WS	398051	308512		20.1	28.4	20.3	15.4	13.9	19.6	21.1	25.2	22.0	27.1		21.4	18.6	18.6	
54 WS	398250	308428		24.6	37.2	34.4	26.3	24.3	26.9	33.1	33.1	31.2	34.8	27.2	30.5	26.6		
268 WS	400726	307423		21.4	<b>43.0</b>	33.5	29.8	28.7	33.8	38.3	31.2	28.1	36.2	36.0	33.2	28.9		
268 WSA	400635	307478		33.9	34.4	25.0	32.9	30.4	33.7	34.5	33.0	29.5	35.9	33.4	32.4	28.2		
268 WSB	400864	307385		<b>48.8</b>	<b>50.9</b>	<b>44.2</b>		37.3		<b>40.2</b>	<b>55.9</b>		<b>47.2</b>	<b>51.1</b>	<b>46.8</b>	38.7		
HHFW	401565	309939		31.3	<b>49.3</b>	<b>44.8</b>	39.0	39.4	38.1	<b>45.6</b>	<b>48.3</b>	35.2	<b>43.1</b>	<b>45.1</b>	<b>42.0</b>	36.6		
CNKRD	401465	309956		25.9	36.8	27.7	26.3	26.2	26.1	32.3	31.4	30.7	34.9	36.7	30.7	26.7		
HHMS1	401392	309954		18.7	25.1	21.1	14.3	13.5	15.0	20.3	19.1	18.6		24.7	-	-		Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only
HHMS2	401392	309954		18.7	24.2	19.2	15.7		15.9	19.2	19.1	19.6	24.5	28.1	-	-		Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only
HHMS3	401392	309954		18.9			15.6	12.8	14.4	19.9	19.2	18.5	24.8	26.5	-	-		Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only
HF	404475	317730		32.9			27.3	26.3	26.4	25.3	27.5	31.0	32.3	33.4	29.0	25.2		
LICH RD	398976	309865		29.3	32.1	24.4	26.3	27.3	21.8	24.6	28.3	32.7	38.2	28.7	28.5	24.8		
HH01	401630	310593		19.1	18.5	13.8	13.0	14.0	13.6	13.4	17.5	21.8		26.4	17.1	14.9		
FW01	400900	310607		25.4	22.8	16.5	17.1	17.7	17.8	16.5	23.5	24.1	29.4	31.1	21.8	19.0		
GM01	400723	310186		18.3	18.2	12.4	13.1	11.9	11.0	13.6	13.0	18.9	24.1	24.9	16.3	14.2		
A460	403009	315930		19.1	18.9	18.0	17.8	19.4	18.3	20.6	19.5	19.4	22.4	19.2	19.3	16.8		

- All erroneous data has been removed from the NO<sub>2</sub> diffusion tube dataset presented in Table B.1.
- Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.
- Local bias adjustment factor used.
- National bias adjustment factor used.
- Where applicable, data has been distance corrected for relevant exposure in the final column.
- Cannock Chase District Council confirms that all 2022 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

**Notes:**

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

**Table B.2 – 2022 Diffusion Tube Monitoring Data Notes**

Month	Data Removed	Comments
January	All diffusion tubes - deployed 30/11/2021, collected 9/2/2022 (~1,704 hours).	Diffusion tubes were not collected in January and were therefore overexposed. The data is unreliable and has been removed.
February		
March	HHMS3 (21.5µg/m <sup>3</sup> ) - deployed 1/3/2022 HF (25.0µg/m <sup>3</sup> ) - deployed 1/3/2022	HHMS2 and HF were exposed for two months (March and April); these have been removed from the dataset.
April	HHMS3 (21.5µg/m <sup>3</sup> ) - collected 3/5/2022 (1,512 hours) HF (25.0µg/m <sup>3</sup> ) - collected 3/5/2022 (1,511 hours)	HHMS2 and HF were exposed for two months (March and April); these have been removed from the dataset.
May	268 WSB (24µg/m <sup>3</sup> )	The data for 268 WSB is significantly lower than the results for April (34.4µg/m <sup>3</sup> ) and June (32.9µg/m <sup>3</sup> ); an insect was identified within this tube.
June		
July	268 WSB (14.9µg/m <sup>3</sup> )	The data for 268 WSB is significantly below the results for June (32.9µg/m <sup>3</sup> ) and August (40.2µg/m <sup>3</sup> ).
August		
September		
October	1 - 268 WSB (14.5µg/m <sup>3</sup> ) 2 - MORT not collected (location inaccessible)	1 - The data for 268 WSB is significantly lower than the results for September (55.9µg/m <sup>3</sup> ) and November (47.2µg/m <sup>3</sup> ), in contrast to the trend exhibited by other diffusion tubes.
November	1 - HH01 (6.9µg/m <sup>3</sup> ) 2 - MORT not collected (location inaccessible) 3 - HHMS 1 missing.	1 - Data appears to be erroneous.
December	1 - MORT not collected (location inaccessible) 2 - 67 WS missing	

## Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

### New or Changed Sources Identified Within Cannock Chase District Council During 2022

Table C.1 provides information on planning applications that were submitted in 2022 with the potential to impact air quality.

**Table C.1 – Significant Planning Applications in 2022**

Planning Reference	Registration Date	Location	Proposal	Comments
CH/22/0132	1 April 2022	Wyrley Common	Change of use to mixed outdoor recreation, including a go-kart track.	The proposed development is close to AQMA 2; an air quality assessment was submitted as part of an environmental statement. Application withdrawn on 7 February 2023.
CH/22/0177	5 May 2022	Bridge Inn, Chads Moor	Demolition of Inn and construction of drive thru' coffee shop.	An air quality assessment was submitted in support of the application. Application approved 5 August 2022.
CH/22/0318	17 August 2022	Norton Hall Lane, Norton Canes	55 dwellings	An air quality assessment was submitted in support of the application.
CH/22/0376	10 October 2022	Land north of Priory Avenue, Rugeley	75 dwellings (outline)	An air quality assessment was submitted in support of the application.
CH/22/0398	1 November 2022	Land at junction of Avon Road and Hunter Road, Cannock	Residential care home	An air quality assessment was submitted in support of the application.

**Note:**

Planning applications can be viewed on the Council's website

<https://planning.agileapplications.co.uk/cannock/search-applications/>

## QA/QC of Diffusion Tube Monitoring

### Staffordshire County Council Highways Laboratory

#### NO<sub>2</sub> diffusion tube analysis QC results

##### AIR PT Scheme (LGC)

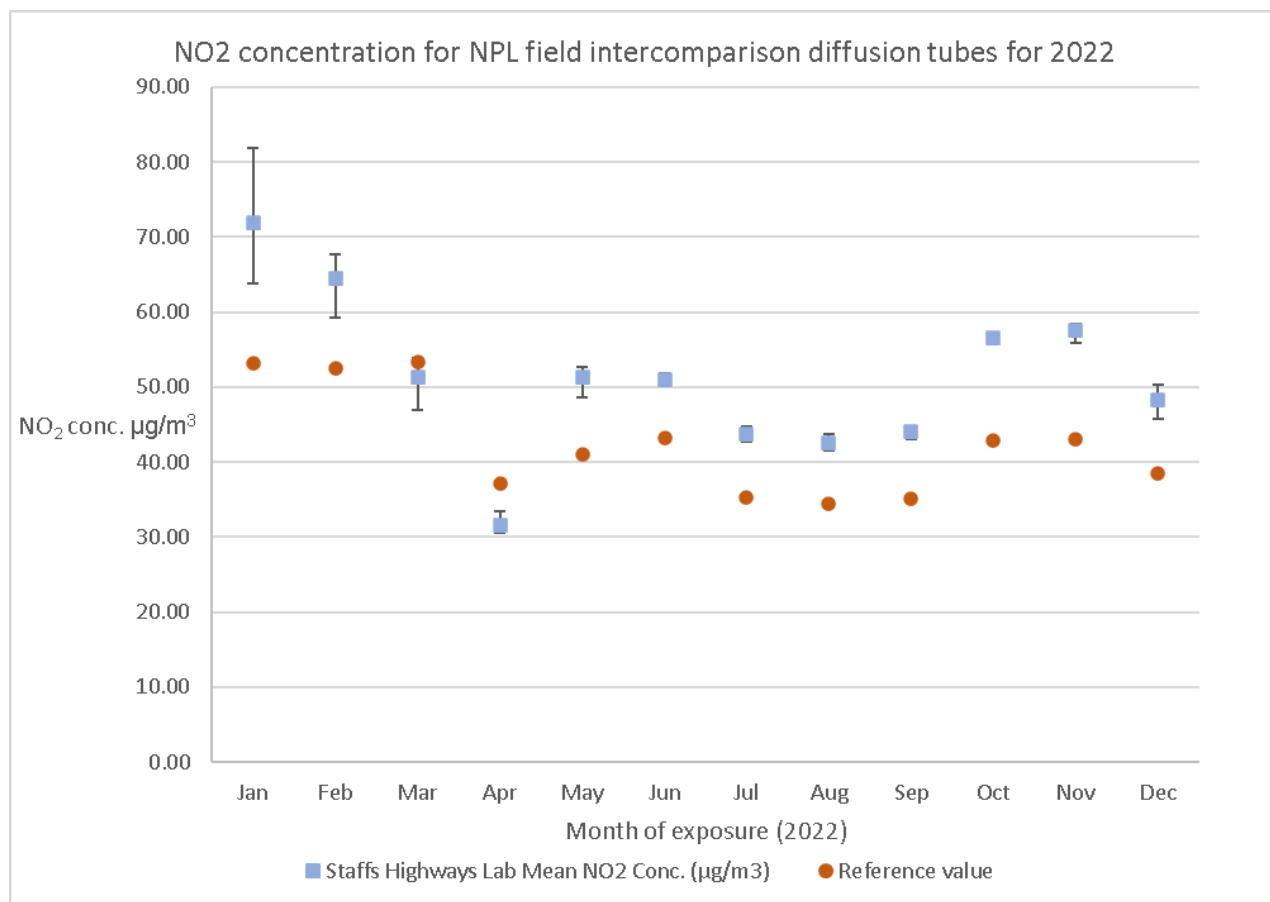
Results for each round are classified on z-scores for each tube as SATISFACTORY ( $\leq 2$ ), QUESTIONABLE (between 2 and  $<3$ ) and UNSATISFACTORY ( $>3$ ).

- Round 49 – Feb 2022. 100% satisfactory results.
- Round 50 – July 2022. 100% satisfactory results.
- Round 52 – Sept 2022. 0% satisfactory, 100% unsatisfactory results. Investigation into the results for this round showed issues with the full extraction of the analyte from the tube and issues with training of new member of staff. This did not affect results for other samples. Additional samples of the following round were ordered, and analysis completed with 100% satisfactory results.
- Round 53 – Nov 2022. 100% satisfactory results.

PT Round	z-scores	Performance
49 – Feb 2022	-0.11, -0.03, -0.22, 0.00	100% SATISFACTORY
50 – July 2022	-1.00, -0.78, -1.20, -1.48	100% SATISFACTORY
52 – Sept 2022	-4.75, -4.26, -4.04, -4.09	0% SATISFACTORY, 100% UNSATISFACTORY
53 – Nov 2022	-0.16, -1.79, -1.33, -0.61	100% SATISFACTORY

For the more information on the AIR PT Scheme and older results see the Defra website:

<https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/>

Field Intercomparison (NPL)

Our performance for all results of 2022 was classified as 'GOOD' (CoV <20). The chart below shows our results (blue squares), compared to the reference value (orange dots) for each month.

Bias Factor

The bias adjustment factor spreadsheet on the Defra website was updated in March 2023. The overall bias factor for Staffordshire Highways Laboratory for 2022 (including the Field Intercomparison result and all the co-location results from participating local authorities, total of 12 studies) was 0.87.

For the most up to date information on bias factors see the Defra website:

<https://laqm.defra.gov.uk/air-quality/air-quality-assessment/national-bias/>

## Diffusion Tube Annualisation

**Table C.2 – Annualisation Summary (concentrations presented in  $\mu\text{g}/\text{m}^3$ )**

Site ID	Annualisation Factor Telford Hollinswood	Annualisation Factor Walsall Woodlands	Annualisation Factor West Bromwich Kenwick Park	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
MORT	1.1334	1.2418	1.1105	1.1619	12.9	15.0
268 WSB	0.9215	0.9382	0.9893	0.9496	46.8	44.5

### Notes:

Annualisation was calculated using data from the three nearest continuous monitoring stations; the station at Burton-on-Trent (Horninglow) did not capture sufficient data to be included, whilst the next nearest urban background location was Birmingham (Ladywood), which was not selected due to its urban location.

## Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2023 ASR has been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance on the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from  $\text{NO}_x/\text{NO}_2$  continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Cannock Chase District Council have applied the national bias adjustment factor of 0.87 to the 2022 monitoring data. A summary of bias adjustment factors used by Cannock Chase District Council over the past five years is presented in Table C.3.

The national bias factor (0.87) has been selected over the local factor (0.7) due to the limited availability of diffusion tube data (i.e. that no data was available for January 2022) and the significant deviation from the national bias adjustment factor (which is emphasised by low bias variation (between 0.81 and 0.86) across equivalent datasets).

**Table C.3 – Bias Adjustment Factor**

Monitoring Year	Local or National	Version of National Spreadsheet	Adjustment Factor
2022	National	03/23	0.87
2021	National	03/22	0.86
2020	National	03/21	0.85
2019	National	Not recorded	0.93
2018	National	Not recorded	0.88

**Table C.4 – Local Bias Adjustment Calculation**

	Local Bias Adjustment
Periods used to calculate bias	11
Bias Factor A	0.7 (0.66-0.76)
Bias Factor B	42% (31% - 52%)
Diffusion Tube Mean ( $\mu\text{g}/\text{m}^3$ )	19.6
Mean CV (Precision)	3.4%
Automatic Mean ( $\mu\text{g}/\text{m}^3$ )	13.8
Data Capture	99%
Adjusted Tube Mean ( $\mu\text{g}/\text{m}^3$ )	14 (13-15)

**Notes:**

A local bias adjustment factor has been calculated for 2022, but not used.

**NO<sub>2</sub> Fall-off with Distance from the Road**

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO<sub>2</sub> concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO<sub>2</sub> fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO<sub>2</sub> concentrations corrected for distance are presented in Table B.1.



**Table C.5 – NO<sub>2</sub> Fall off With Distance Calculations (concentrations presented in µg/m<sup>3</sup>)**

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
67 WS	7.5	7.3	18.6	15.9	18.6	Diffusion tube mounted on façade of property that does not face Watling Street.

**Notes:**

Data held by the Cannock Chase Council on the distances of monitoring sites and relevant receptors to the kerb were verified and updated in May 2023 as part of a QC exercise.

### QA/QC of Automatic Monitoring

All management of the Cannock A5190 Roadside monitoring site is undertaken by Bureau Veritas; information on this site is available here: [https://uk-air.defra.gov.uk/networks/site-info?uka\\_id=UKA00623](https://uk-air.defra.gov.uk/networks/site-info?uka_id=UKA00623).

Please note the discrepancy between the website provided location (401394, 309957) and Cannock Chase Council's derived location (401392, 309954), which is possibly due to website location being derived from Google Maps (which uses the Mercator projection); Cannock Chase Council derived the location from its geographical information system (which uses the OSGB36).

# Appendix D: Maps of Monitoring Locations and AQMAs

Figure D.1 – Map of District and Air Quality Monitoring Locations

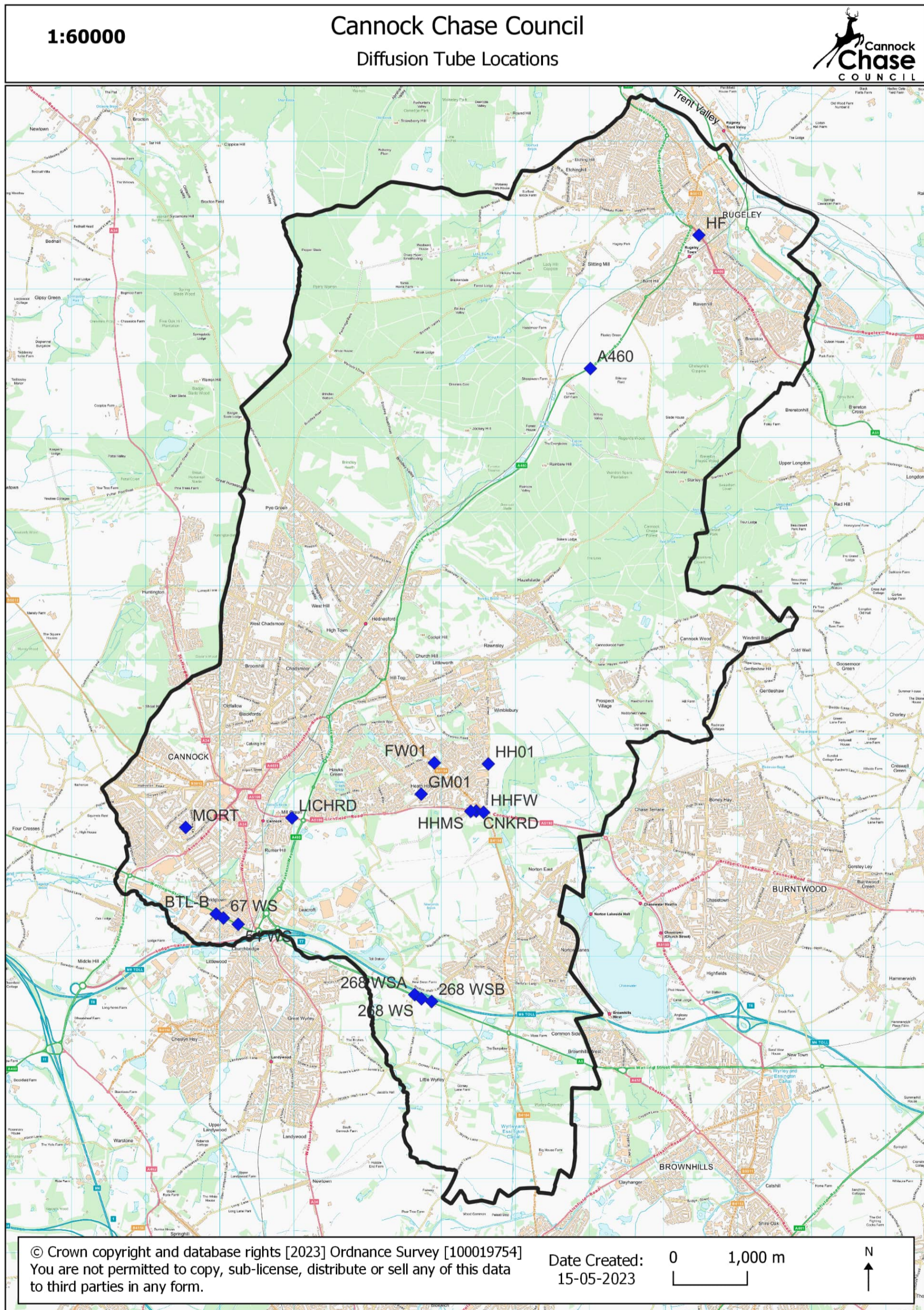


Figure D.2 – Map of District, Air Quality Monitoring Locations and AQMAs

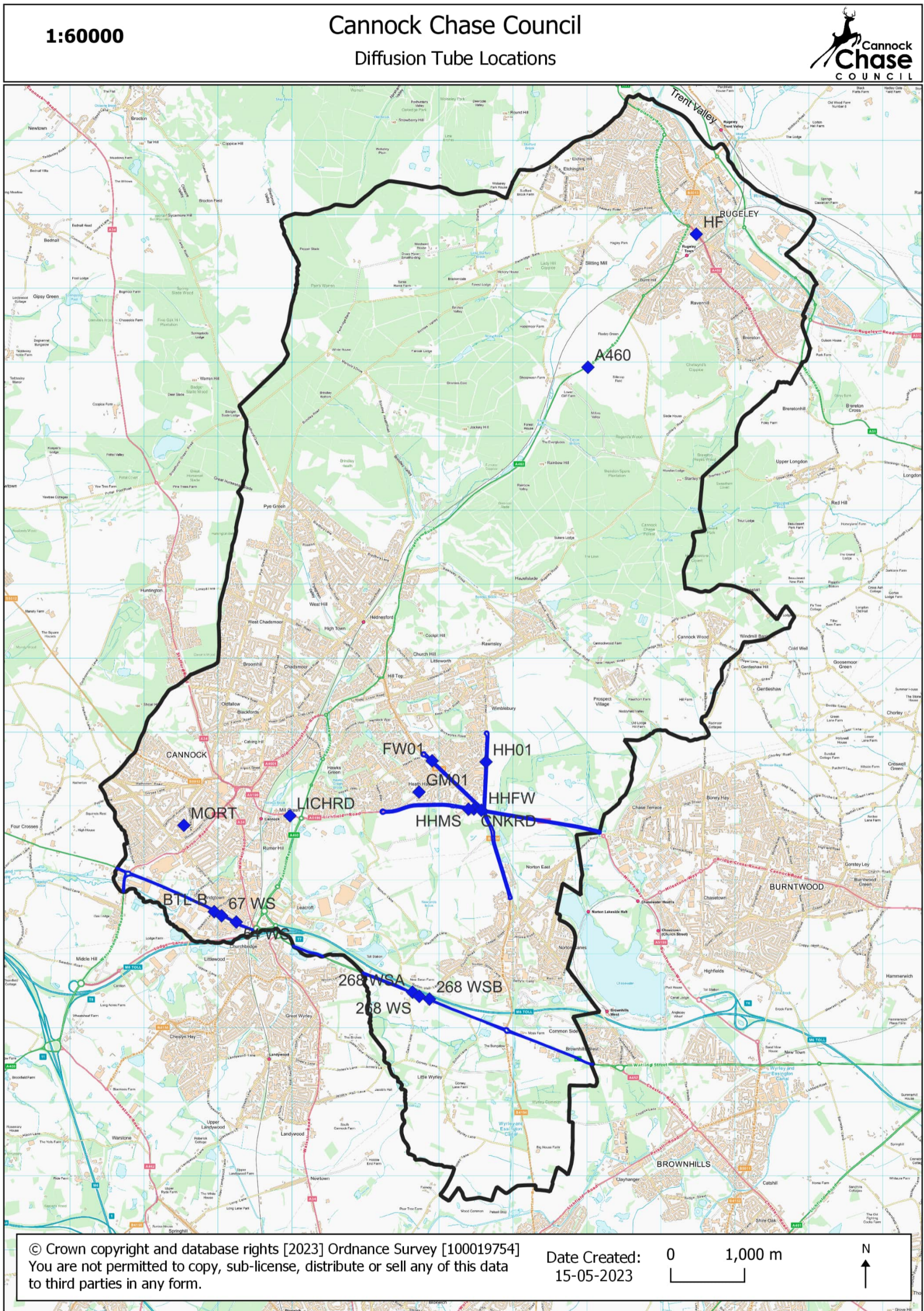


Figure D.3 – AQMA 1 Overview

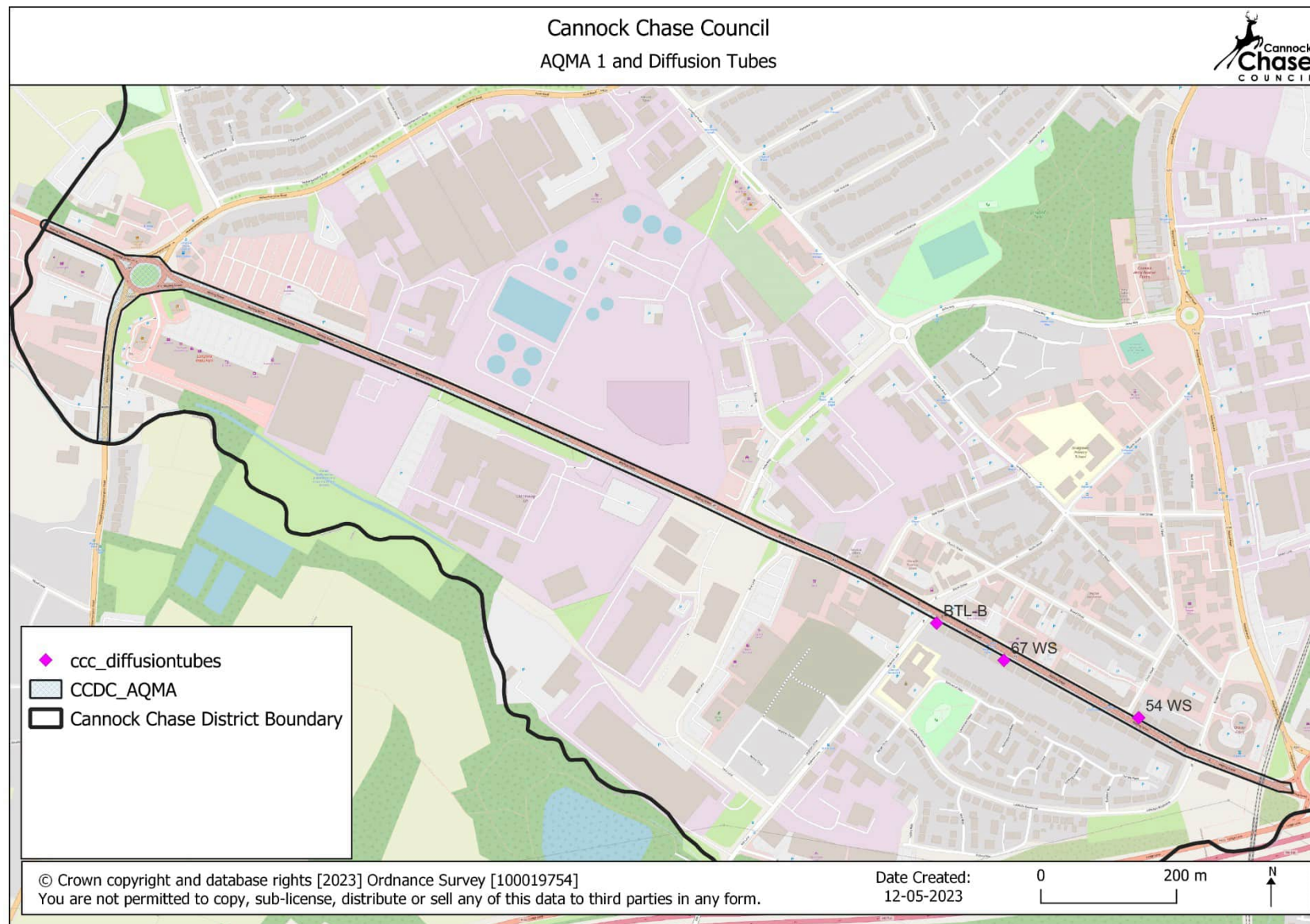


Figure D.4 – AQMA 1 Monitoring Locations

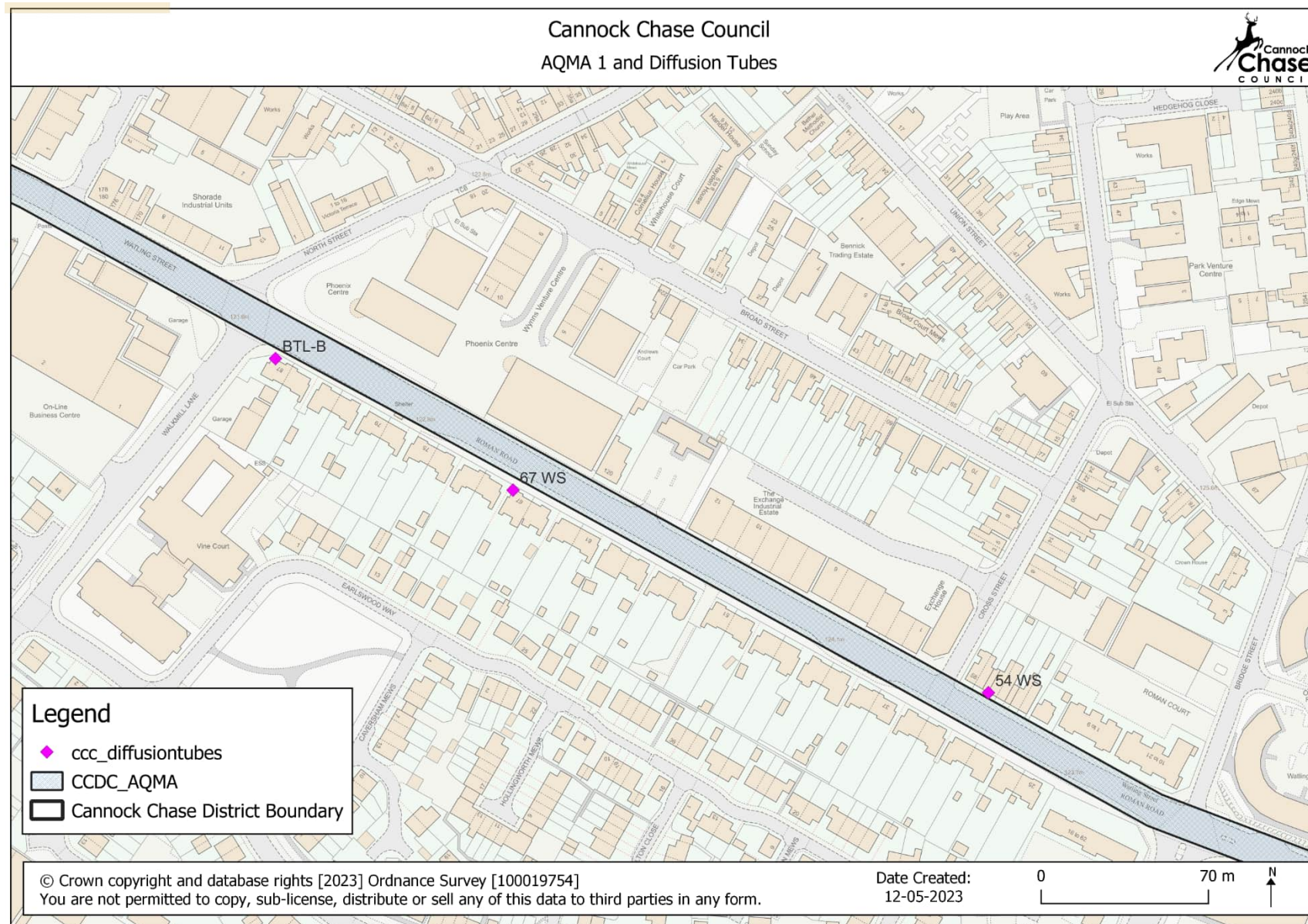


Figure D.5 – AQMA 2 Overview

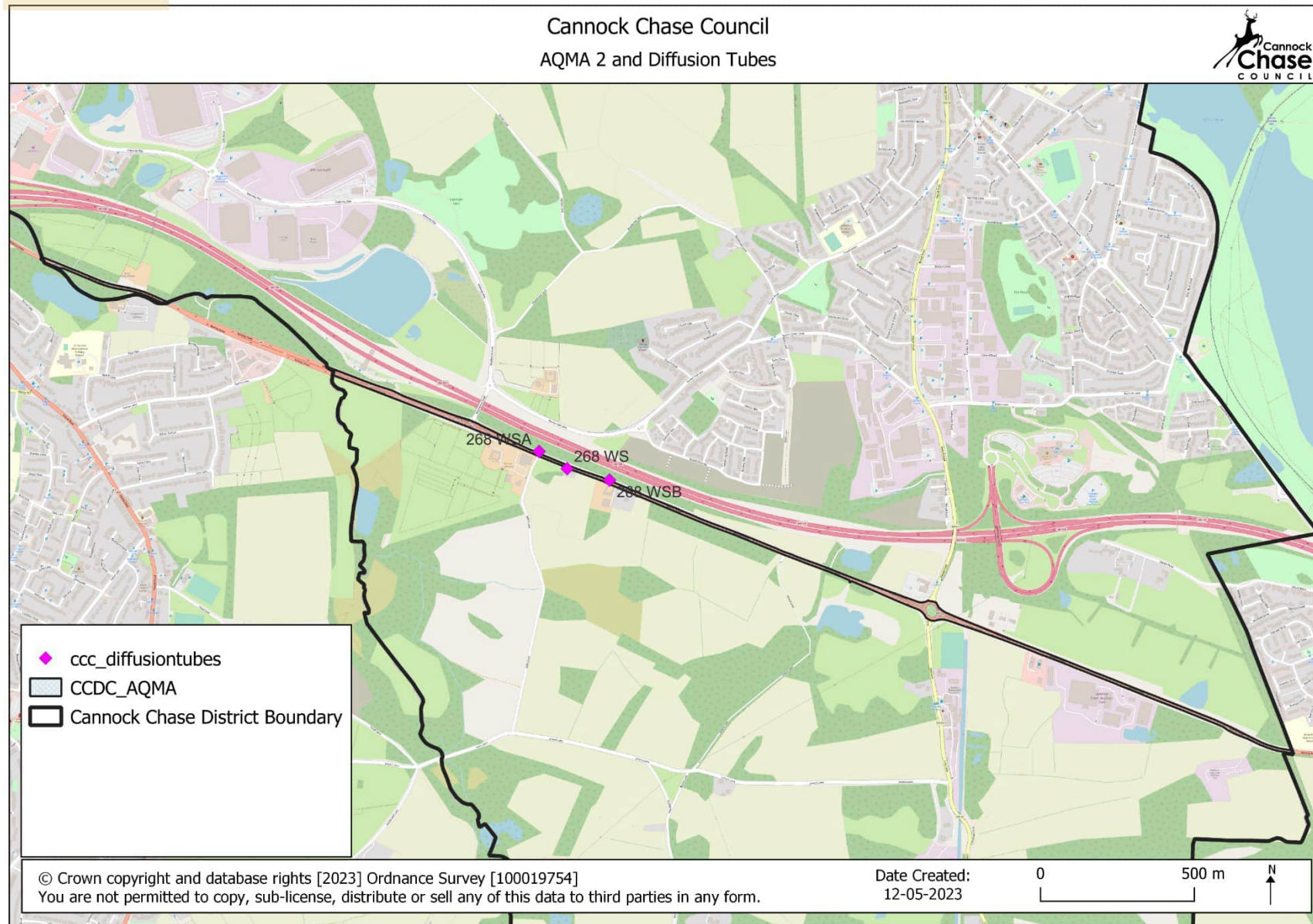


Figure D.6 – AQMA 2 Monitoring Locations

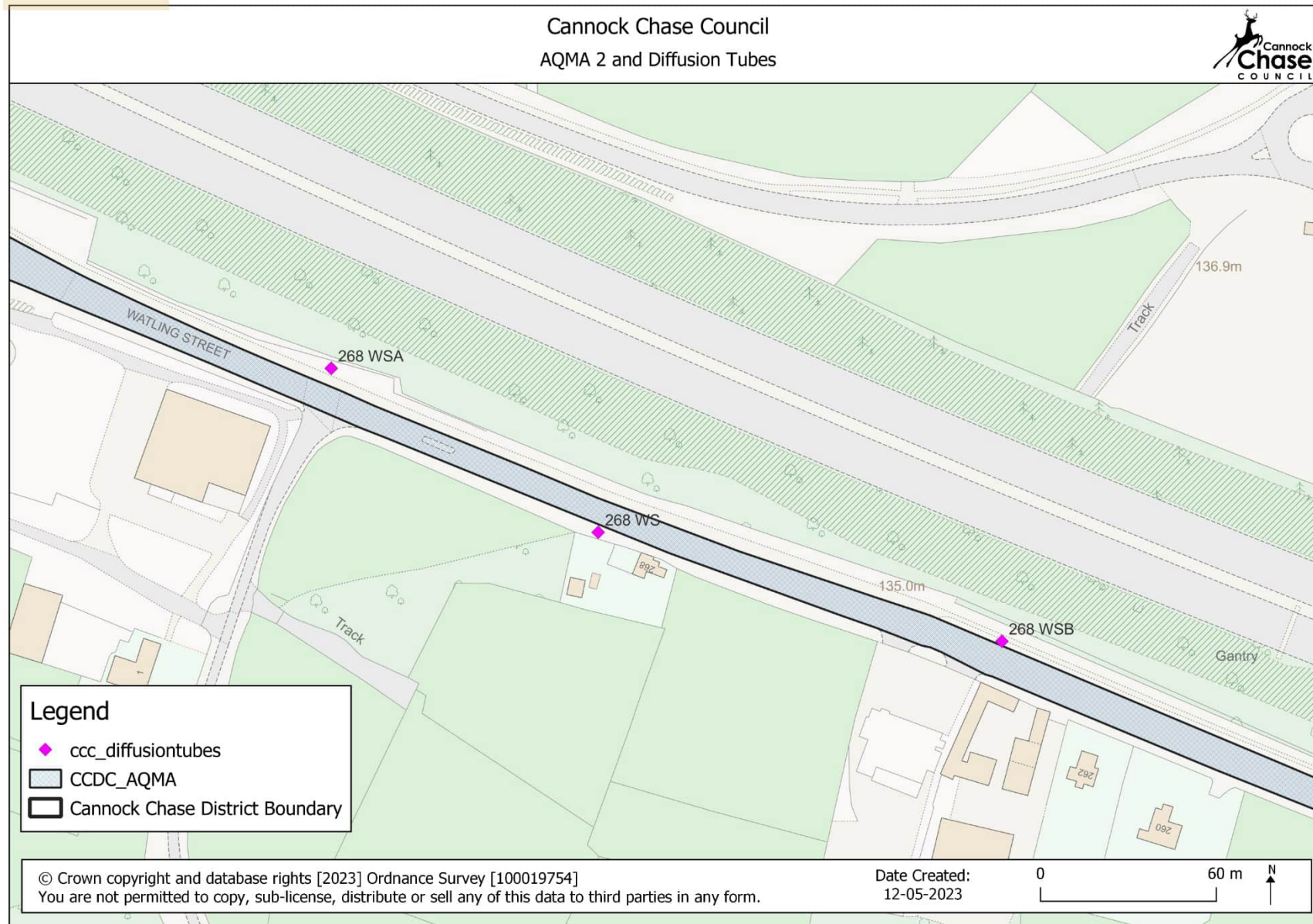


Figure D.7 – AQMA 3 Overview

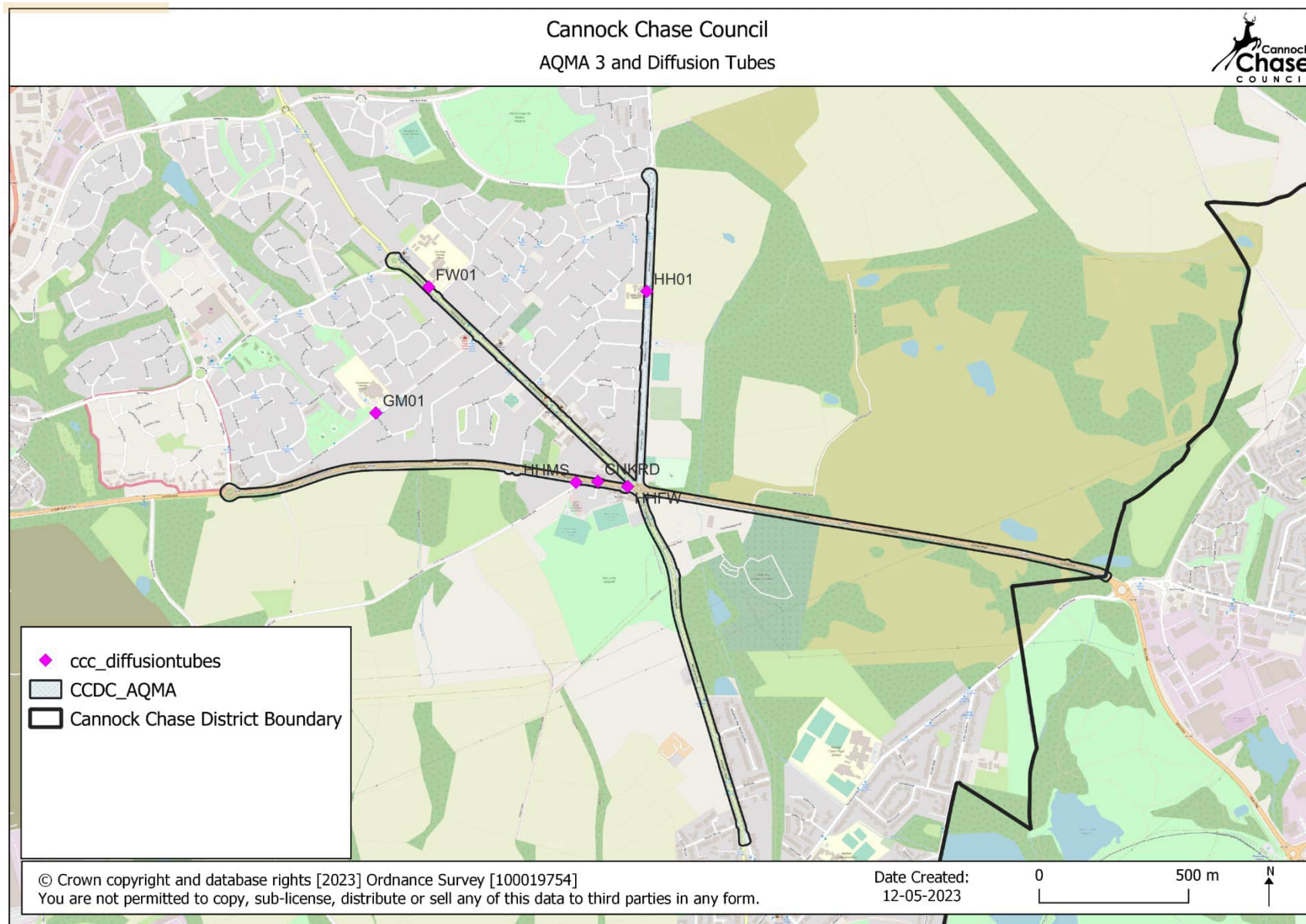
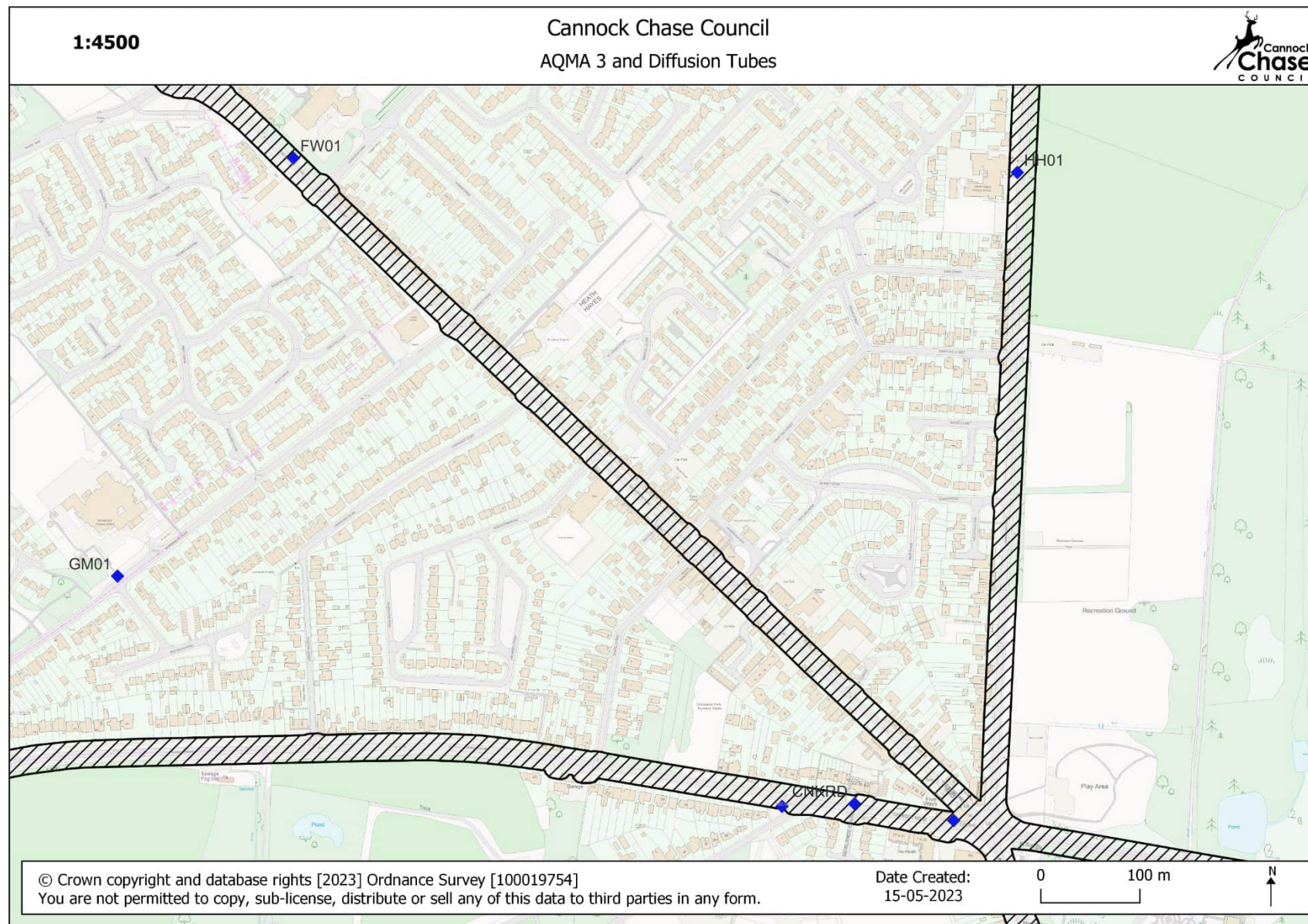




Figure D.8 – AQMA 3 Monitoring Locations



## Appendix E: Summary of Air Quality Objectives in England

**Table E.1 – Air Quality Objectives in England<sup>7</sup>**

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO <sub>2</sub> )	40µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM <sub>10</sub> )	40µg/m <sup>3</sup>	Annual mean
Sulphur Dioxide (SO <sub>2</sub> )	350µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	125µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	266µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean

<sup>7</sup> The units are in microgrammes of pollutant per cubic metre of air (µg/m<sup>3</sup>).

## Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AURN	Automatic and Urban Rural Network - The AURN is the UK's largest automatic monitoring network and is the main network used for compliance reporting against the Ambient Air Quality Directives. It includes automatic air quality monitoring stations measuring oxides of nitrogen (NO <sub>x</sub> ), sulphur dioxide (SO <sub>2</sub> ), ozone (O <sub>3</sub> ), carbon monoxide (CO) and particles (PM <sub>10</sub> , PM <sub>2.5</sub> ). These sites provide high resolution hourly information which is communicated rapidly to the public using a wide range of electronic, media and web platforms.
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO <sub>2</sub>	Sulphur Dioxide

## References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.  
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.  
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

## 2022/23 Infrastructure Funding Statement

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 December 2023
<b>Report of:</b>	Head of Economic Development & Planning
<b>Portfolio:</b>	Regeneration & High Streets

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### 1 Purpose of Report

- 1.1 To approve Cannock Chase District Council's third annual infrastructure funding statement relating to the 2022/23 financial year and approve for publication on the Council's website.

### 2 Recommendations

- 2.1 That Cabinet approve the annual infrastructure funding statement for the financial year 2022/23, attached as Appendix 1, and approve for publication on the Council's website.

#### Reasons for Recommendations

- 2.2 Since Cannock Chase District Council adopted their CIL Charging Schedule in June 2015, details of receipts and spending of CIL have been published each year. However, the requirement to have Section 106 information publicly available is a fairly new requirement (except when this has been requested via the Freedom of Information Act 2000).

### 3 Key Issues

- 3.1 Government made amendments to the Community Infrastructure Levy Regulations 2010 (the CIL Regulations) to improve transparency regarding developer contributions paid under Section 106 of the Town and Country Planning Act 1990 (as amended) (Section 106 Agreements). To support this, councils are required to produce and publish an annual infrastructure funding statement. This statement must include details of developer contributions collected and spent both historically and for the reported year and a statement of infrastructure projects which the Council, as charging authority, will be, or may be, wholly or partly funding from CIL.

### 4 Relationship to Corporate Priorities

- 4.1 As the reports relates to the 2022/23 financial year, it supported the Council's previous Corporate Priorities as follows:
- (i) **Supporting Economic Recovery** – Developer contributions support investment in infrastructure which in turn encourages investment in housing, town centres and employment opportunities and skills in the District.

- (ii) **Supporting Health and Wellbeing** – Developer contributions support investment which in turn can help encourage healthier living opportunities and safer, more attractive environments in the District. For example, successfully delivering infrastructure such as parks encourage healthier living opportunities as well as providing opportunities for social inclusion.
- (iii) **Financially Resilient Council** - Developer contributions provide funding for infrastructure meaning the Council can divert other resources to support other projects and needs.

## 5 Report Detail

### Infrastructure Funding Statement Requirements

- 5.1 As of 1<sup>st</sup> September 2019, amendments made to the CIL Regulations require local authorities to produce annual infrastructure funding statements (IFS), these must be published by 31<sup>st</sup> December following the reported year. The IFS must set out, in respect of both CIL and Section 106 Agreements:
  - How much funding has been received.
  - How much of these receipts have been spent and allocated, and
  - What the receipts have been spent on or allocated to.
- 5.2 The IFS must also report on non-monetary contributions received (i.e., affordable housing units) and list the infrastructure projects which the charging authority intends to be wholly or partly funded by CIL.
- 5.3 This statement supersedes the requirements for an annual CIL financial report and a CIL infrastructure list (previously Regulation 123 list – please see Cabinet report 17/10/19 that details changes to regulations, which required the Regulation 123 list to be renamed).
- 5.4 Staffordshire County Council are required to publish their own IFS which details educational and highway contributions and projects which have been delivered in the District.

### Community Infrastructure Levy Matters Included

- 5.5 The CIL financial year report outlines that CIL Receipts of £296,668 were collected in 2022/23. Of the £296,668 received in the reported year the Council has retained £220,802 for future expenditure on infrastructure (this totals £227,496 when neighbourhood funds applicable to the non-parish areas are included).
- 5.6 CIL expenditure on infrastructure totals £47,837 in 2022/23. £47,837 has been transferred to the Cannock Chase Special Area of Conservation (SAC) Mitigation Measures - a project identified on the CIL Infrastructure list. The Cannock Chase SAC is an internationally protected ecological site and the approach to ‘top slicing’ of CIL funds to contribute towards projects that ensure no harm arises to this protected site as a result of additional housing development has been previously agreed by Cabinet (see 25/07/13 and 20/11/14). As this project is managed by Stafford Borough Council (SBC) these funds are passed to SBC and will be reflected in their IFS.

- 5.7 £39,662 has been allocated to CIL administrative expenses in this financial year (representing 5% of the total CIL receipts as permitted in the CIL Regulations) as per Cabinet Report 08/11/2018.
- 5.8 A total of £47,837 has been passed to Parish Council's in 2022/23, representing 15% of the CIL receipts received in those Parishes:

**Brereton & Ravenhill**

October 2022 - £6,696.15

**Cannock Wood**

October 2022 - £987.11

**Hednesford**

April 2022 - £10,834.78

October 2022 - £23,307.81

**Norton Canes**

April 2022 - £3,708.23

**Rugeley Town Council**

April 2022 - £1,480.26

October 2022 - £822.88

This is required under Regulation 59A of the CIL Regulations. The transfer of neighbourhood funds to Parishes from the second half of the 2022/23 financial year occurs post 31 March 2023. Therefore, these transfers are not included in the 2022/23 IFS.

- 5.9 A total of £22,329.24 of CIL receipts were transferred in April 2023 to Hednesford Parish Council. The total CIL receipts retained will therefore be less following the transfer of these funds. This will be reflected in the IFS for 2023/24.
- 5.10 On 28<sup>th</sup> November 2018 Hednesford Neighbourhood Plan was adopted by the Council as part of the Cannock Chase District development plan (Council 28/11/18). Therefore, Hednesford Town Council will receive 25% of CIL funds received from CIL liable developments granted planning permission after 28/11/2018 within Hednesford Town Neighbourhood Area.
- 5.11 £6,695 has been retained as neighbourhood funds for non-parish areas in 2022/23 pending further consultation with the local community and relevant ward members to identify spending priorities:

**Cannock West Ward**

£1,548.15

**Cannock North Ward**

£4,037.82

**Rawnsley Ward**

£1,109.12

5.12 This represents 15% of CIL receipts received within those Wards. This is in accordance with Regulation 59F of the CIL Regulations and the Council's approved CIL allocations process (see Cabinet Report 23/07/15).

5.13 The following projects were allocated CIL funding in February 2023 as part of the 2022/23 CIL allocations process:

Cannock Stadium Open Space Phase 2	£264,100
Laburnum Avenue Open Space	£196,620.90
<b>TOTAL</b>	<b>£460,721</b>

5.14 Recommendations were made by the CIL Member/Officer Working Group and approved by Council along with the annual Council Budget Report.

5.15 Taking into account receipts retained from previous years, the total CIL receipts held by the Council at the end of 2022/23 for future expenditure on infrastructure is £2,396,677 (note this figure is £2,886,624 if the neighbourhood funds for the non-parish areas retained at present are included).

5.16 The CIL allocations process for 2023/24 has commenced, details of which and recommendations made will be reported to Council alongside the Annual Budget Report in 2024.

5.17 The below table shows the status of projects that have been allocated CIL funding in previous years:

<b>Project</b>	<b>Status</b>
Rugeley Town Train Station Access	Project has not yet commenced therefore no CIL monies have been released. County Council have now withdrawn their CIL allocations due to not enough certainty on delivery timescales for these projects, but they will remain on their agenda for integrated transport improvements with a view to exploring future funding opportunities through CIL and other sources
Chadsmoor Infant & Nursey School – Replacement of temporary modular building	Grant agreement being finalised with SCC.
Five Ways Primary School – Replacement of temporary modular building	Grant agreement being finalised with SCC.
Etching Hill CE Primary Academy - Replacement of temporary modular building	Grant agreement being finalised with SCC.



Project	Status
The John Bamford Primary School - Replacement of temporary modular building	Grant agreement being finalised with SCC.

### Section 106 Matters Included

- 5.18 At the end of the reported year 2022/23 the Council has retained £4,043,648.63 of S106 receipts including commuted sums (where retained money has been allocated for the purposes of longer-term maintenance).
- 5.19 The Section 106 report shows that Cannock Chase Council retained a total of £2,151,738.38 prior to the 2022/23 financial year from Section 106 agreements that have yet to be allocated. An additional £314,630.12 was received during the 2022/23 financial year. A further £40,145.15 is secured through Section 106 Agreements however receipt of these funds is dependent on development being implemented.
- 5.20 The Council has allocated £1,169,725.58 during the reported year; however, this has not been spent. £279,906 of S106 receipts have been spent in the reported year. The IFS lists the projects that funds have been allocated to and where spend has occurred.
- 5.21 In relation to non-monetary contributions, no affordable housing units have been secured via S106 agreements during the reported year. Staffordshire County Council's IFS will provide details of educational contributions received.
- 5.22 S106 contributions are required to alleviate the negative impact of development and reduce the impact on the community. Unlike CIL, monetary contributions received from S106 agreements are geographically restricted and confined to a specific project that is identified within the legal agreement. In many cases, S106 contributions would not provide 100% of project funding and would require additional funding in order to deliver the project. For this reason, S106 funds are held until all match funding has been secured.

### CIL Infrastructure List Update

- 5.23 In June 2023, as part of the CIL allocations process, stakeholders delivering projects identified on the CIL infrastructure list were asked for updates on these in order to assist with the production of the Council's infrastructure funding statement and inform the allocations process. No new project bids were invited at this time.
- 5.24 The following updates were received:

Bus Shelters	<p><b>Project scope update</b></p> <p>District wide improvements to Bus Information and Infrastructure including the above and RTPI and other wider benefits to sustainable travel.</p> <p>Project cost/funding update:</p> <p>£478,000</p>
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Cannock Park

**Project scope update**

This project, to redevelopment Cannock Park includes the following elements of work: (All via public consultation and in partnership with other third-party organisations) The works will entail the following items:

- New junior and Toddler play areas.
- Learn to ride zone.
- New teenage play area.
- Skate plaza.
- Multi sports ball area.
- Improvements and refit to existing site buildings. Including changing rooms, and community room (Café and Stores).
- Improvements to pathways (New surfacing /Lighting / CCTV / Tree avenues).
- Dedicated walking and cycling routes from Cannock through to Shoal Hill Common and further afield.
- Boundary security improvements (New fencing, Access barriers, and landscaping to protect the site and its adjacent premises) To park and leisure centre.
- Improvements to the football and sports pitches.
- Car park realignment.
- Eco / Arts trails.

Redevelopment of Cannock Park will be carried out in Partnership with the voluntary and community sectors through joint work practices and creating / defining new groups.

Works will be carried out in multiple phases with the initial phase focuses around site security, reducing ASB issues and implementing a new junior and toddler play area.

The remainder of the works will be carried out in a later phase.

Estimated project costs:

Preparation and scheme development	£ 5,250
Design and Consultation	£ 21,000
Bids and grants	£ 21,000
Junior and toddler play areas	£ 262,500
Pathways/lighting/security/cctv	£ 724,300
Fencing gates and barriers	£ 199,101

	Teen play area	£ 105,000
	Skate and learn to ride	£ 399,000
	Building refurbishment	£ 367,500
	Landscaping	£ 191,935
	Site furniture/ green gym	£ 133,350
	Football pitches	£ 94,600
	<b>TOTAL COST</b>	<b>£ 2,524,536</b>
Rugeley/Brereton Education Projects	<b>Project Scope Update</b> Provide additional primary school places in Rugeley including land acquisition and associated costs (in addition to the proposed primary education infrastructure to be located within the Rugeley Power Station site)	
Heath Hayes & Wimblebury Education Projects	<b>Project Scope Update</b> Increase primary school provision by up to 210 additional places in the Heath Hayes and Wimblebury Parish.	
Hednesford Town/ Rugeley Town Educations Projects	<b>Project Scope Update</b> Replacement of temporary or refurbishment of accommodation with more suitable and permanent accommodation	

5.25 Following the amendment to the costing of these projects the total project cost of the CIL infrastructure list is £8,218,779.

## 6 Implications

### 6.1 Financial

The CIL and Section 106 receipts referred to in the body of the report are held in Council reserves pending future allocation to infrastructure projects.

### 6.2 Legal

The Council is required by regulation 121A of the CIL Regulations to publish an annual Infrastructure Funding Statement no later than the 31 December in each calendar year.

### 6.3 Human Resources

None

### 6.4 Risk Management

None

### 6.5 Equalities and Diversity

None

**6.6 Health**

None

**6.7 Climate Change**

None

**7 Appendices**

Appendix 1: 2022/23 Infrastructure Funding Statement

**8 Previous Consideration**

General Fund Revenue Budget and Capital Programme 2019-20 to 2022-23	Cabinet	31/01/20
Updated Community Infrastructure Levy Infrastructure List (Former Regulation 123 List)	Cabinet	17/10/19
Hednesford Neighbourhood Plan Adoption	Council	28/11/18
Cannock Chase Community Infrastructure Levy (CIL) Financial Year Report & CIL Guidance for Parish and Town Councils	Cabinet	08/11/18
Cannock Chase Community Infrastructure Levy Funding Decisions Protocol	Cabinet	23/07/15
Cannock Chase Special Area of Conservation Partnership Memorandum of Understanding and Permission to Spend on Mitigation Projects	Cabinet	20/11/14

**9 Background Papers**

- Planning Act 2018
- Community Infrastructure Levy Regulations 2010, as amended in 2011, 2012, 2015, 2016 and 2019.
- Conservation of Habitats and Species Regulations 2017

**Contact Officer:** Amy Jackson/Julie Purle**Telephone Number:** 01543 464577 / 01543 464485**Report Track:** Cabinet 14/12/23**Key Decision:** No



**Cannock Chase District Council**  
**2022/23 Infrastructure Funding**  
**Statement**

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# 1. Introduction

In 2019, Government made amendments to the Community Infrastructure Levy (CIL) Regulations 2010. To increase transparency, the Government has set out new requirements under these Regulations for Councils to publish an annual 'infrastructure funding statement' (IFS). This must set out CIL and Section 106 (S106) contribution receipts and what they have been spent on.

Infrastructure can be funded in the following ways in Cannock Chase District:

- Government Grants – Local Authority grants or Local Enterprise Partnership grants.
- Section 106 agreement – Legal agreements with developers on specific sites.
- Community Infrastructure Levy – a levy on certain types of developments (charged per net m<sup>2</sup>). At Cannock Chase Council CIL funds are allocated to infrastructure projects after a competitive bidding process.

These can be combined to deliver the same piece of infrastructure.

Table 1 identifies examples of different types of infrastructure.

**Table 1**

Infrastructure Categories	Project Examples
<b>Green Infrastructure</b>	Landscape; scale mitigation; access land; informal open space; managed space; village greens; allotments; green roofs; parks; micro-generation energy schemes; flood management and climate change mitigation; Habitats Regulation Assessment Compliance; and tree planting.
<b>Social &amp; Leisure</b>	Cultural heritage; enhancement to historic urban fabric; public realm improvements; added value to hard surfacing; sports facilities and pavilion improvements; green gyms; playing fields; playgrounds; recreation grounds.
<b>Services &amp; Facilities</b>	Community buildings; libraries; support services and care; village halls; expanding emergency services capacity; car parking; insulation and other improvements to public buildings.
<b>Transport</b>	Public rights of way improvements; walking and cycling infrastructure; bus and rail network improvements; traffic calming; improved signage; highway works.
<b>Education</b>	State-funded primary and secondary school.
<b>Health &amp; Wellbeing</b>	GP surgeries; Hospitals; Mental health provision; adult social care.
<b>Utility Services</b>	Utilities supply added value flood schemes, waste management and disposal.
<b>Digital</b>	Fixed broadband provision; mobile telecommunications;

# 1. Introduction

## Definitions

**Agreed/secured** – Contributions that have been agreed within a signed legal document. These contributions have not been collected/delivered and if the planning permissions are not implemented, they will never be received.

**Received** – Contributions received, either non-monetary or monetary have been transferred to Cannock Chase District Council.

**Allocated** – Contributions that have been assigned to specific projects.

**Spent/delivered** – Monetary or non-monetary contributions that have been used as intended, by spending the allocated funding are completing the contribution as agreed.



## 2. Community Infrastructure Levy Report 2022/23

The Community Infrastructure Levy (CIL) is a tax that local authorities can charge on types of development in their area to fund infrastructure required to support the housing and commercial growth proposals identified. Cannock Chase District Council adopted its CIL Charging Schedule in June 2015. The charge only applies to new floorspace and is a set rate per net square metre. If the relevant planning permission is not implemented the CIL charge is not payable.

CIL receipts can be used for the provision, improvement, replacement, operation, or maintenance of infrastructure. Unlike Section 106 agreement contributions, CIL receipts are not site specific and can be spent anywhere within the District regardless of what developments the funds have been a result of.

**Table 2** sets out the amount of CIL receipts received; spending of CIL receipts; and the amount of CIL retained by the Council for future spend from 1<sup>st</sup> April 2022 - 31<sup>st</sup> March 2023. *Note- amounts are rounded to the nearest £1.*

**Table 2**

REGULATION		AMOUNT	EXPLANATORY NOTE
<b>RECEIPTS</b>			
121A(1)(a)	The total value of CIL set out in all demand notices issued in the reported year	<b>£397,966</b>	
121A(1)(b)	The total amount of CIL receipts for the reported year	<b>£296,668</b>	CIL receipts for 2022/23 total £296,668. Of this, £10,533 were receipts from surcharges (where CIL procedures have not been followed, the Council can apply surcharges). The Council did not receive any CIL payments in land this year.
<b>ALLOCATIONS &amp; EXPENDITURE</b>			
121A(1)(c)	The total amount of CIL receipts, collected before the reported year but which have not been allocated	<b>£1,330,377</b>	Retained before 2022/23 (excl. ward amounts) - £2,380,654 Minus amounts allocated to projects - 19/20 £162,500 21/22 £887,777 22/23 £460,720

## 2. Community Infrastructure Levy Report 2022/23

REGULATION		AMOUNT	EXPLANATORY NOTE
121A(1)(d)	The total amount of CIL receipts collected by the authority before the reported year, but which have been allocated in the reported year	£460,721	2022/23 Allocations - £460,721
121A(1)(e)	The total amount of CIL expenditure for the reported year	£87,499	SAC £47,837 Admin £39,662
121A(1)(f)	The total of CIL receipts, whenever collected, which were allocated but not spent during the reported year	£460,721	Cannock Stadium Open Space Phase 2 - £264,100 Laburnum Avenue Open Space - £196,621
121A(1)(g)	In relation to CIL expenditure for the reported year, summary details of:		
i)	<ul style="list-style-type: none"> <li>The items of infrastructure on which CIL has been spent and amount of CIL spent on each item</li> </ul>	<b>Special Area of Conservation (SAC)</b> <b>£47,837</b>	To mitigate the impact development has on Cannock Chase Special Area of Conservation. The SAC is managed by Stafford Borough Council, therefore receipts from CCDC and expenditure will be reflected in their IFS.
ii)	<ul style="list-style-type: none"> <li>The amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide</li> </ul>	£0	
iii)	<ul style="list-style-type: none"> <li>The amount of CIL spent on administrative expenses pursuant to <a href="#">regulation 61</a>, and that amount expressed as a percentage of CIL collected in that in accordance with that regulation</li> </ul>	£39,662	5% of CIL receipts
121A(1)(h)	In relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year, summary details of the items of infrastructure on which CIL (including land payments) has been allocated and the amount of CIL allocated to each item	£460,721	Cannock Stadium Open Space Phase 2 £264,100 Laburnum Avenue Open Space £196,620.90

## 2. Community Infrastructure Levy Report 2022/23

REGULATION		AMOUNT	EXPLANATORY NOTE
<b>PARISH &amp; NON-PARISH PAYMENTS</b>			
<b>121A(1)(i)</b>	The amount of CIL passed to-		
i)	o Any parish council under regulations <a href="#">59A</a> or <a href="#">59B</a>	<b>£47,837</b>	<p><b>Brereton &amp; Ravenhill</b> October 2022 - £6,696.15</p> <p><b>Cannock Wood</b> October 2022 - £987.11</p> <p><b>Hednesford</b> April 2022 - £10,834.78 October 2022 - £23,307.81</p> <p><b>Norton Canes</b> April 2022 - £3,708.23</p> <p><b>Rugeley Town Council</b> April 2022 - £1,480.26 October 2022 - £822.88</p>
ii)	o Any person under regulation <a href="#">59(4)</a>	<b>£0</b>	
<b>121A(1)(j)</b>	Summary details of the receipt and expenditure of CIL to which regulation <a href="#">59E</a> or <a href="#">59F</a> applied during the reported year:		
i)	o The total CIL receipts that regulations <a href="#">59E</a> and <a href="#">59F</a> applied to	<b>£6,695</b>	<p><b>Cannock West Ward</b> £1,548.15</p> <p><b>Cannock North Ward</b> £4,037.82</p> <p><b>Rawnsley Ward</b> £1,109.12</p>
ii)	o The items of infrastructure to which the CIL receipts to which regulations <a href="#">59E</a> and <a href="#">59F</a> applied have been allocated or spent, and the amount of expenditure allocated or spent on each item	<b>£210,000</b>	<p>Barnard Way Play Area £88,000 Cannock East Projects £122,000</p>

## 2. Community Infrastructure Levy Report 2022/23

REGULATION		AMOUNT	EXPLANATORY NOTE
<b>121A(1)(k)</b>	Summary details of any notices served in accordance with regulation <a href="#">59E</a> including -		
<b>i)</b>	○ The total value of CIL receipts requested from each parish council	<b>£0</b>	
<b>ii)</b>	○ Any funds not yet recovered from each parish council at the end of the reported year	<b>£0</b>	
<b>121A(1)(l)</b>	The total amount of -		
<b>i)</b>	○ CIL receipts for the reported year retained at the end of the reported year other than those of which regulation <a href="#">59E</a> and <a href="#">59F</a> applied	<b>£220,802</b>	
<b>ii)</b>	○ CIL receipts from previous years retained at the end of the reported year other than those to which regulation <a href="#">59E</a> or <a href="#">59F</a> applied	<b>£2,396,677</b>	
<b>iii)</b>	○ CIL receipts for the reported year to which regulation <a href="#">59E</a> or <a href="#">59F</a> applied retained at the end of the reported year	<b>£6,695</b>	
<b>iv)</b>	○ CIL receipts from previous years to which regulations <a href="#">59E</a> or <a href="#">59F</a> applied retained at the end of the reported year	<b>£262,451</b>	

### CIL Regulations Explained

#### Regulation 59A

This regulation applies to that part of a chargeable development within the area of a local council. If a chargeable development falls within a local council area, the district council must pass on 15% of this receipt to the relevant local council (this is 25% if a neighbourhood plan has been adopted for that area). These receipts are transferred to local councils twice a year, in April and October. The following local councils fall within Cannock Chase District:

- Rugeley Town Parish
- Hednesford Town Parish
- Bridgtown Parish
- Norton Canes Parish
- Cannock Wood Parish
- Brindley Heath Parish
- Brereton & Ravenhill Parish

## 2. Community Infrastructure Levy Report 2022/23

### Regulation 59B

This regulation applies when a charging authority has accepted a payment in kind. Any payments to a local council relating to a land or infrastructure payment must be paid to the local council as a monetary payment.

### Regulation 59(4)

For the purposes of this regulation, any reference to applying CIL includes a reference to causing it to be applied, and includes passing CIL to another person to apply to funding the provision, improvement, replacement, operation, or maintenance of infrastructure.

### Regulation 59E

This regulation applies for when a charging authority has served a notice on a local council to repay some or all CIL receipts for one of the following reasons:

The local council has: -

- a) Not applied CIL funds to support the development of its area within 5 years of receipt (this is down to the collecting authority's discretion; local councils can bank receipts towards bigger projects)
- b) Has used CIL receipts for purposes that do not fit in with the following definition *'the provision, improvement, replacement, operation or maintenance of infrastructure or anything else that is concerned with addressing the demands that development places on an area.'*

### Regulation 59F

This regulation applies where a chargeable development does not fall in a parished area. The charging authority may use 15% of this CIL to support the relevant area by funding –

- a) The provision, improvement, replacement, operation, or maintenance of infrastructure or;
- b) Anything else that is concerned with addressing the demands that development places on an area

The following areas in Cannock Chase District are unparished:

- Cannock East Ward
- Cannock North Ward
- Cannock South Ward
- Cannock West Ward
- Rawsley Ward

The 15% neighbourhood portion for these areas will be allocated in consultation with the relevant ward members and delivered dependant on the relevant team's capacity and resources.

## 2. Community Infrastructure Levy Report 2022/23

**Regulation 61**

A charging authority may apply CIL to administrative expenses incurred in connection with CIL. This shall not exceed 5% of the CIL receipts received.

### 3. Section 106 Agreements Report 2022/23

Under section 106 (s106) of the Town and Country Planning Act 1990 a Local Planning Authority (LPA) can seek obligations, both physically on-site and contributions for off-site, when it is considered that a development will have negative impacts that cannot be dealt with through conditions in the planning permission. These planning obligations can be monetary or non-monetary. As with CIL, if the relevant planning permission is not implemented the contribution is not required,

The contributions received under these agreements can only be spent for the purpose identified in the legal agreement.

**Table 3** sets out how much S106 has been collected, where it has been allocated and how it was spent during the 2021/22 financial year.

**Table 3**

	AMOUNT	EXPLANATORY NOTE
The total amount of money to be provided under any planning obligations which were entered into during the reported year	<b>£40,142.15</b>	
The total amount of money under any planning obligations which was received during the reported year	<b>£314,630.12</b>	
The total amount of money under any planning obligations which was received before the reported year which has not been allocated by the authority	<b>£2,151,738.38</b>	
<b>Summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of—</b>		
○ In relation to affordable housing, the total number of units which will be provided	<b>0</b>	
○ In relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided		<b>This information will be revealed in Staffordshire County Council's IFS.</b>
The total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure	<b>£1,169,725.58</b>	
The total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend)	<b>£279,906.68</b>	

### 3. Section 106 Agreements Report 2022/23

	<b>AMOUNT</b>	<b>EXPLANATORY NOTE</b>
In relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item.	<b>Amount Allocated</b>	<b>Infrastructure Project</b>
	<b>2,670.00</b>	<b>Reallocation Arthur Street Play Area</b>
	<b>385,290.00</b>	<b>MYGA Laburnum Avenue</b>
	<b>114,890.00</b>	<b>Heath Hayes Park/Pitch Refurbishment</b>
	<b>80,336.90</b>	<b>Bridges &amp; Boardwalks</b>
	<b>5,880.00</b>	<b>CCTV &amp; Cycle</b>
	<b>12,460.00</b>	<b>Penny Cress Green Play Area</b>
	<b>18,475.82</b>	<b>Hednesford Park Improvements</b>
	<b>71,000.00</b>	<b>Rugeley ATP</b>
	<b>124,570.21</b>	<b>Stadium Development Phase 2</b>
	<b>34,540.00</b>	<b>Fortescue Lane</b>
	<b>71,562.43</b>	<b>Town Centre Enhancements</b>
	<b>13,000.00</b>	<b>Nature Park Scheme</b>
<b>7,119.21</b>	<b>Cannock Chase Special Area of Conservation</b>	
<b>109,827.89</b>	<b>Project Manager</b>	
<b>118,003.12</b>	<b>Wellington Drive</b>	



## 3. Section 106 Agreements Report 2022/23

	AMOUNT	EXPLANATORY NOTE
<b>In relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of—</b>		
o The items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item	<b>Expenditure</b>	<b>Infrastructure Project</b>
	<b>22,302.35</b>	<b>Wellington Drive</b>
	<b>3,085.80</b>	<b>Fortescue Lane</b>
	<b>123,320.05</b>	<b>Stadium Phase 2</b>
	<b>21,811.36</b>	<b>Penny Cress Lane</b>
	<b>5,880.00</b>	<b>CCTV &amp; cycle storage</b>
	<b>9,207.77</b>	<b>Town Centre Enhancements</b>
	<b>33,681.26</b>	<b>Cannock Chase Special Area of Conservation</b>
	<b>60,618.09</b>	<b>Maintenance</b>
o The amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)	<b>£0.00</b>	
o The amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations	<b>£4,307.53</b>	
The total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year, and where any of the retained money has been allocated for the purposes of longer-term maintenance (“commuted sums”), also identify separately the total amount of commuted sums held	<b>£4,043,648.63</b>	<b>S106 Allocated to Maintenance - £484,044.42</b>  <b>Committed Sums retained end of - £484,044.42</b>

### 3. Section 106 Agreements Report 2022/23

#### Section 106 Agreements entered into in 2022/23

Table 4 shows contributions secured via Section 106 agreements entered into from 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023. Although these contributions have been secured, the Council may not necessary receive these if development does not commence within three years of permission being granted.

**Table 4**

PLANNING REFERENCE	DATE SIGNED	SITE LOCATION	CONTRIBUTIONS/OBLIGATIONS
CH/19/422	28/04/22	Area E, land west of Pye Green Road, Hednesford	Affordable housing units - 20% of dwellings Travel plan and sum - £7,000 Bus shelter contribution - £15,000 Cycles facilities contribution - £7,500 Education - £344,541.72
CH/21/0231	12/04/22	Units 8 & 9 Orbital Park, Voyager Drive, Cannock	Travel plan and sum - £7,000
CH/21/0088	17/06/22	2 Stoney Lea Road, Cannock	Special Area of Conservation contribution - £290.58
CH/22/0227	14/07/22	443 Cannock Road, Cannock	Special Area of Conservation contribution - £581.16
CH/21/0387	04/07/22	Mardell House, 33 Market Street, Rugeley	Special Area of Conservation contribution - £382.71
CH/20/218	06/07/22	Former Timber Yard, Power Station Road, Rugeley	Travel plan and sum - £7,000
CH/22/0123	05/10/22	7 Deer Close, Norton Canes	Special Area of Conservation contribution - £290.58
CH/22/0208	30/11/22	Unit 8 & 9 Orbital Retail Park, Voyager Driver, Cannock	Travel plan and sum - £7,000
CH/22/0055	18/01/23	43 Market Street, Hednesford	Special Area of Conservation contribution - £290.58

## 4. CIL Infrastructure List

Table 5 identifies the list of projects intended to be funded by CIL receipts. When CCDC's CIL Charging Schedule was adopted the regulations prohibited CIL and S106 contributions being used for the same piece of infrastructure, however as of 1<sup>st</sup> September 2019 this is no longer the case. The amended regulations now allow Councils to use CIL and S106 receipts for the same piece of infrastructure, as well as removing the limit on how many S106 contributions are used for a single infrastructure project (previously five S106 agreements per project).

In June 2022, stakeholders with projects identified on the CIL infrastructure list were asked to provide an update on their projects, in preparation for the production of the IFS in order to ensure we had up to date information.

**Table 5**

<b>Site</b>	<b>Ward/Parish</b>	<b>Description of works</b>	<b>Evidence base -reference numbers from Local Plan (Part 1) list of evidence documents (full document titles at the end of this table).</b>	<b>Costs</b>
Conduit Road to Albutts Road mineral line	Norton Canes	Upgrade stoned path to cycleway to connect existing cycleway routes	Cannock Chase Integrated Transport Strategy -99a	£48,000
Norton Canes Community Centre	Norton Canes	Pitch Improvements	PPG17 Open Space Sport & Recreation Facilities Studies-129, 129a, 129b	£98,000
Heath Hayes Park	Heath Hayes East & Wimblebury	Pitch Improvements	129, 129a 129b	£300,000
		Ancillary Facilities -Changing Rooms	129, 129a, 129b	£700,000
		Car Parking	129, 129a 129b	£200,000
		Refurbish Tennis Courts/Fencing	129, 129a, 129b	£90,000
Hednesford Park	Hednesford	Pitch Improvements	129,129a, 129b	£200,000
Hednesford-Rawnsley mineral line	Hednesford/Rawnsley	Create cycleway on former mineral line to provide off road safe route from Rawnsley to Hednesford and linking into the Chase.	99a	£100,000

## 4. CIL Infrastructure List

<b>Site</b>	<b>Ward/Parish</b>	<b>Description of works</b>	<b>Evidence base -reference numbers from Local Plan (Part 1) list of evidence documents (full document titles at the end of this table).</b>	<b>Costs</b>
Cannock Park	Cannock West/South	This project, to redevelopment Cannock Park includes the following elements of work: (All via public consultation and in partnership with other third party organisations) The works will entail the following items: New junior and Toddler play areas; Learn to ride zone; New teenage play area; Skate plaza Multi sports ball area; Improvements and refit to existing site buildings. Including changing rooms, and community room (Café and Stores); Improvements to pathways (New surfacing /Lighting / CCTV / Tree avenues) Dedicated walking and cycling routes from Cannock through to Shoal Hill Common and further afield; Boundary security improvements ( New fencing, Access barriers , and landscaping to protect the site and its adjacent premises) To park and leisure centre; Improvements to the football and sports pitches; Car park realignment; Eco / Arts trails	129, 129a, 129b	£2,524,536
Avon Road (former MEB substation)	Cannock South	Install new Local Equipped Area for Play (LEAP) area	129, 129a, 129b	£100,000

## 4. CIL Infrastructure List

<b>Site</b>	<b>Ward/Parish</b>	<b>Description of works</b>	<b>Evidence base -reference numbers from Local Plan (Part 1) list of evidence documents (full document titles at the end of this table).</b>	<b>Costs</b>
Laburnum Avenue Recreation Ground	Cannock South	Improvements to fencing and barriers, pathways, woodland management, green gym apparatus, football pitch drainage, landscaping and site furniture.	129, 129a , 129b	£239,962
Green Lane	Western Springs	Pitch Improvements	129, 129a, 129b	£150,000
Former Cannock Stadium	Cannock North	Elements of Phase 2 of Site Redevelopment - Fencing, Artificial Grass Pitch (AGP), Access, Social Picnic Areas, Wheeled sports area, and fully accessible bike and play cycling hub.	129, 129a 129b	£275,000
Old Fallow Road	Cannock North	Pitch Improvements	129, 129a, 129b	£98,000
Elmore Park	Western Springs	Dredge lake and stabilise banks.	Rugeley Town Centre Strategic Flood Risk Assessment-117	£500,000
Brereton mineral line	Brereton and Ravenhill/Rugeley Town	Create cycleway on the Brereton and Ravenhill Way from Rugeley Town station car park to the Cannock Chase Area of Outstanding Natural Beauty.	99a	£50,000
Cannock Chase Special Area of Conservation (SAC) Mitigation Measures excluding review of access network, signage, and path repairs	Whole District	Measures to mitigate impacts of increased recreational pressure upon the Cannock Chase SAC arising from new housing developments within the District. Costs for CCDC currently approx. 1/5 of £2m for entire SAC partnership area.	145-149 (inclusive)	£400,000

## 4. CIL Infrastructure List

<b>Site</b>	<b>Ward/Parish</b>	<b>Description of works</b>	<b>Evidence base -reference numbers from Local Plan (Part 1) list of evidence documents (full document titles at the end of this table).</b>	<b>Costs</b>
Heath Hayes and Wimblebury Parish	Heath Hayes and Wimblebury	Increase primary school provision by up to 210 additional places in the Heath Hayes and Wimblebury Parish.	Planning of School Places and Staffordshire Education Infrastructure Contributions Policy - 88, 89	
Rugeley and Brereton	Rugeley/Brereton	Provide additional primary school places in Rugeley including land acquisition and associated costs (in addition to the proposed primary education infrastructure to be located within the Rugeley Power Station site)	88,89	
•Hednesford (Town) •Rugeley (Town)	•Hednesford •Rugeley	Replacement of temporary or refurbishment of accommodation with more suitable and permanent accommodation	88, 89	
<b>TOTAL COST OF EDUCATION ITEMS</b>				<b>£1,367,281</b>
Cannock Train Station	Cannock South	The station is in need of a transformational upgrade and associated investment to provide a modern and inviting facility for rail passengers and visitors to the area, and to complement the new and exciting nearby McArthurGlen Designer Outlet Village (MGDOV).	99a	TBC
Rugeley and Hednesford town train stations	Rugeley and Hednesford	Upgrades to Cannock, Rugeley and Hednesford train stations to support Chase Line improvements.	99a	TBC

## 4. CIL Infrastructure List

<b>Site</b>	<b>Ward/Parish</b>	<b>Description of works</b>	<b>Evidence base -reference numbers from Local Plan (Part 1) list of evidence documents (full document titles at the end of this table).</b>	<b>Costs</b>
Five Ways Island	Heath Hayes East and Wimblebury	Delivery of Five Ways Junction Improvement (part of Local Pinch Point Package Programme)	99a	£300,000
Hednesford, Rugeley, Brereton and Norton Canes	Hednesford, Rugeley, Brereton and Norton Canes	improvements to Bus Information and Infrastructure including the above and RTP1 and other wider benefits to sustainable travel.	Internally generated evidence of need for upgrades.	£478,000
<b>TOTAL PROJECT COST</b>				<b>£8,218,779</b>

### Details of evidence referenced

Reference 88: Planning of School Places (SCC annual)

Reference 89: Education Planning Obligations Policy (SCC 2008/9)

Reference 99: A Staffordshire Local Transport Plan 3 (SCC 2011)

Reference 117: Rugeley Town Centre Flood Risk Assessment (Halcrow 2009)

Reference 129: PPG17 Open Space Sport and Recreation Facilities Audit Incorporating 129a and b as below

Reference 129a: Indoor and Outdoor Sport facilities study (CCC 2010)

Reference 129b: Open Spaces Assessment (CCC 2009)

Reference 145: Evidence base relating to the Cannock Chase SAC and the Appropriate Assessment of Local Authority Core Strategies (November 2010)

Reference 146: Cannock Chase SAC Visitors Survey (2012)

# Development of Cannock Park - Masterplan and Play Area Refurbishment

**Committee:** Cabinet

**Date of Meeting:** 14 December 2023

**Report of:** Head of Operations

**Portfolios:** Parks, Culture and Heritage and Community Wellbeing

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## 1 Purpose of Report

- 1.1 To seek Cabinet approval to proceed with the development of Cannock Park Masterplan and implement phase 1 of the improvements, as set out in the attached Draft Masterplan proposals at Appendix 1.
- 1.2 To seek approval to add £465,000 budget to the 24-25 Capital Programme and obtain permission to spend
- 1.3 To advise Cabinet of the proposed estimated capital cost for Phase 2 should it be approved at a later date.

## 2 Recommendations

That Cabinet:

- 2.1 Grants approval to proceed with the proposed development of the Phase 1 improvements to Cannock Park, as set out at Option 2, item 5.1 in this report, and the proposals attached at appendix 1.
- 2.2 Recommends that Council consider whether the proposed scheme meets the Trust Objectives and, if so, includes into the capital programme for 2024-25 a capital budget of £465,000. To be financed by £250,000 S106 funds, £200,000 CIL monies and £15,000 grant from the Forest of Mercia. This is in addition to a separate Safer Street 5 permission to spend report containing £220,000 allocation to Cannock Park for CCTV and lighting works.
- 2.3 Grants permission to spend £465,000 as detailed in section 6.1 to deliver phase 1 of the Cannock Park Development project, as set out in this report and any other grant funds that become available from the Forest of Mercia.
- 2.4 Approves the investigation of appropriate capital funding opportunities towards funding phase 2, which will enable a further report to be considered when a clear funding strategy is in place.
- 2.5 Authorises the procurement of and entering the necessary contracts with suppliers to enable the delivery of the proposed Phase 1 works.



### Reasons for Recommendations

- 2.6 Councils have a major role in contributing to the promotion and delivery of increased participation in sport, recreation, and physical activity. The provision of first-class sports and recreation facilities that are sustainable and meet the needs of the community can assist in this role.
- 2.7 Cannock Park sits within the Cannock West ward, it has increased anti-social behaviour concerns and a higher than national average number of 11–16-year-olds with healthy weight issues. Cannock West ward has only 1 park within the ward.
- 2.8 Outdoor spaces are essential in enabling the residents of Cannock Chase District to have access to healthy and active lifestyle choices. This can be accomplished through play, sports, socialising and or even simply by walking through a site on the way to school, college, or work, or riding through and around a site for fun or social purposes. All of the above are proven to have a positive impact on physical health and supporting mental wellbeing. Cannock Park is part of the Green Space Network, which falls within section 4.16 of the Local plan part 1, highlighting the need for good quality formal and informal outdoor spaces for recreation and nature conservation.
- 2.9 The proposed play area improvement scheme at Cannock park was included within the CIL infrastructure list with a balance of £160,000 earmarked for play area and building improvements. Having scoped the works in more detail, it is now considered that additional works are required to fully redevelop the whole site. The re development of Cannock Town centre under the Levelling Up Scheme will not only put Cannock Town centre on the map it will also focus visitors to the adjacent satellite provisions of the town centre, such as Cannock Park and Chase Leisure Centre. This scheme is intended to redevelop Cannock Park to make it again into a focal point for residents and visitors. The proposal aims to improve one of the Council's primary parks and encourage its links to its history, the leisure centre, and town centre, and nearby Shoal Hill Common, as part of Cannock Chase.
- 2.10 It is proposed to split the scheme into 2 separate phases:
- Phase 1. Preparation, Safety, Security and Junior / Toddler play spaces (appendix 1).
  - Phase 2. Further pathways, infrastructure development / building refurbishment.
- 2.11 Both phases of the works are considered too large and costly to be carried out in one go and as such the scheme has been split into 2 phases, as per the above. The cost to fully deliver both phases is currently estimated at circa £2,524,536.
- 2.12 The Council is keen to progress the proposed Phase 1 development and for it to be completed within the 2026-27 financial year. To achieve this deadline, it will be necessary to include the estimated cost of the proposed Phase 1 scheme into the Council's Capital Programme for 2024-25 and to secure approval to spend the S106, CIL, Home Office, and Forest of Mercia funds.
- 2.13 It should be noted that given the level of information at this stage of the project, the estimated costs provided must be viewed as budget estimates only. They will need to be subject to further scrutiny at each element of the design and tender

submission stage and may be subject to value engineering to ensure the final expenditure is within the approved budget.

### 3 Key Issues

- 3.1 Cannock Park (including Cannock Chase Leisure Centre and Golf Course) is a large urban park measuring 40 hectares, nestled between Cannock Town Centre, Shoal Hill Common, New Penkridge Road and the A34 Stafford Road, Cannock. The park is situated within the Cannock West ward.
- 3.2 Cannock West ward has only one play area. Meaning that it has a significantly low proportion of play areas per head of population for the under 16's (one play area per 996 children, when last measured). It also has a high population of children under 16 with healthy weight concerns, when compared with other Cannock Chase wards, and suffers from anti-social behaviour. The proposed play area improvements are being undertaken in line with the requirements and priorities within the Councils 4-year parks improvement plan, as agreed previously.
- 3.3 The existing play area is some 1,000m<sup>2</sup> in size, is partially inclusive and includes a total of 21 individual pieces of formal play equipment, the first of which was installed in 1996 and subsequently maintained and repaired only as necessary. The site hosts a golf course, leisure centre, football pitches, rose garden, skate park, play areas, tennis courts and pavilion. The formal play provision area fronts directly onto the Stafford Road, which also accommodates main vehicle access and car parking, to both the park and Cannock Chase Leisure Centre.
- 3.4 Significant development has taken place over the years with the inclusions of:
  - Cannock Leisure Centre
  - Cannock Park Golf Course
  - Installation of play area / equipment, tennis courts, skate park, etc
- 3.5 Since commencing the planning work for the scheme it has become even more apparent that it is not only the play areas that need restoration / development, but the entire site would also benefit from it, with the original aims in mind. To achieve this, a full redevelopment of the site has been drafted. These works are considered too large and costly to be carried out in one go and as such the scheme has been split into 2 key phases. The cost to fully deliver both phases is currently estimated at circa £2,524,536.

#### Funding Strategy and Options

- 3.6 Currently there is insufficient capital to deliver all the proposed improvements included within Phase 1 and 2 of the programme.
- 3.7 Consequently, to minimise the pressure on capital and revenue budgets the following options are suggested for consideration by Cabinet:

**Option 1** – Put on hold Phase 1 works and develop a full funding strategy for the delivery of the entire project and receive a further report to Cabinet for consideration. However, this option would not deliver any improvements in the short term.

**Option 2** – Carryout Phase 1 of the development, utilising S106, CIL, and Home Office funding (if approved). This will enable the delivery of some key improvements, including the development of a new play area, and will increase safety across the site. This option would also allow further time to investigate the capital and revenue costs and associated operating income for the Phase 2 proposed facilities; thereby limiting the financial risk to the Council. In addition, it allows time to explore and submit possible funding bids to other potential partners such as Sport England and the Football Foundation for the second phase of the works.

**Option 3** - Do nothing at this time. This is not considered to be a realistic option, as the park is one of the districts main/primary parks, in real need of improvement, and with an established need, as evidenced in the Councils 4-year play area improvement programme.

## **4 Relationship to Corporate Priorities**

4.1 This report supports the Council's Corporate Priorities as follows:

### **Priority 2 - Health & Wellbeing**

- Works with partners to address health inequalities across the district.
- Provide opportunities for residents to lead healthy and active lifestyles and recognise the importance of mental health and wellbeing.
- Creates opportunities for our residents to lead healthy lifestyles, be it walking in our parks, or cycling around the district.
- Encourages residents to walk / cycle to and from work and school.

### **Priority 3 - The Community**

- Maintains our local parks and green spaces and ensures that local environments and biodiversity are protected, preserved, and enhanced for future generations.
- Works with partners and the local community to support appropriate tree planting schemes.
- Ensures our communities are well designed, accessible, and are inclusive environments.

## **5 Report Detail**

5.1 The proposed Phase 1 scheme entails:

- 1) The replacement of the existing outdated junior play area situated in the centre of the site, and the installation of a brand-new toddler play area.
- 2) Resurfacing and extending the existing footpaths from Park Road through to Shoal Hill Common and Cardinal Griffin Catholic School, including lighting of the footways, in parts.
- 3) Drainage remediation works to the existing brook to include new grilles and gates.

- 4) Improvements to the footways creating a hierarchy of pathways, retaining the original pathway widths, with a number of pathways being resurfaced in tarmac, making commuting and walking across and around the site, far easier throughout the year.
- 5) Access and boundary improvements to make the space seem more appealing, safe and secure. Making sure the access barriers are accessible to all users of mobility scooters and other accessibility aids. Creating a site that exploits natural surveillance but also adds to the protection of those that use it. It will also include new CCTV cameras and lighting, access / gate improvements where required, and additional hedgehog and nature friendly fencing to fully secure the site.
- 6) Installation of appropriate street furniture throughout the site, including display boards for historical references as well as day to day activities, and new benches and bins located at strategic points.

5.2 It is believed that a formal park has existed on the site since 1914 when the then Cannock Horticultural Association purchased the land for the benefit of the wider community. In 1959 a new club house and rose garden had been developed with a large chunk of the funds coming from CISWO (Coal Industry Social Welfare Organisation) with the club house being used to house the mining veterans. The majority of the parkland still remains in Trust to the Council. In considering the use of the Trust land the Council must ensure that it meets the objectives of the Trust which are to only permit the land to be used as a Public Recreation and Pleasure Ground for the use and benefit of the inhabitants of the Urban District of Cannock. It is considered that the proposed scheme enhances the use of the land for local recreation and therefore complies with the objectives of the Trust.

Cannock Park has an established friends' group that has been in existence for a number of years, since the early 2000s. The group is keen to promote the history of the park and its Trust foundations and see its development along sympathetic lines to the original covenant. The Friends group are keen to see more people using the park on a daily basis, more events and activities for local residents, and a return to the park's former standing as a community hub. Members of the group are currently finalising the publication of a book on the park and surrounding area's history and its heritage.

5.3 Whilst there are several reasonable footpaths across the site, there are a few key locations where formal surfaced paths seem to be missing, including across the golf course. The play area is provided for by several formal pathways, two of which double up as emergency vehicle access points. The golf course has an array of well-trodden desire lines criss-crossing the site. This project will aim to formalise some of those paths and include lighting and CCTV for added security. Providing good quality formal safe surfaced pathways and maintenance access is considered essential as part of the proposal.

5.4 Budget cost estimates have been drafted using a 2-phase development model, the following items of work have been included:

1. Contract conditions and preliminaries	£45,000
2. Building Refurbishments	£350,000
3. Fencing, gates, and barriers	£189,620
4. Pathways, surfacing, lighting, CCTV	£689,810
5. Play equipment / (MUGA)	£730,000
6. Green gym	£45,000
7. Landscaping & Woodland Management	£182,795
8. Site furniture	£82,000
9. Football pitches	£90,095
10. Contingency figure	£120,216

5.5 Whilst a draft budget estimate and masterplan have been proposed, a detailed design scheme is required to be drawn up. The proposed detailed design scheme will be drawn up and consulted upon with local / adjacent residents, site users, the Friends Group, other community groups, and ward members. This should lead to a final design proposal that has community and member support and ownership.

### **Funding for Tree Planting**

5.6 Cannock Park falls within the Forest of Mercia's administrative boundary, and as such funding has been requested and granted to assist the Council with tree planting. These are to aid the aesthetics of the site whilst at the same time contributing to the improvement of the environment and reduction of greenhouse gas emissions by the implementation of an appropriate tree planting scheme.

## **6 Implications**

### **6.1 Financial**

This report is seeking approval to add £465,000 capital budget to the 24-25 capital programme and permission to spend in 24-25. This is to be financed by:

**Existing S106 Receipts** - £250,000 (for the upgrading and extensions of existing pathway / cycleway network, site furniture including history / display boards, bins and benches) from the below:

Q229 (QOPN) - £45,507 - Unilever UK Ltd

Q230 (QENV) - £ 2,547 - Unilever UK Ltd

Q247 - £8,099 - SCC Re Langbourn House, Wolverhampton Road.

Q251 - £ 5,500 - Hatherton Developments Ltd. 110 Mill Street, Cannock.

Q258 - £188,347 - Land West of Pye Green Road, Cannock.

**CIL Allocation** - £200,000 contribution towards the replacement of the junior play area and inclusion of new toddler play zone.

**Forest of Mercia CIC** - £15,000 - to tackle climate change through tree and shrub planting.

In addition to this report, a separate Safer Street 5 Permission to Spend report will seek approval for £220,000 capital budget for Cannock Park CCTV cameras and lighting works to be added to the Capital programme. It is intended that this work will also form part of the overall improvement programme and will be administered accordingly.

The above £465,000 plus £220,000 Safer Street 5 allocation, totals a sum of £685,000 for the Cannock Park Phase 1 works.

Phase 2 of the project works (Capital element) is estimated to cost circa £1,839,536 to be detailed in a future report to Cabinet. Both phases of the development works would total an estimated £2,524,536 for the entire project.

The table on the next page summarises the proposed Phase 1 and Phase 2 expenditure and income:

CANNOCK PARK MASTERPLAN						
EXPENDITURE				Phase 1	Phase 2	
Phase 1 Works -						
A	Contract conditions		5000	£3,000.00	£2,000.00	
B	Preliminaries		20000	£9,000.00	£11,000.00	
C	Preperation works		20000	£9,000.00	£11,000.00	
D	Building refurbihments					
	Existing pavilion		£200,000.00		£200,000.00	
	Workshop / café		£150,000.00		£150,000.00	
D	Fencing Gates and Barriers					
	Fencing		£151,620.00	£8,000.00	£143,620.00	
	Gates		£18,000.00		£18,000.00	
	Barriers and guard rails		£20,000.00	£9,000.00	£11,000.00	
E	Pathways, surfacing , lighting , CCTV					
	Pathway surfacing -		£128,610.00	£80,000.00	£48,610.00	
	Lighting		£411,200.00	£160,000.00	£251,200.00	
	CCTV		£150,000.00	£80,000.00	£70,000.00	
F	Play areas					
	Junior & Toddler		£250,000.00	£250,000.00		
	Teenage play area		£100,000.00		£100,000.00	
	Skate Park - 400Sqm		£200,000.00		£200,000.00	
	Learn to ride		£80,000.00		£80,000.00	
	Multi ball sports 20 x 15m		£100,000.00		£100,000.00	
G	Green Gym - 8 to 10 pieces				£45,000.00	
H	Landscaping Tress and shrubs					
	Trees -		£18,000.00	£10,000.00	£8,000.00	
	Hedges -		£44,370.00	£4,381.00	£39,989.00	
	Shrubs -		£63,600.00		£63,600.00	
	Flower beds and borders -		£56,825.00		£56,825.00	
J	Site furniture					
	Display boards -		£12,000.00	£12,000.00		
	Benches -		£50,000.00	£9,000.00	£41,000.00	
	Bins -		£20,000.00	£9,000.00	£11,000.00	
K	Football Pitches					
	Grass seeding -		£88,095.00		£88,095.00	
	Goal posts		£2,000.00		£2,000.00	
SUB TOTAL				£652,381.00	£1,751,939.00	
CONTINGENCY @ 5%				£32,619.05	£87,596.95	
TOTAL EXPENDITURE				£685,000.05	£1,839,536.95	
INCOME				Phase 1	Phase 2	
Inc1	Section S106 Funds Q					
	Q229			£45,507.00		
	Q230			£2,547.00		
	Q247			£8,098.74		
	Q251			£5,500.00		
	Q258			£188,347.26		
Inc 2	Forest of Mercia funding - potential			£15,000.00		
Inc 3	CIL Funding			£200,000.00		
Inc 5	Home office Match funding - Safer Streets 5			£220,000.00		
Inc 6	Future bids				£1,839,536.40	
TOTAL INCOME				£685,000.00	£1,839,536.40	

## **6.2 Legal**

Any contracts relating to Phase 1 or Phase 2 works will be let in accordance with the Council's Procurement Regulations and the Public Contract Regulations 2015. All contracts will need to be drafted to cover the obligations imposed on all parties involved in Phase 1 or Phase 2, including provisions for agreed specifications for works and/or services. Timescales will need to consider the time needed for tender exercises and contract preparation work.

The majority of the park is held by the Council on Trust. In making any decisions concerning the use of the land, the Council must satisfy itself that it is meeting the objectives of the Trust to only permit the land to be used as a Public Recreation and Pleasure Ground for the use and benefit of the inhabitants of the Urban District of Cannock.

Before any works can commence, Full Council will need to approve the scheme as an addition to its capital programme. In considering approval, Council will need to satisfy itself that the Trust Objectives are being met.

## **6.3 Human Resources**

Any implications will be met from the existing staff resources within the Council's Operations and other appropriate service areas.

## **6.4 Risk Management**

There is a risk that the project costs may increase. The project may be exposed to severe market fluctuations and increases in construction costs. This can be mitigated to some degree by re-engineering the project to ensure that the final expenditure is kept within the approved budget.

There is also a risk that the additional funding required to deliver some elements of the Phase 2 works cannot be secured, however, those risks are not applicable at this stage, if the reported recommendation (Option 2) is agreed.

## **6.5 Equalities and Diversity**

An equality and diversity impact assessment will be undertaken. It is anticipated that the new development and facilities will have a positive impact on a range of equalities groups and that current negative impacts will be negated through the design process.

## **6.6 Health**

The Council's outdoor spaces are essential in ensuring that residents of Cannock Chase have access to healthy and active lifestyle choices. This can be through the playing of sports, walking or riding through the site on the way to school, college, or work, or for social purposes. Each of these activities has a proven link to improving both physical and mental health and wellbeing.

## **6.7 Climate Change**

The landscaping (tree and hedgerow planting works) and pathway improvements as recommended in this report will enhance the natural environment, biodiversity, and will contribute towards the Council's climate change agenda.



## 7 Appendices

Appendix 1: Cannock Park Draft Masterplan / Development plan

Appendix 2: Draft programme

Appendix 3: Budget estimate breakdown.

## 8 Previous Consideration

None

## 9 Background Papers

None

<b>Contact Officer:</b>	Colin Donnelly
<b>Telephone Number:</b>	01543 464 520
<b>Ward Interest:</b>	Cannock West
<b>Report Track:</b>	Cabinet: 14/12/23
<b>Key Decision:</b>	No

# CANNOCK PARK MASTERPLAN










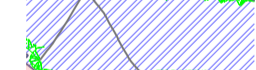











Rose Garden design -  
Scale 1:750 @A0



Play area design - Scale 1:750 @A0

key:

-  Site boundary
-  Existing buildings still in use / to be refurbished.
-  Protected trees - via Tree Preservation Order
-  Protected woodland trees - via Tree Preservation Order
-  Ornamental shrub planting
-  Wildflower planting areas
-  3m wide pedestrian and cycle pathway
-  CCTV Cameras
-  Ornamental fencing and electronic gates to rose garden
-  Land in ownership of third party
-  Existing council trees
-  Football pitches to be retained
-  Existing and new play areas
-  Native hedgerow planting - existing and proposed
-  compacted gravel pathways min 1.5m width
-  New secure boundary fencing with integral gates
-  Additional street lighting on timer for early evenings
-  New recycled plastic pergolas and art features

 <p>Cannock Chase COUNCIL</p> <p>Civic Centre PO Box 28 Beech Road Cannock Staffordshire WS11 1HQ</p> <p>Tel: (01543) 462621 Fax: (01543) 462317 www.cannockchase.gov.uk</p>	Scheme: Cannock Park - Cannock Draft - Masterplan	
	Drawing Title: Masterplan Development For consultation purposes only	
	Drawing No: ST/8/CA/6/MP - 002	Scale: Various @ A1
	Drawn By: CwD / DC	Date: 20th September 2023
Checked By: TBC	Date: TBC	

### Cannock Park Masterplan Works Programme

Item	Description	Year 2023												Year 2024												Year 2025												Year 2026												2026	2027	2028
		Q4	Q4	Q4	Q1	Q1	Q1	Q2	Q2	Q2	Q3	Q3	Q3	Q4	Q4	Q4	Q1	Q1	Q1	Q2	Q2	Q2	Q3	Q3	Q3	Q4	Q4	Q4	Q1	Q1	Q1	Q2	Q2	Q2	Q3	Q3	Q3	Q4	Q4	Q4	Q1	Q1	Q1	Q2	Q2	Q2	Q3	Q3	Q3			
		01-Jan	01-Feb	01-Mar	01-Apr	01-May	01-Jun	01-Jul	01-Aug	01-Sep	01-Oct	01-Nov	01-Dec	01-Jan	01-Feb	01-Mar	01-Apr	01-May	01-Jun	01-Jul	01-Aug	01-Sep	01-Oct	01-Nov	01-Dec	01-Jan	01-Feb	01-Mar	01-Apr	01-May	01-Jun	01-Jul	01-Aug	01-Sep	01-Oct	01-Nov	01-Dec	01-Jan	01-Feb	01-Mar	01-Apr	01-May	01-Jun	01-Jul	01-Aug	01-Sep	01-Oct	01-Nov	01-Dec			
1.0	Preparation																																																			
2.0	Design and Consultation																																																			
3.0	Third party bids / grants (HLF)																																																			
4.0	Junior and toddler play areas																																																			
5.0	Pathways / surfacing / lighting / CCTV																																																			
6.0	Fencing / Gates and Barriers																																																			
7.0	Teen play areas																																																			
8.0	Skate Park & Learn to ride arena																																																			
9.0	Building Refurbishments																																																			
10.0	Landscaping																																																			
11.0	Site furniture / Green gym																																																			
12.0	Football pitches																																																			

## Cannock Park Masterplan Project Finances

EXPENDITURE			Phase 1	Phase 2
<b>Phase 1 Works -</b>				
<b>A</b>	<b>Contract conditions</b>	5000	£3,000.00	£2,000.00
<b>B</b>	<b>Preliminaries</b>	20000	£9,000.00	£11,000.00
<b>C</b>	<b>Preperation works</b>	20000	£9,000.00	£11,000.00
<b>D</b>	<b>Building refurbihsmnts</b>			
	Existing pavilion	£200,000.00		£200,000.00
	Workshop / café	£150,000.00		£150,000.00
<b>D</b>	<b>Fencing Gates and Barriers</b>			
	Fencing	£151,620.00	£8,000.00	£143,620.00
	Gates	£18,000.00		£18,000.00
	Barriers and guard rails	£20,000.00	£9,000.00	£11,000.00
<b>E</b>	<b>Pathways, surfacing , lighting , CCTV</b>			
	Pathway surfacing -	£128,610.00	£80,000.00	£48,610.00
	Lighting	£411,200.00	£160,000.00	£251,200.00
	CCTV	£150,000.00	£80,000.00	£70,000.00
<b>F</b>	<b>Play areas</b>			
	Junior & Toddler	£250,000.00	£250,000.00	
	Teenage play area	£100,000.00		£100,000.00
	Skate Park - 400Sqm	£200,000.00		£200,000.00
	Learn to ride	£80,000.00		£80,000.00
	Multi ball sports 20 x 15m	£100,000.00		£100,000.00
<b>G</b>	<b>Green Gym - 8 to 10 pieces</b>			£45,000.00
<b>H</b>	<b>Landscaping Tress and shrubs</b>			
	Trees -	£18,000.00	£10,000.00	£8,000.00
	Hedges -	£44,370.00	£4,381.00	£39,989.00
	Shrubs -	£63,600.00		£63,600.00
	Flower beds and borders -	£56,825.00		£56,825.00
<b>J</b>	<b>Site furniture</b>			
	Display boards -	£12,000.00	£12,000.00	
	Benches -	£50,000.00	£9,000.00	£41,000.00
	Bins -	£20,000.00	£9,000.00	£11,000.00
<b>K</b>	<b>Football Pitches</b>			
	Grass seeding -	£88,095.00		£88,095.00
	Goal posts	£2,000.00		£2,000.00
<b>SUB TOTAL</b>			<b>£652,381.00</b>	<b>£1,751,939.00</b>
<b>CONTINGENCY @ 5%</b>			<b>£32,619.05</b>	<b>£87,596.95</b>
<b>TOTAL EXPENDITURE</b>			<b>£685,000.05</b>	<b>£1,839,535.95</b>
<b>INCOME</b>				
			<b>Phase 1</b>	<b>Phase 2</b>
Inc1	Section S106 Funds Q			
	Q229		£45,507.00	
	Q230		£2,547.00	
	Q247		£8,098.74	
	Q251		£5,500.00	
	Q258		£188,347.26	
Inc 2	Forest of Mercia funding - potential		£15,000.00	
Inc 3	CIL Funding		£200,000.00	
Inc 5	Home office Match funding - Safer Streets 5		£220,000.00	
Inc 6	Future bids			£1,839,536.40
<b>TOTAL INCOME</b>			<b>£685,000.00</b>	<b>£1,839,536.40</b>

## Local Development Scheme 2023

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 <sup>th</sup> December 2023
<b>Report of:</b>	Head of Economic Development and Planning
<b>Portfolio:</b>	Regeneration and High Streets

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### 1 Purpose of Report

- 1.1 To update the Local Development Scheme (LDS) for the period December 2022 to December 2025.

### 2 Recommendations

- 2.1 That Cabinet recommends to Council that the revised Local Development Scheme in Appendix 1 covering the period December 2022 to December 2025 is approved and that it can be brought into effect on 1<sup>st</sup> February 2024.

#### Reasons for Recommendations

- 2.2 Local Planning Authorities have a statutory duty to prepare an up-to-date Local Development Scheme under Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011). The LDS sets out the Local Development Documents that will be prepared over the LDS timeframe including details of the subject matter, geographical area referred to and timetable for production.

### 3 Key Issues

- 3.1 The LDS should be kept up to date to reflect the Council's progress as well as to inform residents and stakeholders of each stage of the Local Plan review and opportunities to participate.
- 3.2 The LDS in Appendix A provides details of the next stages of the Local Plan Review to allow interested parties to keep track of progress and reflect the requirements of the Regulations. The LDS is monitored and will inform the Planning Inspectorate of the timeframe to examination and avoid unnecessary delay.

### 4 Relationship to Corporate Priorities

- 4.1 This report supports the Council's Corporate Priorities as follows:
- Priority 1 - Economic Prosperity - attract investment to develop the District's economy, rejuvenate our town centres
  - Priority 2 - Health and Wellbeing - provide opportunities for residents to lead healthy and active lifestyles and recognise the importance of mental health and wellbeing.

- Priority 3 - The Community - ensure our communities are well designed, accessible, and inclusive environments.

## 5 Report Detail

- 5.1 The Local Plan Part 1 was adopted in 2014 consisting of Section 1 Core Strategy. Section 2 formed the Rugeley Town Centre Area Action Plan. Local Plan Part 1 sets out the strategy for growth including the scale, quantum and distribution of development as well as policies for delivery. Part 2 was intended to contain site allocations and safeguarding of land for future development beyond the plan period including a possible need for a Green Belt review. The issues arising from the housing shortfall across the HMA would also be considered in Part 2.
- 5.2 Cabinet approved an Issues and Options consultation on 15<sup>th</sup> December 2016 being the first element of Part 2 as well as initial elements of the Cannock Town Centre Area Action Plan. A Regulation 18 consultation was carried out following Cabinet Approval on 22<sup>nd</sup> September 2016 on Cannock Town Centre Area Action Plan consultation procedures. A report on the outcomes of the consultation on Local Plan Part 2 and Cannock Town Centre Area Action Plan Issues and Options Consultation was presented to Cabinet 24<sup>th</sup> August 2017.
- 5.3 It was becoming clear that the Local Plan Part 1 would soon be out of date in view of proposed changes to government policy as well as the evolving Housing Market Area shortfall, areas which could only be amended through Part 1. The LDS was revised in 2018, approved by Cabinet 25<sup>th</sup> January 2018 and adopted by Council on 21<sup>st</sup> February 2018. Work on Part 2 of the Local Plan ceased at this point in order to prioritise a new Local Plan Part 1. The LDS was further revised in 2019 and adopted by Council 6<sup>th</sup> November 2019.
- 5.4 The Council had previously agreed, through Local Plan Part 2, to test whether there may be capacity to accommodate further growth to assist the HMA shortfall. This was compounded by changes that were proposed to the National Planning Policy Framework in particular, the introduction of a standardised methodology for calculating housing need which would increase Cannock Chase District's housing requirement. The adopted Local Plan Part 1 sets the requirement of 5,300 homes to 2028 (241 dwellings per annum) with a further 500 being delivered in Lichfield District. The new standard methodology calculation currently puts this figure at 264 dwellings per annum. The government has also confirmed that a Local Planning Authority will have to revert to the standardised figure where there is no Local Plan, or the Local Plan is considered out of date (more than 5 years old). These regulations came into force on 6<sup>th</sup> April 2018 alongside a new requirement on councils to review their Local Plans and Statements of Community Involvement every 5 years.
- 5.5 The first stage of consultation pertaining to the Local Plan review consisted of the Issues and Scope consultation that was subject to comments from 2<sup>nd</sup> July 2018 to 28<sup>th</sup> August 2018. The Issues and Options consultation ran from 13<sup>th</sup> May 2019 to 8<sup>th</sup> July 2019 and responses were reported to Cabinet October 2019. The Preferred Option consultation took place from 19<sup>th</sup> March to 30<sup>th</sup> April 2021 and were reported 16<sup>th</sup> December 2021 to Cabinet.
- 5.6 The Local Development Scheme 2022-2025 will proceed on the timetable anticipated below:

Document	Preparation Stage	LDS Target Date
New Local Plan	<i>Issues &amp; Options consultation</i>	<i>May/June/July 2019</i>
	<i>Preferred Option Consultation (non-statutory stage)</i>	<i>March/April 2021</i>
	Pre-Submission (Regulation 19) consultation	WINTER 2024
	Submission	SUMMER 2024
	Examination in Public	AUTUMN/WINTER 2024
	Adoption	SUMMER 2025

- 5.7 The LDS 2022-2025 identifies the risks to achieving the timetable proposed and highlights the current staffing situation. There currently exist 3 vacant posts which have impacted on team capacity. The LDS assumes full team capacity and successful recruitment into vacancies. However, recruitment is not being pursued at this time as there is a severe shortage of experienced planning officers and therefore experienced agency staff have been recruited to progress critical work areas. This includes an Interim Planning Policy Manager who stepped into the role following the departure in June 2023 of the Principal Planner seconded into the Interim Planning Policy Manager role.
- 5.8 Risks associated with the duty to co-operate, changes to national policy, planning inspectorate timetable, legal challenge and the political process are also referred to. Changes to national policy and the planning inspectorate timetable are out of the Council's control, however by publishing an up-to-date LDS provides notice of the anticipated timeline to examination. The delay to the Local Plan has been partly related to proposed changes to national policy and these have been assessed and action taken to reaffirm the Council's intent to proceed with the current plan under the current plan-making system. Duty to Co-operate discussions are ongoing and negotiations will continue to secure Statements of Common Ground (SoCG), it should be noted that the Duty to Co-operate seeks to identify areas of agreement (which do not therefore need to be discussed at examination). There will be areas where parties disagree and these will be recorded in the SoCG as such, in that way, the Duty to Co-operate should be satisfied. Officers have developed the Local Plan in line with government guidance and advice from the Planning Advisory Service in order to ensure the plan is compliant. Officers will raise issues with Legal Services should there be potential areas for legal challenge. The cross-party Local Plan Member Officer Working Group has been meeting consistently in order to inform and shape the emerging Local Plan. There have been changes in administration, but the overall Local Plan Strategy has stayed consistent and not been affected by these changes. In addition, the Local Plan could be found to be unsound or not legally compliant, again, Officers have been mindful of these areas and ensured such risks have been minimised.

- 5.9 There are planned reforms as part of the Government's Levelling Up and Regeneration Bill and their impact will need to be assessed when further guidance is available. The proposed reforms have contributed to the delay in the Local Plan coming forward. The impact is however seen to be minimal as the Local Plan will proceed under the current arrangements.
- 5.10 The Local Plan is at Regulation 19 stage and it had been intended to consult on the plan in 2022. This was not possible due to delays in completing the evidence base in particular, the Open Space Study. This study has now been completed and will be published as background evidence to the Regulation 19 Local Plan.

## **6 Implications**

### **6.1 Financial**

There are no direct financial implications for the Council as a result of this report any additional costs will need to be contained within approved budgets.

### **6.2 Legal**

Legal implications are set out within the report.

### **6.3 Human Resources**

The Local Plan Review timetable assumes full staffing levels and an equitable distribution of workload to provide an expected level of focus on the Local Plan. The Planning Policy team is not currently fully staffed, and agency staff are working with the team to progress the Local Plan. This arrangement will continue until shared services is implemented. The national and regional policy context also has a bearing on Local Plan progress and could impact on staff resources.

### **6.4 Risk Management**

An update to the LDS is required as detailed within the report. The update will ensure that the Council complies with the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011. The risks associated with the Local Plan through the pre-submission stage through to adoption are outlined within the report detail.

### **6.5 Equalities and Diversity**

No specific issues however the Local Plan is subject to an Equality Impact Assessment.

### **6.6 Health**

No specific issues however the Local Plan is subject to a Health Impact Assessment.

### **6.7 Climate Change**

No specific issues at this stage however, the Local Plan will prioritise Climate Change objectives within the emerging policies.



## 7 Appendices

Appendix 1: Local Development Scheme 2023 to 2026

## 8 Previous Consideration

Local Development Scheme 2021-2024	Cabinet	14 <sup>th</sup> July 2022
Local Development Scheme Revision	Cabinet	17 <sup>th</sup> October 2019
Revised Local Development Scheme and Local Plan Review	Cabinet	25 <sup>th</sup> January 2018

## 9 Background Papers

None.

<b>Contact Officer:</b>	Sushil Birdi
<b>Telephone Number:</b>	01543 464326
<b>Ward Interest:</b>	All
<b>Report Track:</b>	Cabinet 14 December 2023 Council 24 January 2024
<b>Key Decision:</b>	No

**Cannock Chase Council**  
**Local Development Scheme**  
**December 2023**

# Local Development Scheme 2023

## 1. INTRODUCTION

- 1.1 The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires Cannock Chase Council to prepare, maintain and publish a Local Development Scheme (LDS) for the District. The LDS represents the Council's 3 year project plan detailing the main stages in the preparation of the Local Plan to inform members of the public, stakeholders and external organisations of the main opportunities to get involved in the planning making process. This LDS updates the previous LDS published 1<sup>st</sup> August 2022.
- 1.2 This LDS reflects the progress made in preparing Local Plan documents since the last LDS was published. It also provides information on future Development Plan Documents that the Council intends to produce and the timetable for their production.
- 1.3 The LDS will be published and kept up to date on the Council's website: [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy)

## 2. KEY CHANGES TO THE PLANNING SYSTEM

- 2.1 The Localism Act (2011) changed and reformed the planning system to reflect the localism agenda. One of the key provisions in the Act is the preparation of Neighbourhood Plans. Neighbourhood Plans give local people the opportunity to decide the future of the places where they live and work with a focus on guiding and positively informing development rather than stopping it. Neighbourhood Plans need to conform to planning policies and guidance at a local, national and European level and meet the Neighbourhood Planning regulations. There is no statutory duty for communities to prepare Neighbourhood Plans, only a right to do so if they wish. Cannock Chase Council has 6 designated Neighbourhood Plan Areas as at August 2023 and other parishes are also considering designation. The designated areas are the parishes of Brereton and Ravenhill, Hednesford, Norton Canes, Rugeley, Cannock Wood and Heath Hayes and Wimblebury. The most up to date information can be seen on the Council's web pages at [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy)
- 2.2 Upon being made (adopted), a Neighbourhood Plan will become a statutory plan carrying equal weight to the Local Plan<sup>1</sup> and be part of the suite of documents that guide development. This will mean that it will be used in making decisions on planning applications by Cannock Chase Council.
- 2.3 The Localism Act does not change the basic plan making structure which remains intact with local plans continuing to be at the heart of the planning system. The form and content of each plan will be shaped to a large degree by the National Planning Policy Framework (NPPF).

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<sup>1</sup> Neighbourhood Plans have statutory weight and considered to be part of the Development Plan but are not classified as DPDs.

2.4 The NPPF was originally published on 27 March 2012. A revised version of the NPPF was published in July 2018 to which minor clarifications were made and a further version published in February 2019. The latest NPPF is dated July 2021. The revised NPPF has replaced previous national guidance in the form of Planning Policy Statements (PPSs), Planning Policy Guidance Notes (PPGs) and various planning circulars. The NPPF and National Planning Practice Guidance (Plan-making, Update July 2020) confirms that the planning system continues to be ‘plan-led’ which means that planning applications have to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF also confirms that the policies in emerging plans will gather more weight as development plans progress towards adoption.

2.5 On publication of this LDS 2023, the Development Plan comprises:

- The Waste Local Plan for Staffordshire and Stoke-on-Trent (2010 - 2026), adopted by Staffordshire County Council and Stoke-on-Trent City Council on 22nd March 2013
- The Minerals Local Plan for Staffordshire (2015 - 2030), adopted by Staffordshire County Council on the 16th February 2017.
- Local Plan Part 1 (Core Strategy and Rugeley Town Centre Area Action Plan) adopted by Cannock Chase Council 11<sup>th</sup> June 2014.

### 3. THE NEW LOCAL PLAN

3.1 Planning legislation introduced through the Planning and Compulsory Purchase Act 2004 required all local planning authorities to produce a new style of Local Plan, called a Local Development Framework (LDF). In 2011, following the introduction of the Localism Act, planning reforms deemed that the term Local Plan would replace the Local Development Framework.

3.2 There is still a requirement to produce a portfolio of documents that either support Local Plan preparation or are used in the determination of planning applications. In addition to the Local Development Scheme, the portfolio of documents includes the following<sup>2</sup>:

Type of document	Decision Taking	Support plan preparation	Mandatory
Development Plan Documents (DPDs) incl. Area Action Plans (AAPs)	✓		✓
Supplementary Planning Documents (SPD)	✓		
Statement of Community Involvement (SCI)		✓	✓
Local Authority Monitoring Report (AMR)		✓	✓

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<sup>2</sup> A glossary of terms is provided in Appendix E of this document.

- 3.3 The Planning and Compulsory Purchase Act 2004(as amended) requires the Council to produce a 'Statement of Community Involvement' (SCI) which sets out how the Council intends to achieve continuous community involvement in the preparation of plans and decision making for planning applications. The Statement of Community Involvement was approved for adoption at the 13<sup>th</sup> December 2018 Cabinet meeting. This was amended to include minor changes and update March 2022. The current SCI will need to be reviewed within 5 years from the date of adoption.
- 3.4 The NPPF states that Local Plans are key to delivering sustainable development and that local authorities should produce a Local Plan for their area. The Local Plan can then be reviewed in whole or in part to respond flexibly to changing circumstances. This LDS is the Council's commitment to the preparation of a new Local Plan (a Local Plan Review) which will replace Local Plan Part 1 when adopted and will also cover the more detailed elements which would have been contained in Local Plan Part 2 the work on this now having ceased<sup>3</sup>.
- 3.5 The Town and Country Planning (Local Development) (England) Regulations 2012 clarify that the term Local Plan applies to DPDs only. The Local Plan is therefore the collection of DPDs which may be one document or it may be several.
- 3.6 Supplementary Planning Documents (SPDs) are not part of the Local Plan, nor are they considered to be development plan documents as they supplement adopted policy. Therefore, information on their production is not set out within the LDS. Instead, such information can be found on the Council's website. A programme for the development of new SPD's will emerge as the new Local Plan evolves.

#### 4. LOCAL PLAN TIMETABLE

##### New Local Plan (Local Plan review)

**Adoption Target 2025:** A full timetable for the production of the Local Plan can be seen in Figure 1.

**Coverage:** Cannock Chase District (Map at Appendix A)

**Conformity:** The document will be produced in conformity with the NPPF.

**Scope:** The new Local Plan will replace the adopted Local Plan Part 1 and previously intended Local Plan Part 2, will set the context for delivering growth, set out and describe a spatial strategy, present strategic and detailed planning policies to manage change, will allocate and safeguard land for different types of development and establish a monitoring framework.

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<sup>3</sup> Council, 21<sup>st</sup> February 2018

Figure 1: Local Plan Preparation Timetable

Document	Preparation Stage	LDS Target Date
<b>New Local Plan</b>	Issues & Options consultation	May/June/July 2019
	Preferred Option Consultation (non statutory stage)	March/April 2021
	Pre-Submission (Regulation 19) consultation	WINTER 2023/24
	Submission	SUMMER 2024
	Examination in Public	AUTUMN/WINTER 2024
	Adoption	SUMMER 2025

- 4.1 Setting out a future timetable is not straight forward. For example the time it takes to move from Pre-Submission to Submission depends upon the level and complexity of objections, and therefore the length of time it will take to process them, which cannot be quantified until after the plan has been consulted upon. At the point of Submission of the plan to the Secretary of State the plan timetable is in the hands of the Planning Inspectorate and will depend upon on a range of factors which are outside of the control of the local authority. These factors include the need for a pre-hearing meeting, the availability of an inspector to examine the plan and the length and complexity of the hearing process.
- 4.2 The revised timetable takes into account the best information available at this time and reflects lead in times to obtain consents and approvals to move between different stages of the Local Plan Review. Further changes may need to be made to the timetable again depending on what transpires.
- 4.3 Appendix B sets out a risk register which identifies risks to the delivery of the Local Plan. These risks will be kept under review to ensure that risks are addressed quickly if they arise.
- 4.4 Appendix C sets out the resources in relation to Local Plan production.
- 4.5 Missed milestones from the previously published LDS in 2022 have been due to various factors including:
- The Team has carried vacancies since the LDS 2022 was published. The Planning Policy Manager post was filled on an interim basis by the Principal Planning Officer and that role has been covered through the use of agency staff. The Interim Planning Policy Manager left the authority July 2023 and a Senior Planner has been successful in obtaining the Principal Planner position and the Planning Policy Manager role is overseen by a Consultant. A similar arrangement will need to be secured to cover other gaps in the team in order to progress the Local Plan.
  - There have been delays in obtaining key evidence documents to support the Local Plan some of which has been outside of the control of the Team. A review of the

evidence base has also been necessary given the passage of time and updates are being commissioned.

- Government proposals set out within the Levelling Up and Regeneration Act and proposed changes to the National Planning Policy Framework have impacted on the timetable as potential implications have had to be assessed.

## **5. PROGRESS REPORTING**



5.1 The Council produces the Authorities Monitoring Report (AMR) each year, covering the 'monitoring year' (of the preceding April-March period). The AMR sets out the list of documents that are included within the LDS, their timetable for preparation, the stage they are currently at, and if they are behind schedule the reasons for this. This is published on the website.

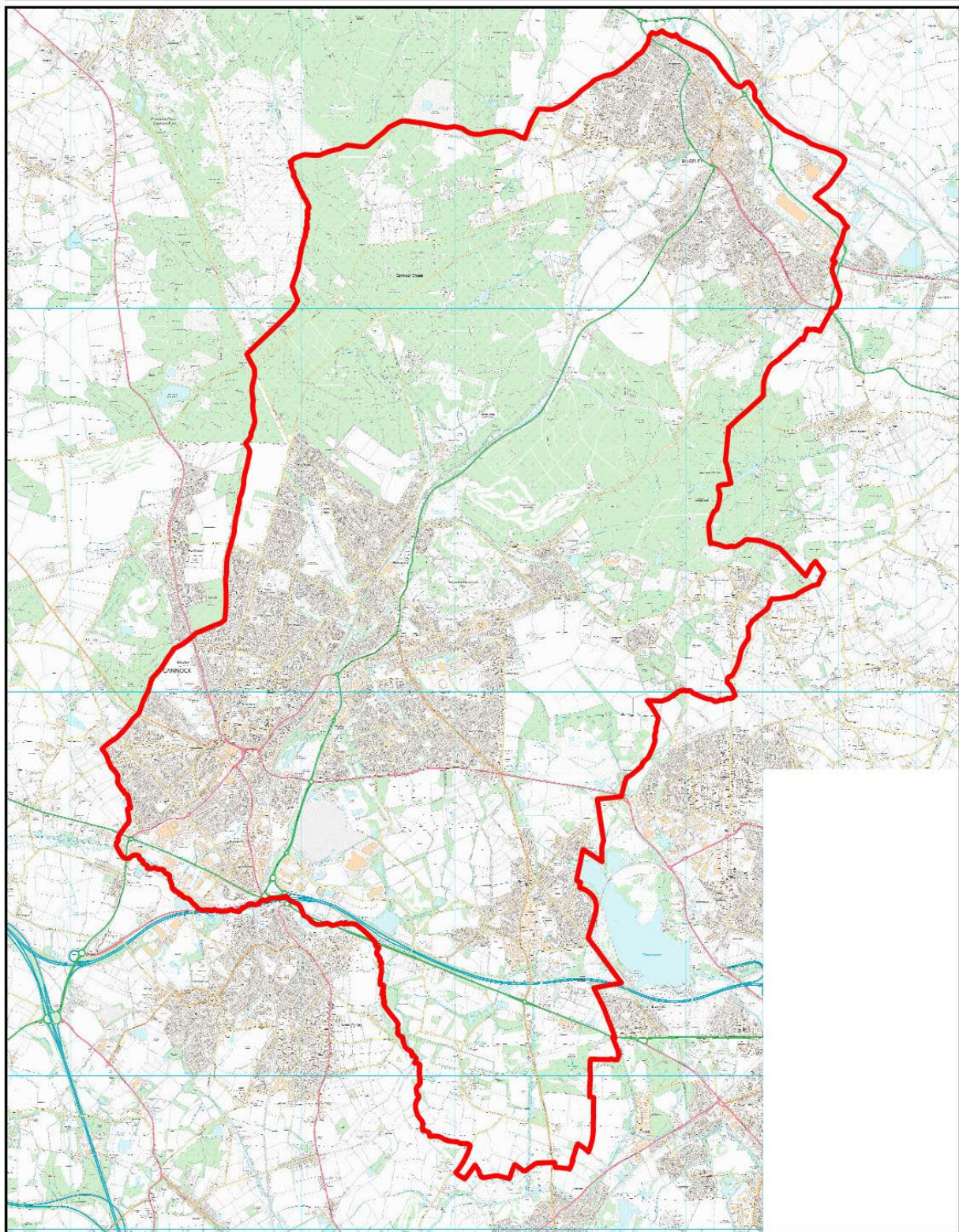
## **6. REVIEW OF THE LOCAL DEVELOPMENT SCHEME**

6.1 The Planning and Compulsory Purchase Act 2004 (as amended) states that local authorities can revise their LDS at such times as they consider appropriate. The Council's website will be updated to set out if the LDS has been subject to further revision. A new LDS must be approved by Council.

6.2 In terms of changes to the previous LDS, the details can be seen at [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy) The LDS page also provides a link to the relevant Cabinet Report (Cabinet 12<sup>th</sup> October 2023 and Council 8<sup>th</sup> November 2023). The scheme has been amended to reflect what is legally required of a LDS, and streamlined accordingly to set out the project plan for the Development Plan Documents which are being produced by the District Council i.e. the Local Plan.

AREA COVERED BY THE NEW LOCAL PLAN

	<b>Cannock Chase District Boundary</b>	
NOT TO SCALE		



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## APPENDIX B

## RISK

The Council has produced a business plan approach to service delivery and identifies some of the key risks directly related to the development plan preparation process. These include officer time and financial implications. Subsequent paragraphs identify key risks to the Development Plan process, those in **RED** being high risk and those in **BLUE** considered moderate.

- **STAFFING AND RESOURCES** - One of the most important factors in the production of the Development Plan is that of staffing. The timescales for preparation identified are based on an assumption of full staffing. Furthermore, consultants are relied upon for production of the evidence base where specialist expertise is needed and the plan is dependent upon consultants meeting required deadlines. It is important to use resources effectively and efficiently, having clear priorities which are supported corporately.
- **THE POLITICAL PROCESS** - The active involvement of Members is important to the successful progression of the Development Plan. A cross party Local Plan Working Group works jointly with officers to help progress the Local Plan through its various stages and helps to ensure early understanding of and buy-in to the plan along with helping to anticipate some of the challenges which might occur and where possible to mitigate accordingly.
- **DUTY TO CO OPERATE** – with the increasing emphasis on partnership working across wider housing market areas to deliver a cumulative shortfall, many different local authorities with different political balances are having to work together to address strategic issues in the absence of a higher tier of planning (ie the former ‘region’). This has proven complex and whilst the Government is seeking solutions this matter has not yet been resolved. To mitigate for this the Council needs to be proactive and engage positively in cross boundary discussions and actions.
- **NATIONAL POLICY CHANGE** – The Government could propose further changes to the national planning system and depending on the extent of these changes this may require further revision to the timetable should further evidence etc be required.
- **PLANNING INSPECTORATE** – The timetabling and requirements of the planning inspectorate are beyond the Council’s control and the Council will have to be reactive once the plan is submitted for examination.
- **ASSESSMENT OF ‘SOUNDNESS’ OF DPDs** - As the ‘soundness of the plan’, will be tested at Examination, the Council will seek to have a ‘health check’ of its plan at appropriate stages.
- **LEGAL CHALLENGE** - Every effort will be made to minimise the risk of Legal Challenge by ensuring robust community involvement throughout the process, through compliance with the regulations, the Statement of Community Involvement and ensuring the “soundness” of the DPDs. However, any challenge through the High Courts or Judicial Review could affect the defined timescales.
- **PANDEMIC** – The recent Coronavirus Pandemic could not have been foreseen and has had an impact on plan preparation processes. Whilst it is unlikely that there may be further period of restrictions to control the spread of the virus or deal with new strain, this risk cannot be dismissed entirely.

## APPENDIX C

## RESOURCES

The Departmental Structure involving officers' time in the production of the Development Plan (including SPDs, monitoring, evidence base) is approximately as follows:-

<b>Officers</b>	<b>Full / Part time</b>	<b>% time spent on the Local Plan</b>
Planning Services Manager	Full time	40%
Planning Policy Manager	Full time - vacant Consultant support secured	70%
Principal Planning Officer	Full time	70%
Senior Planner	Full time	80%
Senior Planner	Full time - vacant	60%
Planning Obligations (CIL/S106 Officer)	Full time	10%
Technical Assistant	Full time – Vacant	60%

## Glossary

Term	Acronym	Definition
<b>Adoption</b>		The final stage in the preparation of a planning document.
<b>Area Action Plan</b>	AAP	A Development Plan Document (DPD) that may be used by the local planning authority to provide a planning framework for areas of significant change or conservation. Intended to deal with specific areas and specific requirements.
<b>Authorities Monitoring Report</b>	AMR	A required report undertaken by a local planning authority that reports on the implementation of the Local Plan and to what extent and effectiveness policies are being achieved.
<b>Development Plan Document</b>	DPD	A term used to describe the statutory components of the Local Plan.
<b>Local Development Scheme</b>	LDS	A public project plan identifying which documents will be produced within the Local Plan, in what order and when.
<b>Local Plan</b>		A term used to describe either a single DPD or a collection of DPD's which together comprise the Local Plan.
<b>National Planning Policy Framework</b>	NPPF	Published in 2012 this document streamlines national guidance into one document.
<b>Statement of Community Involvement</b>	SCI	A document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Plan and development management.
<b>Supplementary Planning Document</b>	SPD	A Supplementary Planning Document can give further guidance on specific policy topic areas such as affordable housing provision, that have been identified in policies embedded within DPD's or give detailed guidance on the development of specific sites in the form of a master plan framework plan or development brief. SPD's are not part of the statutory plan but are a material consideration.

## **Cannock Chase Local Plan 2018-2040: Regulation 19 Consultation**

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 <sup>th</sup> December 2023
<b>Report of:</b>	Head of Economic Development and Planning
<b>Portfolio:</b>	Regeneration & High Streets

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### **1 Purpose of Report**

- 1.1 To present the updated Cannock Chase Local Plan pre-submission consultation document for approval and to seek authority to publicly consult on the document in line with the legal requirements and in line with the Council's adopted Statement of Community Involvement 2022.

### **2 Recommendations**

- 2.1. That Cabinet note the evidence produced since August 2022 to support the Cannock Chase Local Plan and any updated information, as set out in this report.
- 2.2. That Cabinet approves publishing the Cannock Chase District Local Plan Regulation 19 document (Appendix A) together with the Policies Map and other supporting documents and evidence base documents for a minimum of 6-week consultation period, the strategy for which will be carried out in line with the council's adopted Statement of Community Involvement 2022.
- 2.3. That Cabinet authorises the Head of Economic Development and Planning, in consultation with the Leader for Portfolio - Regeneration and High Streets, to make any non-substantive changes considered necessary to the Draft Reg 19. Local Plan document prior to publication and agree the arrangements for consultation.

#### **Reasons for Recommendations**

- 2.4. Current legislation requires Local Authorities to produce Local Plans. Section 19(1B) - (1E) of the Planning and Compulsory Purchase Act 2004 requires Local Authorities to identify the strategic priorities for the development and use of land in the authority's area and set these out in development plan documents.
- 2.5. The current Local Plan (Part 1) was adopted in 2014. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) introduced a statutory requirement, under Regulation 10A, that from 6 April 2018 Local Planning Authorities (LPAs) must review their Local Plan five years following the date of adoption. Work initially commenced on updating the Local Plan in 2018. However, this ceased on Local Plan (Part 2) following Council resolution (21st February 2018) to enable a full review of the Local Plan to proceed that would incorporate both Part 1 (strategic policies) and Part 2 (site allocations) in a new whole Local Plan.

- 2.6. The housing target set out in the existing Local Plan has now been met, and the method to calculate housing needs has changed. The existing plan also does not take account of the needs of the wider Greater Birmingham and Black Country Housing Market Area which Cannock is part of. Elements of the existing Local Plan are now considered out of date or were produced prior to amendments of the NPPF published 24 July 2018, 19 February 2019 and 20 July 2021. The new Local Plan will better align with new corporate priorities, such as climate change mitigation and the move towards a zero carbon future.
- 2.7. In addition, Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of 5 years' worth of housing against their local housing need in circumstances where strategic policies are more than 5 years old and need updating. The Framework makes clear that the presumption in favour of sustainable development should apply where an authority cannot demonstrate a 5 year supply of deliverable housing sites.
- 2.8. The new Local Plan allocates sites for development; both for housing and employment. This will help the Local Authority to maintain a five year housing land supply which ensures housing is located in the most sustainable locations and enables strategic infrastructure to be identified and delivered to support planned housing sites. It also identifies strategic employment sites which will enable employment needs to be met, providing the opportunity for local businesses to expand and grow and providing new jobs for the Districts' residents.
- 2.9. The Plan has been subject to three separate rounds of public consultation so far, which has helped shape the policies and sites in this final version of the plan. As such, consideration must be provided to the public involvement and interest in progressing the Local Plan.
- 2.10. The evidence base has been developed to support the plan over a number of years, much of which is outsourced as it requires specialist technical knowledge. This presents a financial consideration, as evidence only remains valid for a period of time before it requires updating. To date, over £265,000 has been spent on developing the evidence base to support production of the Local Plan.
- 2.11. Whilst the intention to introduce a number of reforms to the plan making system at a national level have been announced, there is still sufficient time to adopt the Local Plan prior to the new system being in place. The Plan has been produced in accordance with the current planning framework which is well established and certain. At present the government are still analysing responses and further consulting on amendments to the planning system, so production on a new-style plan is not possible until proposals are confirmed.
- 2.12. Progressing the Local Plan is not without risk, and this report has set out factors for consideration including proposed changes to the NPPF as well as alternative options. However, on balance, progressing the Local Plan to completion is recommended to ensure that the housing and employment needs of the District are met, that there is 15 years supply of development sites in place and the Council has up to date local planning policies for which to assess planning applications in the District which align with the Council's corporate agenda and national planning policy.

### **3 Key Issues**

- 3.1 The report seeks authority to consult on the updated pre-submission version of the new Local Plan and supporting documents and new evidence. This consultation will be in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012, it is a statutory stage in the process of producing a Local Plan. The Local Plan consultation document is included as Appendix A and forms the Council's policy for planning for the future of the District for the period 2018-2040. The Local Plan establishes the council's position regarding cross boundary strategic matters and will guide the Council's input into other plans. This is a statutory consultation stage and the representations which are received are required to be forwarded to an independently appointed Inspector for consideration on the soundness of the Plan.
- 3.2 The consultation requirements are set out in the Council's adopted Statement of Community Involvement and are required to take place for a minimum period of 6 weeks. It is anticipated consultation will commence in the new year; between January and March 2024. If for any reason the consultation is delayed beyond this point, it would need to be held following local elections.
- 3.3 Public consultation on The Cannock Chase Local Plan 2018-2039 pre-submission document was approved by Cabinet at the meeting held 25<sup>th</sup> August 2022. The approval to consult on the plan was sought on the basis that a number of key evidence documents would be complete and published prior to the consultation. This is of particular importance for transparency; to show how the plan has been formed on the basis of evidence, and because the Plan is tested at Examination to determine whether the policies and proposals are justified.
- 3.4 The consultation has not taken place due to the Open Space Strategy not being completed, which is a key element of the evidence base. This evidence was commissioned by the Council to be undertaken by external specialist consultants. For reasons outside Officers control, these were not produced to the originally agreed timescale. This presented an unacceptable risk to the Council, should the Plan have been published for consultation without all the underpinning evidence. It also prevented the completion of elements of the Integrated Impact Assessment.
- 3.5 The evidence base is now complete, meaning it is now possible to publish the Local Plan for consultation with all associated underpinning evidence documents.
- 3.6 This report sets out any new information since the previous Cabinet report dated August 2022 which relates to the Cannock Chase Local Plan. The report clarifies what new evidence has been produced in support of the Local Plan, what new external factors have influenced the recommendation of this report and what amendments have been made to update the Reg. 19 document. Alternative options and risks associated are also outlined in this report.

### **4 Relationship to Corporate Priorities**

- 4.1. This report supports the Council's Corporate Priorities as follows:
  - Priority 1 - Economic Prosperity - attract investment to develop the District's economy, rejuvenate our town centres

- Priority 2 - Health and Wellbeing - provide opportunities for residents to lead healthy and active lifestyles and recognise the importance of mental health and wellbeing.
- Priority 3 - The Community - ensure our communities are well designed, accessible, and inclusive environments.

## 5. Report Detail

### Introduction

- 5.1. The Local Plan (Part 1) was adopted in June 2014, spanning the period 2006 to 2028. It provided a strategy for growth and environmental protection in the District setting out the scale, quantum and distribution of development and policies for delivery. Section 1 incorporates the Core Strategy and Section 2 formed the Rugeley Town Centre Area Action Plan. Council resolved to a review of the Local Plan that would need to reflect changing circumstances at a national level with a new National Planning Policy Framework, and at a regional level with the shortfall in housing across the Greater Birmingham and Black Country Housing Market Area (GBBCHMA). This is the next stage in the progression of the new Local Plan to adoption.
- 5.2. Together with the Local Development Scheme 2023 the Local Plan will consist of The Waste Local Plan for Staffordshire and Stoke-on-Trent (2010 - 2026), adopted by Staffordshire County Council and Stoke-on-Trent City Council on 22<sup>nd</sup> March 2013 and the Minerals Local Plan for Staffordshire (2015 - 2030), adopted by Staffordshire County Council on the 16th of February 2017. These documents as well as Neighbourhood Plans prepared by Parish Councils will set out the policies and principles against which planning applications are assessed and determined.
- 5.3. The Reg 19 Local Plan document was previously presented to Cabinet at a meeting held 25th Aug 2022 where it was resolved to publish the Cannock Chase Local Plan Regulation 19 document and Site-Specific Policies, together with the Policies map and other supporting documents and evidence base documents for a minimum six-week consultation period, the strategy for which would be in line with the Statement of Community Involvement 2022. Minutes of the meeting were published in the agenda for the Cabinet meeting dated 15th September 2022.
- 5.4. The consultation did not occur as planned due to the incompleteness of a key element of the evidence base: the Open Space Strategy. In the time that has passed it has been necessary to update the Reg 19 2022 version of the Local Plan and to review proposals being made to the plan making system at a national level. Additionally, a new administration was formed following elections in May 2023. New members have been briefed to inform them of the Local Plan strategy, and the Local Plan Officer and Members Working Group have reviewed options and discussed any necessary amendments to the Local Plan. In light of this, it was determined to be important for Cabinet to review the recommendations made with regard to the Cannock Chase Local Plan.

### Updates to the Reg. 19 document

- 5.5. The overarching Local Plan strategy and content of the local planning policies have not changed since the Plan was presented to Cabinet on 25th Aug 2022. However, the version of Reg. 19 Local Plan previously presented has been

updated to reflect completed evidence, the latest monitoring data and any factual updates or corrections required, which is described in more detail in this section. The implications of updating the data have resulted in some changes to site allocations and the policies for these are being presented for the first time. The updated version of the Local Plan is attached as Appendix A.

### **Evidence**

- 5.6. In the intervening period, additional evidence has been completed internally to support the Local Plan strategy. This includes:
- Duty to Cooperate Statement of Compliance
  - Economy Topic Paper
  - Green Belt Topic Paper
  - Gypsy and Traveller Topic Paper
  - Infrastructure Delivery Plan
  - Site Selection Methodology
  - Urban Capacity Study
- 5.7. Evidence the Council has commissioned has also been completed including Cannock Chase Retail and Town Centre Uses Study Update 2022, Cannock Chase Viability Assessment 2022 and the Open Space Assessment 2023. The completed documents were the final elements to show how the policies in the plan have been underpinned and informed by evidence. Having a full and complete evidence base at this stage removes any uncertainty regarding the intention to consult on the Local Plan this winter. The Local Plan refers to the completed evidence for the relevant policies and allocations.
- 5.8. Since plan production commenced in 2018, £265,000 has been spent producing the evidence base to support the Local Plan. Due to the length of time taken to reach Reg.19 stage two focused updates were required to the critical evidence on housing and employment need which represented an additional unplanned spend. Additionally, there will be additional costs associated with required updates to the Integrated Impact Assessment (IAA). The IAA must align with the updates text for policies and sites in the plan to be legally compliant. However, the cost is minimal in comparison to the alternative of starting a new plan which would require most of the existing evidence base to be recommissioned due to the scope of a new plan, the age of the evidence and the applicability of the existing findings, particularly if the government introduces changes to the plan making system.
- 5.9. Evidence commissioned at a County or regional level continues to be produced as all Local Authorities produce plans to different timescales. Any new regional or joint evidence published over the next few years will inform future iterations of the Local Plan.

### **Extension to the Plan period**

- 5.10. The NPPF requires that strategic policies look ahead over a minimum 15-year period from adoption. The plan period had been set as 2018-2039 however as the original timetable for the plan has slipped, this timescale presents a risk that the plan will not cover a 15-year period upon adoption. The Plan is only adopted once it has been subject to public consultation in accordance with Regulation 19 of The



Town and Country Planning (Local Planning) (England) Regulations 2012, it has been subject to independent examination and an Inspector has found the Plan to be sound and recommends that the Council adopts the Local Plan. The indicative timescales are outlined in the linked agenda item: Local Development Scheme.

- 5.11. Estimated adoption of the Local Plan in 2025 would leave only 14 years of the current plan period remaining and therefore would not be in accordance with national planning policy guidance. As such, extending the plan period now will ensure the Local Plan is compliant and covers the minimum 15 years required.
- 5.12. The implications of extending the plan period are that it results in adding an additional year for which development needs to be calculated and addressed through the plan.

### **Annual Monitoring**

- 5.13. The Council monitors what development has been permitted, is under construction and has been completed annually. This information is relevant to the Local Plan as it covers a plan period which started in 2018, reflecting the period that the plan has been in development. As such, each year of completed development counts towards the development targets set in the new Local Plan. In the past year 422 dwellings have been completed in Cannock Chase District.
- 5.14. In addition, the planning status of some sites have changed, for example, a site may have gained planning permission and may no longer require allocation in the Local Plan, but the number will still count towards the overall target. Amendments have been made to reflect the current status of sites and this reflects all development including housing, employment and Gypsy and Traveller Accommodation. These amendments to reflect monitoring data are necessary to ensure that the plan is up to date for the consultation.

### **Changes to the Reg 19. Local Plan Document since August 2022**

#### **Housing**

- 5.15. The housing requirement for the Local Plan is calculated using the Government's standard methodology. This way of calculating housing need has remained consistent throughout production of the Local Plan, however the output figure differs each time that the Office for National Statistics (ONS) releases new affordability data. The need as of 2023 equates to 264 dwellings per annum. Adding the contribution of 500 dwellings towards unmet need of the Greater Birmingham and Black Country Housing Market Area (HMA) means that the total requirement over the plan period is 6,308 dwellings. This contribution to the HMA is unchanged since the Reg.19 document was approved by Cabinet in August 2022. The overall total housing requirement in the plan has only changed due to the latest standard method calculation and the slight extension to the plan period.
- 5.16. In reviewing the most recent need and supply calculations, it has been identified that there is a surplus of housing sites to meet the identified need. A small buffer of additional housing land is required in the Local Plan to account for any sites that may not be delivered as per the allocation policy (e.g. where a constraint is later identified that has an impact on the amount of housing to be delivered on a site). However, this surplus has resulted in further scrutiny of the sites selected for allocation for residential development to ensure the balance is appropriate.

- 5.17. The Council has commissioned Justin Gardner Consulting to undertake an update to the Local Housing Need Assessment which was originally produced by consultants Opinion Research Services in 2019. This evidence will not alter the number of dwellings required in the Local Plan, or the sites selected. However, the update reviews evidence and data for specific types of housing need such as First Homes, housing for older people and looked after children. As a result, some of the detailed policies on housing need may be subject to minor changes to account for updated information. This will be finalised prior to the consultation on the Local Plan and amendments will be subject to consideration by the Integrated Impact Assessment. The Update to the Local Housing Need Assessment will be published on the Councils website on the Local Plan Evidence pages, prior to the public consultation.

### **Employment**

- 5.18. The Economic Development Needs Assessment (Lichfields, 2019) produced a land requirement in the form of a range of between 33ha and 74ha to 2038. An update was produced by Lichfields to reflect changing economic conditions due to the Covid 19 pandemic in December 2020 which recommended the final land requirement of between 48 ha to 66 ha net between 2018 to 2038 or between 63 ha and 81 ha – if losses are replaced at 0.756 ha per annum. This informed the final employment target in the Reg 19. Local Plan of 66ha. Sites were identified to meet this target in addition to 10ha located outside of the District at the West Midland Strategic Rail Freight Interchange (WMSI). This was identified on the basis of evidence which showed that the scale of employment land supply at the WMSI would contribute towards the employment need of a number of immediately adjoining authorities to differing degrees. This contribution is unchanged from the Reg.19 document which was approved by Cabinet in August 2022.
- 5.19. In terms of employment land supply, there has been some loss of land for employment where the identified use of the site has changed to residential and where some sites have been determined to not be deliverable. In reviewing the current land supply against the 66ha target, there is a shortfall of 2.66ha.
- 5.20. The Council has commissioned consultants Lichfields to undertake an update to the Economic Development Needs Assessment to reflect the extension to the plan period and ensure that the latest available data and economic projections have informed the final Local Plan land requirement target. The latest recommendation is to plan for a range has increased to between 52ha and 74ha.
- 5.21. The final proposed employment site allocations have been reviewed to ensure that sufficient sites are allocated to meet the identified requirement. An additional site has been proposed for allocation as detailed in the following section of this report 'amendments to sites'. The final Local Plan target of 69 ha is comfortably within this range. The Update to the Economic Development Needs Assessment will be published on the Councils website on the Local Plan Evidence pages, prior to the public consultation.

### **Gypsies and Travellers**

- 5.22. The Gypsy and Traveller Accommodation Needs Assessment (GTANA) produced in 2019 determined the number of permanent pitches for both Gypsy and Travellers and plots for Travelling Showpeople to be delivered over the plan period. The proposed Reg 19. Local Plan taken to Cabinet in August 2022 had

counted pitches approved since 2019 and identified a site to meet the 5-year requirement for permanent pitches. A criteria-based policy had been proposed to accommodate for pitches and plots coming forward over the plan period.

- 5.23. Over the past 18 months, further detailed work has been undertaken to compare the supply with the specific need identified in the 2019 GTANA to understand whether the pitches approved have met the need expressed by local family groups. The evidence has also been reviewed internally to determine whether any new need has arisen and to review the need over the extended plan period. In addition, work to find sites for 9 plots for travelling show-people has taken place. This will be detailed in a Topic Paper which will be published prior to the consultation on the Local Plan.
- 5.24. The overall need for permanent pitches has increased by one additional pitch to account for an additional 2 years extension to the plan period (since the original evidence was produced). In addition, the 5-year supply period has been updated to cover the next 5 years, as opposed to historical (from 2019). This has resulted in a requirement for 6 additional pitches to meet the 5 year supply. Two pitches can be provided on land which would be an extension to an authorised site on Lime Lane. Four pitches will be subject to a criteria based policy as there are no suitable, available and deliverable sites to meet the full pitch requirement.

#### **Amendments to Policies**

- 5.25. The Local Plan policies have been subject to minimal amendments, mostly to reflect completed evidence and for factual updates. Supporting text has been updated where applicable, for example to the introductory sections which contains statistical data to set the context for the strategy.
- 5.26. The policies relating to ecology and biodiversity (SO7.1 - SO7.7) have been reviewed to ensure they provide sufficient guidance and clarity in relation to Biodiversity Net Gain to align with National Government Policy. A new policy on Biodiversity Net Gain (BNG) has been included in the Local Plan, however the substance of the policy reflects the position outlined in earlier iterations of the plan in terms of the percentage of BNG sought on development sites.
- 5.27. The housing and employment sections (Policies under SO3 and SO4) have been amended to reflect recent monitoring data and to align with new text for site allocations which was previously separate to the plan. Some text has been removed from policies to avoid repetition. This does not represent a substantive change.
- 5.28. The policy on Gypsy and Traveller Accommodation (SO3.4) has been amended to reflect the detailed work undertaken on need and supply, to update the 5 year supply position and to allocate an extension to an existing site at Lime Lane, Little Wyrley for 2 pitches.
- 5.29. The site allocation policies and maps have been added, predominantly to the end sections of the Local Plan. This has resulted in some amendments to policy numbers. Any significant change to site allocations has been highlighted in the following section of this report.

### **Amendments to site allocations**

- 5.30. The updated position on need and supply detailed in the preceding section, sets the general context for amendments to sites selected for allocation in the 2022 version of the Reg 19. Local Plan. Sufficient sites must be identified to meet the development needs over the whole plan period.
- 5.31. The Council has an open Call for Sites throughout the production of the Local Plan, to ensure that all possible sources of sites for development are considered and assessed to meet development needs. During the past year, some new sites were submitted by landowners or their representatives, others were withdrawn from consideration and in some instances the boundary of the site may have been altered. In addition, new information is occasionally submitted which may revise the assessment of sites positively, for example where evidence is provided a constraint can be overcome such as access to the site, or land ownership issues are resolved. Conversely some information may have come to light which suggests a site previously earmarked for development is no longer suitable, available or deliverable. All the evidence factors into the final list of proposed allocations in the Local Plan.
- 5.32. Members of the Local Plan Member and Officer Working Group have reviewed all new evidence, submitted information and any proposed new sites to determine whether any amendments or additions were required to site allocations in the Local Plan.

### **Strategic sites**

- 5.33. The oversupply of housing against the requirement has led to review of sites in the Green Belt to consider whether the exceptional circumstances case remains for release of Green Belt land for housing.
- 5.34. On this basis, site SH4 - Land east of The Meadows, Armitage Lane, Brereton - a proposed allocation for 33 dwellings has been removed as an allocation from the Local Plan. It was determined that this site was no longer required to meet the housing target. There is no longer a strong exceptional circumstances case for the release of Green Belt land at this location given that the site is not required to meet the housing requirement, it does not comprise the reuse of any brownfield land and it does not have a strategic role in the delivery of the spatial strategy.
- 5.35. The undersupply of employment sites against the preferred target of 66ha and the latest recommended range, has resulted in the addition of a further strategic employment site to be proposed for allocation in the Local Plan. This site featured as a proposed site for safeguarding from the Green Belt in the version of the Reg 19. Local Plan document which was approved for consultation by Cabinet in August 2022, but is now required to be allocated in the Draft Plan to meet the employment requirement. Site SE2 - Watling Street Business Park and extension, Watling Street, Norton Canes will deliver 5.5 ha net employment land to contribute to the immediate supply of employment sites.

### **Non-strategic sites**

- 5.36. Two new sites were submitted during the 2023 call for sites exercise for residential development located in the urban area which were assessed as suitable, available and deliverable; land at Brindley Heath Road, Cannock, 0.18ha for up to 15

dwellings and land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley 0.19ha, for up to 18 dwellings.

- 5.37. Two sites which had been allocated for employment have no indication they are deliverable and therefore are no longer proposed to be allocated in the Local Plan. The sites are both on Power Station Road (Land South of Rugeley Eastern Bypass), Rugeley - 0.37 ha (RE7) and 0.28 ha (RE8).
- 5.38. Three mixed use sites have been removed as circumstances have changed and they have no evidence of deliverability: M8 - Leathermill Lane/Trent and Mersey Canal corridor, M9 - Corner of Uxbridge Street and Market Street Hednesford and M10 Former co op supermarket building, Anglesey Street, Hednesford.

### **Other changes**

- 5.39. Any other changes to site allocations since the Local Plan was last presented to Cabinet in Aug 2022 are as a result of the change of the planning status of a site, for example where a site no longer requires allocation in the Local Plan as it has detailed planning permission or is under construction. The dwellings from these sites are still counted towards the housing target.

### **Changes to National Planning Policy and Guidance - Levelling Up and Regeneration Bill: Reforms to National Planning Policy Framework and to the system of plan-making**

- 5.40. Over the past 18 months the Government has outlined a wide range of proposals which would affect plan making in future through the Levelling Up and Regeneration Bill. It is important to note that whilst intentions from government are clear, and potentially significant, no actual changes have been made to plan making legislation or national planning policy since the Reg 19. Plan was presented to Cabinet in August last year.
- 5.41. In December 2022 the government published a consultation on reforms to national planning policy including proposed amendments to the National Planning Policy Framework. The intention was to change wording to the NPPF which would affect Local Plans in the process being made now (applies to Cannock Chase Plan), and to introduce wider reform to the system through a new style of plan-making from Autumn 2024. Some key proposals are as follows:
- Standard method to calculate housing need will be an advisory target and Local Planning Authorities (LPA) can propose a (justified) alternative.
  - Past over-delivery can be taken into account where permissions exceed plan provision.
  - Uplift in large cities will so far as possible be met by town/cities concerned rather than exported - unless voluntary agreements in place.
  - LPA's not required to review Green Belt boundaries if this is the only way of meeting local housing need in full. However, LPA's can still review and alter Green Belt boundaries in 'exceptional circumstances'.
  - Requirement for 5% to 20% buffer to be added to 5 Year Land Supply if evidence of under-delivery through the Housing Delivery Test will be removed.
  - Specific expectation on LPA to meets needs of older people.
  - Emphasis on placemaking and beauty.

- 5.42. The results of this consultation were anticipated to be published by the government in Spring 2023, but this timeframe has now passed and it is now anticipated in Autumn 2023.
- 5.43. The government has also set out a proposed timetable for transitional arrangements enabling Local Authorities to submit plans under the existing legal framework by June 2025 and to adopt the plan by a deadline of 31st December 2026.
- 5.44. The new plan making framework is anticipated to be available from Autumn 2024 and new style plans are proposed to be examined from October 2026. All timescales are dependent upon the Levelling-up and Regeneration Bill receiving Royal Assent.
- 5.45. The government have recently released a further consultation on July 25th 2023 on the implementation of plan-making reforms. This consultation focuses on the proposals for the new style of plan-making system from Autumn 2024 in detail and therefore does not have significant implications on the Cannock Chase Local Plan at this stage. However, it does show the governments commitment to shifting to a different way of plan making which is intended to be much more efficient.
- 5.46. New style Local Plans are intended to be produced and adopted within a 30-month timescale. For context, the present average time it takes to produce and adopt a Local Plan is 7 years. The government therefore have proposed a number of changes to the way Local Plans are developed, supported, tested and monitored as well as their actual content and evidence in order to help streamline the process going forward.
- 5.47. There is still a vast amount of uncertainty regarding the proposals which are, at present, still subject to consultation. Specific details are yet to be set out in legislation and guidance including the ambitious 30-month timeframe, which has not been tested in practice. However, the indicative timescales for adopting existing plans in production or starting new-style plans does present a consideration for Local Authorities. For Cannock, it is considered submission of the Local Plan would take place by Summer 2024, subject to approval at a meeting of Full Council, which is well within the proposed deadline of June 2025 and could be adopted early 2025, again well within the deadline of 31st December 2026.

### **Alternative Options**

- 5.48. There are two alternative options to the recommended approach. Option 1 would be to further delay the Reg 19. Local Plan consultation, until such a point at which the Government releases the response to the consultation on the NPPF, alongside the amended NPPF. Originally the government stated this would be during Spring 2023, which has now passed. Indications are that it may be released after the Levelling Up and Regeneration Bill gets assent in Autumn 2023. The date is not yet known and therefore could occur during the release of this report to Cabinet or at any point preceding, during or even after the consultation on the Pre-Submission Local Plan.
- 5.49. The benefit of this option to delay is that it would enable the Council to make an informed decision of whether any parts of the Local Plan needed to be amended to align with the revised NPPF. However, dependent on the extent of final changes to the NPPF, it may not be possible to make small modifications to the Local Plan

to fit with revised national policy. Amending the strategy significantly at this stage is possible, but not without other risks as some of the most challenging aspects of plan making are not proposed to be amended in the NPPF at this stage, such as the Duty to Cooperate. In effect, aligning a well advanced new local plan with part revised national planning guidance is by no means a risk free option.

- 5.50. The timescale of changes to national policy are outside of the Council's control. In the interim, the plan remains static, evidence to support the plan further dates and changes continue in terms of the planning status of sites. Should the NPPF be released at the end of 2023 or beginning of 2024, there would be a relatively small window to review the changes to the NPPF, amend the Local Plan and bring it back to Cabinet before another year of annual monitoring takes place in April which should be reflected in the submission plan. A further years extension to the plan period would be required and at that point, much of the evidence base would likely require review due to the misalignment with the plan period and the age of data and information used.
- 5.51. Whilst there is a risk to consulting on the Local Plan in the knowledge that amendments to national policy are on the horizon, this is manageable. The government's aim is not to delay plan making but to support it and therefore they often add a transitional period for plans at an advanced stage to take account of the fact it would be difficult to amend the strategy. If, for any reason this were not the case, there would be time following the public consultation to review key changes in the NPPF and the impact for policies and the strategy of the Local Plan. The Council could choose not to submit the plan, or to amend the plan and reconsult on it in a worse-case scenario.
- 5.52. The second option would be to not progress the Local Plan at this stage any further, in favour of starting a new plan when the government has introduced the new plan making framework. The reformed plan-making system is intended to be introduced in late 2024, but that was stated in December 2022 alongside the release of the NPPF consultation, which has itself been subject to delay.
- 5.53. There are significant risks in taking the decision to cease work on the current plan, and not to start a new plan, notwithstanding the uncertainty around the governments timetable. It would increasingly expose the Council to speculative applications for development over time, as without new site allocations it would be difficult to maintain a 5-year housing land supply. The more dated the existing local planning policies in the adopted 2014 Local Plan become, the more likely they are to be challenged through planning applications and appeals. In time, the evidence produced to support the Pre-Submission Local Plan would not be fit for purpose for a new plan and would need to be produced again at significant cost to the Council. The main issue is that the challenges of not having an up to date plan in place would be known, but there would be no means of addressing these until a new plan is under production.

### **Next Steps**

- 5.54. The dates for the public consultation will be determined through discussion with the Head of Economic Development and Planning in consultation with the Leader for Portfolio - Regeneration and High Streets. The finalised Reg 19 document and finalised evidence base documents will be available on the Planning Policy pages of the Council website for the duration of the six-week consultation period.

- 5.55. Following consultation, representations will be recorded and collated to be reported to Cabinet for noting in Spring 2024. The Submission version of the Local Plan will then be finalised in readiness for submission alongside the supporting documents and evidence base. The final plan will be subject to approval at a meeting of Full Council in Summer 2024. If approved, it will be submitted to the Planning Inspectorate who will then arrange for an Examination in Public. More detailed information about the Local Plan timetable is outlined in the related item to Cabinet which reports on the Local Development Scheme.

## **6 Implications**

### **6.1 Financial**

Initial costs of the Local were estimated at £305,000, additional budget support of £180,000 was approved in January 2018.

Whilst the works required have changed over the course of time; all of the works completed to date have done so within available budget.

It is recognised that the costs of examinations of Local plans have become more expensive from the original estimate of £70,000 and that these costs may increase significantly to £100,000 although this cannot be accurately estimated until a response is received from the examiner.

There is presently enough in reserve to cover the spend identified to date.

The 2018 budget will be exceeded and a further allocation will be necessary. The request for additional funding will be taken forward through the Council's budget setting processes.

### **6.2 Legal**

Legal implications are set out within the report.

### **6.3 Human Resources**

None

### **6.4 Risk Management**

Proposed changes to national planning policy may present a risk to the strategy as outlined in detail in this report. Should the National Planning Policy Framework be amended prior to submission of the Local Plan, officers will consider whether any change presents a fundamental risk to the Plan. In this circumstance the Council has options such as seeking legal advice on whether to proceed and proposing any necessary modifications to enable the plan to accord with the revised NPPF. This is thought to be unlikely as the Government are keen for Local Authorities to adopt up to date Local Plans, therefore changes to National Planning Policy should not obstruct the Local Plan which will proceed under the current arrangements.

Potential legal challenge and the plan not being found sound are the main risks associated with the plan. These risks can be minimised by ensuring that the plan and accompanying documents are legally compliant, that legal support is engaged



where necessary and that all interested parties are actively informed and engaged throughout the preparation of the plan. The plan should be based on sound, robust and up to date evidence.

Officers have developed the Local Plan in line with government guidance and advice from the Planning Advisory Service in order to ensure the plan is compliant. Officers will raise issues with Legal Services should there be potential areas for legal challenge. The cross-party Local Plan Member Officer Working Group has been meeting consistently in order to inform and shape the emerging Local Plan

Lesser risks that will primarily impact on costs and timetable are linked to staff resources being available to maintain the plan review.

## **6.5 Equalities and Health**

The Local Plan Review is supported by an Equality Impact Assessment.

## **6.6 Climate Change**

The Local Plan will be a key vehicle for the delivery of the Council's commitment to address the impacts of climate change and help to make Cannock Chase a more environmentally sustainable place. The Local Plan will set out measures for reducing greenhouse gas emissions, minimising energy use and maximising low carbon energy production and decarbonise heat, enhanced sustainable construction standards, minimise waste and the conservation and enhancement of natural environment and habitats.

## **7 Appendices**

Appendix A: Cannock Chase District Local Plan Regulation 19 document

Appendix B: Policies Map

## **8 Previous Consideration**

[Local Plan Preferred Options Consultation Feedback and Next Steps - Cabinet - 16<sup>th</sup> December 2021](#)

[Cannock Chase Local Plan 2018-2039 Regulation 19 Consultation Report - Cabinet - 25 August 2022](#)

## **9 Background Papers**

None

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**Telephone Number:** 01543 464 326

**Ward Interest:** All

**Report Track:** Cabinet 14/12/23

**Key Decision:** No



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

**December 2023**



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# 1. Non-Technical Summary

## **INTRODUCTION**

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

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

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

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

## **THE DISTRICT CONTEXT**

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

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

## **STRATEGIC OBJECTIVES**

1.7. The Local Plan includes eight Strategic Objectives:

## 1. Non-Technical Summary

- To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive and safe;
- To create community facilities and healthy living opportunities across the District;
- To deliver a sufficient supply of homes to provide for housing choice and ensure all people are able to live in a decent home; To encourage a vibrant local economy and workforce;
- To support the provision of sustainable transport and communications infrastructure;
- To create attractive Town and Local Centres;
- To protect and enhance the natural environment; and
- To support a greener future.

### THE SPATIAL STRATEGY

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

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

### LOCAL PLANNING POLICIES

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



## 1. Non-Technical Summary

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

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

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

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

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

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

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

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

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

## 1. Non-Technical Summary

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

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

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

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

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

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

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

### **STRATEGIC OBJECTIVE 6: TO CREATE ATTRACTIVE TOWN AND LOCAL CENTRES**

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

## 1. Non-Technical Summary

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

### **STRATEGIC OBJECTIVE 7: TO PROTECT AND ENHANCE THE NATURAL ENVIRONMENT**

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

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

### **STRATEGIC OBJECTIVE 8: TO SUPPORT A GREENER FUTURE**

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

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

## 1. Non-Technical Summary

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

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

### **SITE ALLOCATIONS**

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

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

### **MONITORING FRAMEWORK**

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

### **CONSULTATION INFORMATION**

1.21. We will be consulting on the Pre-Submission Draft Local Plan from Monday 15<sup>th</sup> January, 2024 to 16:45 on Monday 26<sup>th</sup> February 2024.

1.22. You may email your questions and queries to [planningpolicy@cannockchasedc.gov.uk](mailto:planningpolicy@cannockchasedc.gov.uk). You can also arrange a time to discuss the plan with officers via the telephone or by using Teams. Requests can be made by via email, letter or by calling 01543 462621.

## 1. Non-Technical Summary

1.23. We have also written to and emailed everyone who is registered on the Planning Policy consultation database. If you wish your details to be added to the database for future consultations please email us at: [planningpolicy@cannockchasedc.gov.uk](mailto:planningpolicy@cannockchasedc.gov.uk).

1.24. Documents can be viewed on our website at: [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy)

## **2. Introduction**

### **What is this document about?**

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

### **What does preparing a Local Plan involve?**

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

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**Table 1 - Progress of the Local Plan**

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

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

## 2. Introduction

on a range of factors which are outside of the control of the local authority. These factors include the need for a pre-hearing meeting, the availability of an inspector to examine the plan and the length and complexity of the hearing process.

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

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

### **Consultation Information**

- 2.12. We will be consulting from Monday 15<sup>th</sup> January 2024 to 16:45 on Monday 26<sup>th</sup> February 2024.
- 2.13. The documents will be available at the following locations:
- (insert locations)**
- 2.14. Exhibitions showing the policies map including the proposed allocations in greater detail, the Local Plan document and representation forms including the opportunity to find out more about the Local Plan and how you can have your comments considered by the Independent Inspector are as follows:
- 2.15. Insert dates and times**



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- 2.16. Questions and queries can be emailed to [planningpolicy@cannockchasedc.gov.uk](mailto:planningpolicy@cannockchasedc.gov.uk) and responses to queries will be prioritised. You can also arrange a time to discuss the plan with officers via the telephone or by using Teams. Requests can be made by via email, letter or by calling 01543 462621.
- 2.17. You may have already received a letter or email from us as we have also written to and emailed everyone who is registered on the Planning Policy consultation database. If you wish your details to be added to the database or amended for future consultations please email us at: [planningpolicy@cannockchasedc.gov.uk](mailto:planningpolicy@cannockchasedc.gov.uk).
- 2.18. Documents and supporting evidence can be viewed on our website at [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy) and representation forms downloaded.

### How to respond

- 2.19. Representation forms can either be submitted online via the web link above (social media pages will also link to this), email or by post to us. All information will be used in accordance with our Fair Processing procedures.

## UPDATED DISTRICT PROFILE

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

#### **Sub-national Context**

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

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

#### **Population**

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

<sup>1</sup> Office for National Statistics, Mid-2019 Population Estimates, June 2020.

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

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

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

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

### Health and Education

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

Rates of physical inactivity are below the England average. 20.6% of adults aged 16+ were physically inactive during 2021/22, doing less than 30 minutes of physical activity per week. This rate of physical inactivity was below the England average (22.3%).<sup>6</sup> 69.0% of adults 18+ were overweight or obese in 2021-2022, above the West Midlands average (67.2%) and England average (63.8%).<sup>7</sup> Smoking prevalence in adults aged 18+ was at 12.6%, above the England average of 9.1% and regional average of 9.8% 12.1% in Cannock Chase during

<sup>2</sup> Office for National Statistics, Population Profiles for Local Authorities in England, December 2020.

<sup>3</sup> Office for National Statistics, Mid-2019 Population Estimates, June 2020.

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

<sup>5</sup> Public Health England, Public Health Outcomes Framework Tool, June 2022.

<sup>6</sup> [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](https://publichealthoutcomesframework.org.uk/data) - C17b - Percentage of physically inactive adults 2021/22

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

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2021/22<sup>8</sup>. The rate of admission episodes for alcohol-related conditions in the District was above the national average in 2021/22.<sup>9</sup>

Evidence and monitoring for Local Plan (Part 1) 2014 shows that access to indoor leisure facilities in the District has improved with the completion of Rugeley Leisure Centre and the major refurbishment of facilities at Cannock Leisure Centre. The updated indoor sport facilities evidence base<sup>1011</sup> notes that facilities are generally above average but will require continued investment to maintain standards and meet increased demand from housing growth. The use of sports facilities could be much improved through greater partnership working. The evidence<sup>1213</sup> for outdoor playing pitches shows that investment will be required in the quality of most pitches and to avoid a shortfall in provision to meet demand for Football, Rugby and Cricket.

Whilst the National Landscape is a vital asset for outdoor leisure and recreation the most recently produced evidence<sup>14</sup> identified there are areas within the District deficient in access to alternative open spaces, particularly semi-natural sites. This evidence base is in the process of being updated. Monitoring of the Local Plan (Part 1) identifies there have been a number of new open and play spaces provided alongside new developments but that deficiencies are likely to still remain. Phase one of the £1.3 million development on the Stadium site in Pye Green, Hednesford was completed in September 2020. This has provided facilities including an adventure play area, green gym equipment, BMX track and more which will improve access to healthy living opportunities in this area.<sup>15</sup>

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

Across the 7 domains of the Indices of Deprivation 2019, Cannock Chase is most deprived in the domain of education, skills and training which measures the lack of attainment and skills in the local population. The District falls just outside the most deprived 10% of local authority districts nationally for this domain.<sup>17</sup> GCSE attainment in the District is typically below the national average. In 2019, 28.6% of students in Cannock Chase achieved grade 5 or above in English and Mathematics which was below the Staffordshire (36.9%), West Midlands (40%) and England (43.2%) averages. Across the District, rates for this level of attainment range from 17.5% in Cannock North to 46.5% in Hagley.<sup>18</sup> In terms of qualifications among the working-age population, estimates indicate that the proportion of

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

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

<sup>10</sup> CCDC Indoor Built Facilities Study (May 2019)

<sup>11</sup> CCDC Sport and Leisure Facilities Needs Assessment (August 2018)

<sup>12</sup> CCDC Playing Pitch Strategy Assessment Report (August 2018)

<sup>13</sup> CCDC Playing Pitch Strategy and Action Plan (May 2019)

<sup>14</sup> CCDC Open Space Assessment (2009)

<sup>15</sup> CCDC Leisure Services

<sup>16</sup> [Thriving Places Index | Centre for Thriving Places](#), 2022.

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

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

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residents aged 16-64 qualified to NVQ Level 4 and above saw an increase to 34.3% in 2019 and is slightly above the Regional average. However, the proportion of residents employed in jobs associated with higher skills-levels and earnings have fallen in 2022-2023. 43.7% of residents were estimated to be working in managerial and professional occupations in the period April 2022 to March 2023, below the regional and national averages.<sup>19</sup>

### **Community Deprivation**

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

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

In 2019 around 17.2% of children aged 0-15 were estimated to be living in income deprived families, although this ranged from 8.2% in Hawks Green to 30.2% in Cannock North.<sup>21</sup> The median gross weekly pay for full time workers living in the District was £517.10 in 2020 which was below both the regional (£551.70) and Great Britain (£587.10) averages.<sup>22</sup>

### **Crime**

Restrictions imposed as part of the government approach to controlling the Coronavirus pandemic resulted in significant reductions in recorded crime and disorder from mid-March 2020 onwards<sup>23</sup>. This is particularly the case with regards to crime, disorder and ASB taking place in public places. Since Coronavirus restrictions have been lifted, 2021/22 crime figures show a significant increase.

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

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

<sup>19</sup> [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

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

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

<sup>22</sup> Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase

<sup>23</sup> Staffordshire Commissioner and CCDC Community Safety Strategic Assessment – Cannock Chase 2022

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### **Housing**

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

From a detailed analysis of the market undertaken in 2019 the Cannock Chase Local Housing Needs Assessment identified a net annual need of 105 <sup>24</sup>dwellings per year, over the 20-year period 2018-38. The study shows there will be a need for around 4% of new homes to be for nursing homes and other residential institutions. It also shows that for the types of dwellings the majority of the need is for smaller dwellings suited to younger people and small households (12% one bed and 64% two bed), whilst larger properties for families and bigger households account for (16% 3 bed and 8% 4+ bed).

Furthermore, there is a significant housing shortfall to the year 2036 across the Greater Birmingham and Black County Housing Market Area, and as one of the fourteen authorities in this area<sup>25</sup>, Cannock Chase Council will need to play a role in helping to address this.

### **Employment**

The local economic base has developed and diversified significantly from the mining heritage of the last century with expansion of the tourism sector and growth arising from businesses locating near the strategic M6 Toll/A5 corridor. The District now has a more diverse employment structure with 43.7% of District residents aged 16+ estimated to be employed in Group 1-3 occupations (including Managers, Directors, Professional, Associate Professional and Technical occupations) in 2022. This is below the West Midlands (47.1%) and Great Britain (51.5%) averages, the proportion of residents estimated to be working in administrative and skilled trades occupations was above both regional and national averages during 2021/22.<sup>26</sup>

Four business industry sectors in Cannock Chase provided relatively high proportions of GVA (Gross Value Added) and employee jobs within the District during 2020-2021: Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles, Construction, Transportation and Storage and Manufacturing. The proportion of employee jobs in Human Health and Social Work Activities also saw an increase during this period. 21.1% of business enterprises in the District were in the Construction industry in 2020.<sup>27</sup>

The rate of working-age people in employment in Cannock Chase is typically above the regional and national averages, with the District ranked as 'high' above the England average for Employment in the Thriving Places Index 2022.<sup>28</sup> In August 2022, 3.4% of District residents (16–64 years) were claiming out of work benefits, a rate below both the West Midlands (5.2%) and England (4.1%) averages. Whilst 83.9% of economically active residents aged 16-64 were estimated to be in employment between January and December

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

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

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

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

<sup>28</sup> Centre for Thriving Places, Thriving Places Index, 2022.

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2021, the Coronavirus pandemic and UK Government Lockdown has caused an increase in the rate of claims for out of work benefits in Cannock Chase, particularly among young people where the figure for 18-24 years old claiming out of work benefits rose to 10.4%, was although this has now dropped to 6.2% following the pandemic. This is lower than the West Midlands Average (6.7% but higher than the national average (4.9%).

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

### **Town Centres and Shopping**

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

Vacancy rates in town centres have been increasing since 2017 from 11% to 13%. The vacancy rate for both retail and leisure is forecast to increase further with retail anticipated to see a higher increase. The increase in vacancies was already apparent before the Covid-19 with the pandemic accelerating the level.

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

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

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

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

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### **Transport and Infrastructure**

The District is located at a strategic road/rail transport crossroads between the North West and South East via the M6T/M6 and West Coast Main Line railway and East-West A5/M54 corridor, and the West Midlands and wider Staffordshire. A new M6-M54 link road is due to open by 2025<sup>30</sup> and there is a long term aspiration to upgrade the A5 Trunk Road to 'Expressway' status. Rugeley benefits from the Rugeley Eastern Bypass and direct rail services to London on the West Coast Main Line.

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

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

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

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

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

<sup>30</sup> Highways England M54 to M6 Link Road

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

### **Environment**

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

The District supports two Special Areas of Conservation, Sites of Special Scientific Interest, Ancient Woodland, local Sites of Biological Interest, Local Nature Reserves and a Local Geological Site. However, some elements of the District's biodiversity assets are at potential risk of decline due to development and recreational pressures unless appropriate mitigation measures are put in place<sup>31</sup>. This natural environment gives the District a valuable semi-rural landscape, which combined with the historical influence of human activities results in a distinctive landscape character.

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

The canal network represents a key heritage asset that can contribute towards the natural and built environment including opportunities for heritage-led regeneration and high quality design. The central landscape areas of the District are in a fairly good and strong condition overall and are of high sensitivity to change; those in the weakest and poorest condition are primarily at southern and eastern parts (around Norton Canes), mainly due to the extent of change in this area; although some parts are still sensitive to further change<sup>32</sup>

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

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

<sup>32</sup> Landscape Character Assessment for Cannock Chase District (2016) and Addendum (2017)

<sup>33</sup> Staffordshire County Council Minerals Local Plan (2017)



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### **Green Belt**

Given that 60% of the District is designated Green Belt, it is a key feature of the District's overall character. It provides a range of multifunctional benefits (as outlined above) and serves to maintain the openness of the rural-urban fringe (with the West Midlands conurbation) as well as the District's separate urban areas and their identities. A Green Belt study (2016) provides an overview of the current condition of the Districts' Green Belt (in terms of how it performs against the nationally defined purposes of Green Belt) and a more detailed Green Belt<sup>34</sup> study was undertaken in 2020 to inform the preparation of the Plan.

### **Climate Change**

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

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

Safeguarding against future climate impacts is a cross-cutting issue and should be integrated with approaches to achieve a pathway towards low and zero carbon. This may include measures such as requiring on-site renewable energy generation, diversifying transportation links and ensuring development allocations are designed to be resilient to chronic and acute climate change impacts such as flooding and biodiversity migration.

### **Key Issues**

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

- Levels of crime, and perceptions of crime, remain a concern;
- Low standards of health and educational attainment require improvement;
- Future housing needs, particularly affordable housing requirements, have to be met including a contribution to the shortfall across the wider housing market area;
- Economic growth and regeneration needs have to be met and access to employment opportunities and local labour skills require improvement and resilience;
- The natural and built environment (inclusive of indoor, built and outdoor sports) should be planned effectively to encourage opportunities for healthy and active lifestyles amongst all sections of the community;
- Educational provision will need to be provided for including school expansions or new provision where applicable;
- Provision of comprehensive transport networks need to be better supported to help reduce social exclusion and unsustainable development impacts;
- The town centres need to adapt and increase their competitiveness to maintain local shopping provision, be responsive to changing consumer needs and the role and function of centres, maximise opportunity, reverse decline and contribute to regeneration;
- The highly valuable and sensitive natural environment, historic environment and landscape character, green linkages and the canal network need to be protected and

<sup>34</sup> Cannock Chase Green Belt Harm Assessment (2020)

<sup>35</sup> SCC Climate Change Adaption and Mitigation Report (October 2020)

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enhanced whilst meeting demands and providing opportunities for housing, recreation and economic activity including heritage-led regeneration;

- The natural and built environment including indoor, built and outdoor facilities and including the role of green infrastructure, the canal networks and linked cycleways and walkways should be planned effectively to encourage opportunities for healthy and active lifestyles amongst all sections of the community;
- Potential challenges posed by the need to respond to climate change need to be tackled e.g. alternative forms of energy supply, addressing flood risk, helping local wildlife to adapt, along with wider sustainable development concerns. For example, air and water quality concerns as well as more specific local issues (such as those related to minerals and the coal mining legacy).

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

### **Cannock/Hednesford/Heath Hayes**

- These areas are described together as they form a continuous urban area. The combined population is 61,900, 62% of the District total (2021 Census).
- Housing provision is a mix of age, size and tenure. There have been a number of Council-led programmes to regenerate public housing estates which were of poor quality, being constructed from defective pre-cast reinforced concrete.
- The urban area, particularly Cannock, provides the majority of employment opportunities for the District with particular concentrations along the A5/M6 Toll corridor, which links into the neighbouring West Midlands conurbation.
- Rail services have seen significant improvements and strong growth in passenger numbers leading to continued investment in infrastructure. Parts of the District have seen reduced levels or even loss of their bus services and are now more isolated, especially away from the main commuter routes. Social isolation is an issue for many people who do not have access to cars.
- Health provision has traditionally been via small doctors' surgeries across the area, with more recent investment in larger health centres to serve growing populations and to help retain specialist staff. There are several schools to serve both primary and secondary age pupils along with a number of community facilities, including Chase Leisure Centre.
- The area is served by a series of major open recreational spaces e.g. Hednesford Hills, a designated SSSI<sup>36</sup>, and major parks at Cannock, Hednesford and Heath Hayes. Improvements to the quality of play areas/hubs have occurred including at Cannock Stadium and ongoing maintenance/improvements to the District's parks which have achieved 'Green Flag' status.<sup>37</sup> However, some residential areas do not have good access to children's play facilities. Indoor leisure provision has been improved through modernisation works at the Chase Leisure Centre.
- Since the sixteenth century, coal extraction has had a major impact on the landscape character, resulting in extensive industrialisation. Cannock Town Centre Conservation Area, with its listed buildings, requires management and investment to enhance its character whilst North Street, Bridgtown Conservation Area, illustrative of the area's growth during the late Victorian period, has benefited from investment and major enhancements.

<sup>36</sup> Included as part of the Chasewater and the Southern Staffordshire Coalfield Heaths SSSI

<sup>37</sup> CCDC Authority Monitoring Report 2016/17

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

### **Rugeley & Brereton**

- The combined population of 24,647 is 25% of the district total (2021 Census).
- The former Rugeley power station site continues to be prepared for development and will provide a major change to Rugeley and Brereton and a significant contribution to the growth in the district.
- Rugeley town centre has had limited new investment since the mid-1980s and is in continued need of regeneration. However, more recent investment in the form of a new supermarket, public realm enhancements and a flood alleviation scheme have brought about new opportunities and improvements to the town. The Towers Business Park (developed on the former Lea Hall Colliery site) home to major companies, such as Amazon. The now well-established Eastern Bypass also provides links to nearby employment opportunities. However, some issues of out commuting and lack of access to local high quality employment opportunities remain.
- Rail services have seen significant improvements to Birmingham, London and the north-west. The off-peak Chase Line service frequency to Birmingham has been increased, while the electrification and line speed increase schemes have been completed, including the introduction of longer, faster services to Birmingham with direct services to Birmingham International (Airport/NEC).
- Bus services have followed the national trend of gradual decline in passengers and a diminishing network. County Council budget cutbacks and the resulting reduced operating hours at Cannock bus depot have led to the withdrawal of evening services and the removal of Sunday bus services in the District.
- Apart from the Victorian residential streets around Rugeley Town Centre, the historic core of Brereton village and areas of north-west Ravenhill most housing is post 1945 with several estates of public housing including the former National Coal Board Pear Tree estate, which has environmental and infrastructure problems.
- There are two health centres, 9 primary schools, and 1 secondary school. A new school will be provided on the Rugeley Power Station site with additional health infrastructure provided in the area to serve the new housing developments. There are also a number of community facilities including Rugeley Leisure Centre and swimming pool. Despite being adjacent to the National Landscape, there is a lack of alternative recreational sites and deficiencies in access to play areas.
- There is a wealth of historic natural and built assets in the area e.g. 6 Conservation Areas in and around Rugeley Town Centre, along the Trent and Mersey Canal and at Main Road, Brereton. Rugeley's position alongside the strategic River Trent corridor has resulted in its development since early Domesday records and the layout of the town pattern is largely unchanged from the sixteenth century

### **Norton Canes**

- The population of 8,320 is 8% of the District total (2021 Census). Originating as a mining village it expanded to include estates of public and private housing during the 1960/70s. There have been more recent expansions in the form of housing developments to the south-east of the urban area (at the former Greyhound Stadium) and there is a large housing development under construction to the south of the urban area (450 homes). There are 2 primary schools, a secondary school, library and community centre together

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with a limited range of local shops. A modern health centre opened in 2007 and three GP surgeries operate from this, however concerns about local capacity have been raised (noting that there are cross boundary linkages with Great Wyrley in South Staffordshire in terms of the local catchment). The village centre is accessible by bus, but some peripheral areas of Norton Canes have lost their services, and there are no Sunday bus services.

- Access to recreational sites in the area is relatively good, particularly given the proximity to the Chasewater Country Park (in Lichfield District). Access to indoor leisure facilities is mainly outside the settlement at Cannock, Burntwood or Walsall.

### **The Rural Areas**

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

- Slitting Mill, Prospect Village and Cannock Wood village are all situated in the northern area outside the Green Belt. All have village halls; however Prospect Village and Slitting Mill have no shops or schools. Cannock Wood has access to a local primary school (in Lichfield District) and shop. Prospect Village, Rawnsley and Hazel Slade have a daytime and Saturday bus service to destinations such as Cannock, Hednesford, Burntwood and Lichfield. Slitting Mill and Cannock Wood have no timetabled bus service. Access to public transport and the potential for social isolation is now an issue.
- The rural area south of the M6 Toll contains the hamlet of Little Wyrley, scattered dwellings and farms, commercial developments at Watling Street, Lime Lane and a completed landfill site at the former Grove Colliery. It also contains the Cannock Extension Canal Special Area of Conservation (SAC). This area contains some of the most intact rural landscape character in the District, particularly south of the A5.
- The rural areas, by their largely undeveloped nature, have a unique character by virtue of the surviving historic farmsteads and field patterns, largely from the 18th and 19th centuries. However the District also retains a wealth of late medieval and early post medieval industrial sites including glass working, mining and metal working. Such sites throughout the West Midlands represent the first stirrings of what was to become the Industrial Revolution during the 19th Century, though by this time much of the industrial focus had moved away from the District. These assets are sensitive to development pressures and require careful consideration.

### **Cannock Chase Councils' Corporate Plan**

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

- Ambition is at the heart of the plan.
- Want local residents to be proud to call Cannock Chase home.
- Rejuvenated town centres, local businesses that are supported and an environment where entrepreneurship is encouraged.

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- Working together with partnerships, town and parish councils and community groups to achieve this ambition.
- Empowered residents encouraged to lead healthy and independent lives.
- A local environment that is protected, preserved, and enhanced for future generations.
- Forward-thinking Council, making best use of our assets, living within our means, and ensuring we are accountable for our decisions.

### Four Priorities for 2022-2026

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

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

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

4.3. For Community Wellbeing there are four key aims:

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

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

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

- The Greater Birmingham and Solihull Local Economic Partnership (LEP)<sup>38</sup>
- Staffordshire and Stoke LEP<sup>39</sup>
- The West Midlands Combined Authority<sup>40</sup>

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

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

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

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- The 14 authorities comprising the Greater Birmingham and Black Country Housing Market Area<sup>41</sup>
- The Cannock Chase National Landscape Partnership<sup>42</sup>; and
- The Cannock Chase Special Area of Conservation Partnership (SAC)<sup>43</sup>

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

- The Government's Industrial Strategy
- The Government's 25 Year Environment Plan
- The West Midlands Engine Growth Strategy and Midlands Connect Strategy
- Strategic Economic Plans
- The West Midlands Combined Authority Spatial Investment and Delivery Plan
- DfT Gear Change: A bold vision for cycling and walking, July 2020
- Statutory Cycling and Walking Investment Strategy (CWIS), 2017
- Staffordshire Local Cycling and Walking Infrastructure Plan 2021
- Cannock Chase Integrated Transport Strategy (to be reviewed)
- Various environmental strategies and management plans; and
- Infrastructure and delivery strategies (these can cover a range of issues such as utilities, health, education, community infrastructure and so on).

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

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

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

- Local Planning Authorities
- County Councils

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

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

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

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

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

4.10. The following cross boundary issues have been identified:

### Housing Land Need

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

### Cannock Chase SAC

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

### Cannock Chase National Landscape

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

### Gypsy and Traveller Need

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

### Employment Land Need

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

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### STRATEGIC OBJECTIVES

#### **Strategic Objective 1:**

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

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

#### **Strategic Objective 2:**

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

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

#### **Strategic Objective 3:**

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

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

#### **Strategic Objective 4:**

To encourage a vibrant local economy and workforce by:

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



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

### **Strategic Objective: 5**

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

Managing the need to travel by:

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

Supporting low carbon transport systems:

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

Maintaining and improving the transport system:

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

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### **Strategic Objective 6:**

To create attractive Town and Local Centres by:

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

### **Strategic Objective 7:**

To protect and enhance the natural environment development will:

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

### **Strategic Objective 8:**

To support a greener future, development will:

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

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### **SPATIAL PRIORITIES**

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

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

### **Introduction**

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

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

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

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

### **National Policy Context**

5.6. The achievement of sustainable development is a core principle at the heart of the plan making system. NPPF Chapter 2 - Achieving Sustainable Development states that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). Within this objective lie '...three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...' these are economic objectives, social objectives and environmental objectives (paragraph 8).

5.7. Further important NPPF references include:

5.8. The presumption in favour of sustainable development:

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

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

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

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

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

### **The Spatial Strategy**

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

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

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

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

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

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

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

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

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

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

## 5. Local Plan Vision & Objectives

### **The Spatial Strategy for Cannock/Hednesford/Heath Hayes**

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

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

### **The Spatial Strategy for Rugeley and Brereton**

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

## 5. Local Plan Vision & Objectives

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

### **The Spatial Strategy for Norton Canes**

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

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

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



## 6. Local Plan Policy Options

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

### **STRATEGIC OBJECTIVE 1**

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

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

### **PROTECTING, CONSERVING AND ENHANCING THE DISTINCTIVE LOCAL HISTORIC ENVIRONMENT**

#### **Introduction**

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

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

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

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





## 6. Local Plan Policy Options

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

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

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



## **6. Local Plan Policy Options**

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

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

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

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

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

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

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

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

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

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

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

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

### **Supporting Text**

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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

6.18. There are four Scheduled Monuments in the District:

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



## 6. Local Plan Policy Options

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

- World War One Trench System, Cannock Chase

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

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

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

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

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

#### **List of relevant evidence**

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

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



## 6. Local Plan Policy Options

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

#### **ENHANCING THE QUALITY OF THE BUILT ENVIRONMENT**

##### **Introduction**

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

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

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

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

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

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



## **6. Local Plan Policy Options**

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

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

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

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

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

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

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

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

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

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



## 6. Local Plan Policy Options

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

#### Supporting Text

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

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

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

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

6.30. The Design and Access Statement shall explain:

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

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

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

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





## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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

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

- Brereton and Ravenhill;



## 6. Local Plan Policy Options

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

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

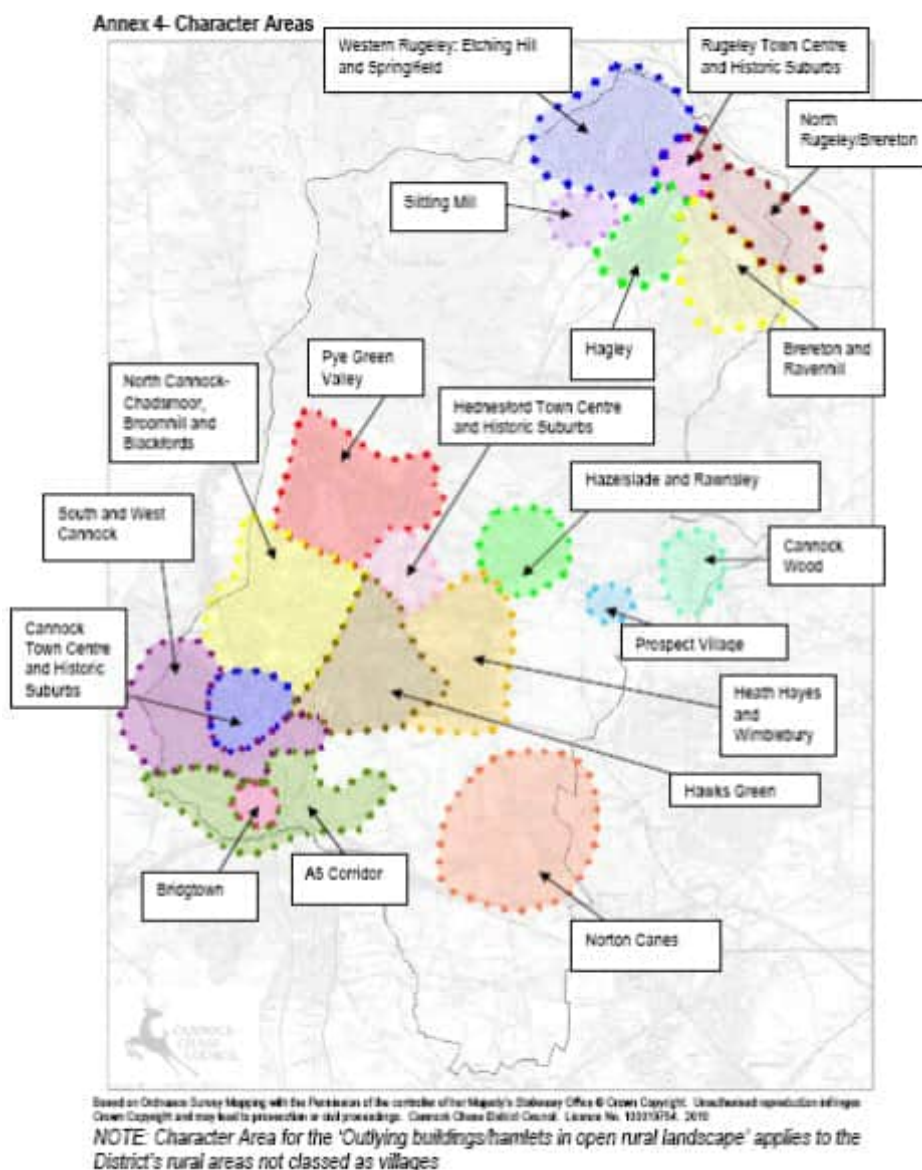
6.38. Consideration will also be given to the need for Local Design Guides for the rural parts of the District that are not included as Character Areas. The Cannock Chase Area of Outstanding Natural Beauty Management Plan (2019-2024 and successive plans) is a material consideration when preparing this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



## 6. Local Plan Policy Options

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

Figure 2



### List of Relevant Evidence

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

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

### **Introduction**

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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

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

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

#### **Supporting Text**

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

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



## 6. Local Plan Policy Options

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

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

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

#### **List of relevant evidence**

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

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



## **6. Local Plan Policy Options**

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

### **STRATEGIC OBJECTIVE 2**

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

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

### **SAFEGUARDING THE PROVISION OF COMMUNITY FACILITIES**

#### **Introduction**

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

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

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



## **6. Local Plan Policy Options**

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

### **POLICY SO2.1: SAFEGUARDING THE PROVISION OF COMMUNITY FACILITIES**

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

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

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

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

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

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

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

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

### **Supporting Text**

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

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

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



## 6. Local Plan Policy Options

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

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

#### List of Relevant Evidence

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

### SAFEGUARDING HEALTH AND AMENITY

#### Introduction

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

#### **POLICY SO2.2: SAFEGUARDING HEALTH AND AMENITY**

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

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

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

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





## **6. Local Plan Policy Options**

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

#### **Supporting Text**

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

#### **List of relevant evidence**

- Joint Strategic Needs Assessment Annual Update (2019)

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

#### **Introduction**

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

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

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

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

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

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



## **6. Local Plan Policy Options**

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

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

#### **Existing Provision**

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

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

#### **New Provision**

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

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

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

#### Supporting Text

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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

#### List of Relevant Evidence

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



## 6. Local Plan Policy Options

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

### ALLOTMENTS AND COMMUNITY GARDENS

#### Introduction

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

#### **POLICY SO2.4: ALLOTMENTS AND COMMUNITY GARDENS**

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

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

#### Supporting Text

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

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

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

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

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

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

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



## 6. Local Plan Policy Options

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

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

#### List of Relevant Evidence

- The National Allotment Society – [www.nsalg.gov.uk](http://www.nsalg.gov.uk)
- Open Space Assessment Study 2023

## **PROVIDING OPPORTUNITIES FOR HEALTHY LIVING AND ACTIVITY THROUGH ACTIVE DESIGN**

### Introduction

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

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

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

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



## **6. Local Plan Policy Options**

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

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

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

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

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

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

### **Supporting Text**

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

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

### **List of Relevant Evidence**

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





## 6. Local Plan Policy Options

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

#### **STRATEGIC OBJECTIVE 3**

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

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

#### **Introduction**

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

#### **Neighbouring Authorities Housing Needs**

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

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

#### Assessment of Urban Capacity and Density

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

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



## **6. Local Plan Policy Options**

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

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

#### **Viability Assessment**

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

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

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

### **PROVISION FOR NEW HOMES**

#### **Introduction**

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

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



## **6. Local Plan Policy Options**

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

#### **POLICY SO3.1: PROVISION FOR NEW HOMES**

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

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

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

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

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

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

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

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

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

#### **Sites under Construction**

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



## 6. Local Plan Policy Options

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

**Table A: Sites under Construction**

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

#### Site Allocations

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

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

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

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

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

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

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

#### Small Sites Contribution

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



## 6. Local Plan Policy Options

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

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

#### **Supporting Text**

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

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

#### **List of Relevant Evidence**

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

## **HOUSING CHOICE**

### **Introduction**

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

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



## 6. Local Plan Policy Options

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

#### **POLICY SO3.2: HOUSING CHOICE**

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

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

For developments above 10 homes, the percentage of dwellings which should be affordable housing is set out in the Table D below, the Council will adopt the governments minimum percentage for provision of First Homes<sup>48</sup>, with the remaining provision of affordable homes providing 80% for rent and 20% for intermediate housing, prioritising the delivery of rented whenever possible.

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

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

The size, type and tenure of homes on sites of 15 or more units (including conversions) will be specified in the site allocation policy or where not specified will be in accordance with Table E below or its subsequent revisions. The housing mix in Table D will not be applied to developments falling within Class C2 of the Use Classes Order.

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

**Table D: Affordable Housing Provision per site**

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



## 6. Local Plan Policy Options

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

**Table E: Housing Mix<sup>49</sup>**

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

Where market housing is supported by access to high quality digital infrastructure on first occupation<sup>50</sup>, a flexibility of 4% will be permitted across the dwelling sizes to facilitate homeworking.

#### Supporting Text

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

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

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

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

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

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

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





## 6. Local Plan Policy Options

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

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

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

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

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

#### **List of Relevant Evidence**

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

### **DELIVERING HIGH QUALITY HOUSING**

#### **Introduction**

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

6.113. The National Design Guide (2021) notes that well designed homes and buildings are efficient and cost effective to run. They should be designed to help to reduce greenhouse gas



## **6. Local Plan Policy Options**

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

emissions, have good ventilation, avoid overheating, minimise sound pollution and have good air quality. Well-designed homes and communal areas within buildings should provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. Where a need is identified, the National Design Guide advises that Local Plans may adopt the Nationally Described Space Standards and those for accessibility and water.

#### **POLICY SO3.3: DELIVERING HIGH QUALITY HOUSING**

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

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

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

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

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

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

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

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

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

#### **Supporting Text**

6.114. The Council has sought to enhance the attractiveness of the District and increase the number of workers residing in the district from the professional, financial and managerial sectors.



## 6. Local Plan Policy Options

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

The nationally described space standards will assist the aim of the authority by sending a clear message to developers that poor quality housing will not be tolerated and will enhance the health and well being of its residents, the standards will encourage greater numbers of persons to work from home which will also assist the Council in achieving its ambitions of zero carbon.

6.115. Current standards for amenity space are specified in the Design SPD, there is a need to consider a standard for care homes and 1 bedroom properties and increase the density of development. It is appropriate to reconsider the local standard rather than just reflect the national standard, and this will be done through the preparation of the Local Design Guides.

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

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

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

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

#### **List of Relevant Evidence**

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

## **GYPSIES, TRAVELLERS AND TRAVELLING SHOW PEOPLE**

### **Introduction**

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

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

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



## **6. Local Plan Policy Options**

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

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

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

#### **Supporting Text**

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

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

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

#### **List of Relevant Evidence**

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### **STRATEGIC OBJECTIVE 4:**

To encourage a vibrant local economy and workforce by:

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

#### **SAFEGUARDING EXISTING EMPLOYMENT AREAS FOR EMPLOYMENT USES**

##### **Introduction**

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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

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

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

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

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

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

#### **Supporting Text**

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

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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

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

#### *Cannock, Hednesford and Heath Hayes Employment Areas:*

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

#### *Rugeley and Brereton Employment Areas:*

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

#### *Norton Canes Employment Areas:*

- Norton Canes Business Area; and
- Lime Lane.

#### **List of Relevant Evidence**

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





## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### **PROVISION FOR NEW EMPLOYMENT SITES**

##### **Introduction**

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

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

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

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### **POLICY SO4.2: PROVISION FOR NEW EMPLOYMENT SITES**

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

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

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

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

Site specific policies for the following sites are in Chapter 8

**Table F: Employment site allocations**

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

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

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

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

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### Supporting Text

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

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

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

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

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

#### List of Relevant Evidence

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

#### INTENSIFICATION OF EXISTING EMPLOYMENT SITES

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

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### **POLICY SO4.3: INTENSIFICATION OF EXISTING EMPLOYMENT SITES**

The following existing employment sites have been identified for further intensification

Site Address	Site Area
Ridings Park (plots 8-10), Eastern Way, Hawks Green, Cannock	0.69
Former Hawkins Works, Watling Street, Bridgtown, Cannock (2-sites)	0.78
Gestamp, Watling Street/Wolverhampton Road, Cannock	0.8
Delta Way Business Park, Longford Road, Cannock	0.47
Albion Works, Gestamp Tallent, Wolverhampton Road, Cannock	0.691
Towers Business Park Phase II, Wheelhouse Lane, Rugeley	0.53
Granurite Ltd and Rugeley Tyre Service, Bostons Industrial Estate, Power Station Road, Rugeley	0.7
Power Station Road, Rugeley (ELAA site RE4a)	0.31
The Lead Mill, Rolling Mill Road, Cannock, WS11 9UH	0.17
Former JCB, Rugeley	<b>3.00</b>
Former Porcelain Works, Old Hednesford Road, Hednesford	0.54
Former ATOS Origin Site, Walsall Road, Cannock	3.2
Northwood Court, Hollies Avenue, Cannock	0.1
Unit 12, Conduit Road, Norton Canes	0.7
Cannock Wood Industrial estate	1.85
Yates Bros Sports and Social Club, Lime Lane, Pelsall WS3 5AS	1.38
Total	<b>15.91</b>

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

#### **Supporting Text**

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

#### **List of Relevant Evidence**

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

#### **SUSTAINABLE TOURISM AND THE RURAL ECONOMY**

##### **Introduction**

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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

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

#### **POLICY SO4.4: SUSTAINABLE TOURISM AND THE RURAL ECONOMY**

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

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

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

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

**Development proposals should demonstrate that:**

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

#### **Supporting Text**

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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

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

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

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

#### List of Relevant Evidence

- Cannock Chase AONB Management Plan 2019-2024

### LIVE WORK ACCOMMODATION

#### Introduction

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

#### **POLICY SO4.5: LIVE WORK ACCOMMODATION**

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

#### Supporting Text

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

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

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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

#### List of Relevant Evidence

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

#### PROVISION FOR LOCAL EMPLOYMENT AND SKILLS

##### Introduction

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

##### **POLICY SO4.6: PROVISION FOR LOCAL EMPLOYMENT AND SKILLS**

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

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

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

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

##### Supporting Text

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

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

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



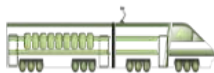
## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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

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





## **6. Local Plan Policy Options**

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

#### **STRATEGIC OBJECTIVE 5**

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

##### **Managing the need to travel**

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

##### **Supporting low carbon transport systems**

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

##### **Maintaining and improving the transport system**

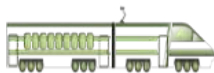
- **Achieving improvements to walking and cycling routes and supporting increased use of the canal network and towpaths as part of the integrated transport network;**
- **Securing the continued development of the Chase Line rail services, facilities and infrastructure as the preferred means of transport;**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

#### **ACCESSIBLE DEVELOPMENT**

##### **Introduction**

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

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

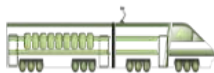


## 6. Local Plan Policy Options

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

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

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



## **6. Local Plan Policy Options**

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

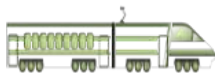
#### **POLICY SO5.1: ACCESSIBLE DEVELOPMENT**

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

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

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

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



## 6. Local Plan Policy Options

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

#### Supporting Text

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

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

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

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

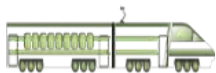
6.160. A Transport Assessment and Travel Plan will be required for all major developments (over 200 dwellings, all major developments of A1-A5 uses over 800sqm, B1-B8 uses over 2500sqm, D1/D2 uses over 1500sqm). A Transport Assessment identifies measures required to improve accessibility and safety for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

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

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

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

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



## 6. Local Plan Policy Options

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

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

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

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

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

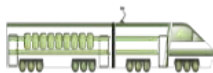
#### **List of Relevant Evidence**

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

## **COMMUNICATION TECHNOLOGIES**

### **Introduction**

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



## 6. Local Plan Policy Options

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

#### **POLICY SO5.2: COMMUNICATION TECHNOLOGIES**

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

Applicants will be required to provide information that:

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

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

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

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

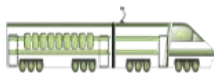
#### **Supporting Text**

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

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

6.171. Our district currently has a lower proportion of persons working from home and has a high percentage of access to high-speed broadband with 99.54% of premises being currently 26.70% gigabit capable<sup>51</sup>. The local authorities throughout Staffordshire have collaborated to ensure a high level of superfast broadband is available throughout Staffordshire. To increase the sustainability of the district it is important this level of high quality and resilient digital connectivity continues to

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



## 6. Local Plan Policy Options

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

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

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

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

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

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

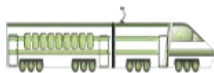
#### **List of Relevant Evidence**

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

#### **LOW AND ZERO CARBON TRANSPORT**

##### **Introduction**

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



## 6. Local Plan Policy Options

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

#### **POLICY SO5.3: LOW AND ZERO CARBON TRANSPORT**

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

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

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

#### **Supporting Text**

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

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

#### **List of Relevant Evidence**

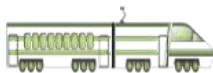
- Government White Paper 'Planning for the Future' (August 2020); and
- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM Oct 2020)

#### **MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM**

##### **Introduction**

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





## **6. Local Plan Policy Options**

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

#### **POLICY SO5.4: MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM**

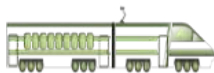
The District Council will work in partnership with the local highway authority, transport stakeholders, developers, key funding partners and investors, and the local community to maintain and improve the transport system.

Development proposals will:

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

The District Council will:

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



## 6. Local Plan Policy Options

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

#### **Supporting Text**

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

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

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

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

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

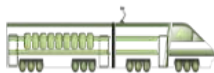
#### **List of Relevant Evidence**

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

### **HATHERTON CANAL RESTORATION CORRIDOR**

#### **Introduction**

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



## 6. Local Plan Policy Options

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

#### **POLICY SO5.5: HATHERTON CANAL RESTORATION CORRIDOR**

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

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

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

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

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

#### **Supporting Text**

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

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

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

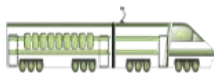
6.189. The Canal Restoration is a long term project and the continuing protection of the corridor has the potential to provide interlinked journeys for sustainable and healthy modes of transport including boaters, walkers and cyclists. The route is adjacent, but largely segregated from the busy A5 east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

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

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

#### **List of Relevant Evidence**

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



## 6. Local Plan Policy Options

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

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

### **SAFEGUARDING PROPOSED RECREATIONAL FOOTPATH AND CYCLE ROUTES**

#### Introduction

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

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

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

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

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

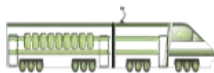
**Implementation will provide opportunities for links to active transport links and improved biodiversity along the length of the safeguarded route.**

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

#### Supporting Text

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

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



## 6. Local Plan Policy Options

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

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

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

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

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

#### List of Relevant Evidence

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

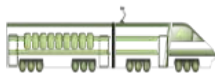
## PARKING PROVISION

### Introduction

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

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

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



## **6. Local Plan Policy Options**

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

#### **POLICY SO5.7: PARKING PROVISION**

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

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

#### **Supporting Text**

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

#### **List of Relevant Evidence**

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

#### **STRATEGIC OBJECTIVE 6**

To create attractive Town and Local Centres by:

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

#### **HIERARCHY OF TOWN AND LOCAL CENTRES**

##### **Introduction**

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

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

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

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

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

#### **POLICY SO6.1 HIERARCHY OF TOWN AND LOCAL CENTRES**

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

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

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

#### **Supporting Text**

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

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

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

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





## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

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

#### List of Relevant Evidence

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

## PROVISION OF MAIN TOWN CENTRE USES AND TOWN CENTRE SERVICES

### Introduction

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

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

6.214. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020<sup>52</sup> came into force on 1st September 2020. The Regulations created a new Use Class E 'Commercial, business and service'. Use Class E 'Commercial, business and service' incorporates the former use classes A1 'shops', A2 'financial and professional services' A3 'restaurants and cafes', and B1 'offices'. Uses such as gyms, nurseries and health centres (previously in use classes D1 'non-residential institutions' and D2 'assembly and leisure') and other uses which are suitable for a town centre area are also included in the new Use Class E.

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

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



## **6. Local Plan Policy Options**

### **Objective 6: Creating Attractive Town and Local Centres**

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

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

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

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

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

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

#### **Supporting Text**

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

6.217. The West Midlands Designer Outlet at Mill Green<sup>53</sup> has performed strongly since opening attracting additional footfall to the district, but it will take time to gather data on the cumulative impacts of the development within the District.

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

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

<sup>53</sup> Planning permission CH/15/0048



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

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

#### List of Relevant Evidence

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

### SAFEGUARDING EXISTING TOWN CENTRE SERVICES

#### Introduction

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

6.223. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020<sup>54</sup> came into force on 1st September 2020. The Regulations created:

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

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

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

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



## **6. Local Plan Policy Options**

### **Objective 6: Creating Attractive Town and Local Centres**

#### **POLICY SO6.3: SAFEGUARDING EXISTING TOWN CENTRE SERVICES**

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

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

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

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

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

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

#### **Supporting Text**

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

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

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

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

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

6.231. **‘Learning and non-residential institutions’** are defined as any use not including residential use—

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

6.232. **‘Local Community Uses’** appropriate to Town Centres are defined as:

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

#### List of Relevant Evidence

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

#### **TOWN CENTRE DESIGN**

##### **Introduction**

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

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

#### **POLICY SO6.4: TOWN CENTRE DESIGN**

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

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

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

#### **Supporting Text**

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

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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

## TOWN CENTRE POLICIES

### Introduction

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

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

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

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

## CANNOCK TOWN CENTRE – STRATEGIC TOWN CENTRE

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

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





## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

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

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

6.242. The Economic Prosperity Strategy identifies a number of priorities for action, including:

- Cannock Town Centre Regeneration & Prospectus;
- The West Midlands Designer Outlet at Mill Green and Retail Training Academy;
- Skills and Innovation Hub & Engineering Skills Academy; and
- Station Improvements/Upgrades. Long term transformational upgrade of Cannock Railway Station and short term enhancements to Cannock Town.

6.243. The Cannock Culture and Leisure Hub Development Prospectus (2019)<sup>56</sup> was prepared to provide an opportunity for developers to see how Cannock Town Centre is changing and to promote development opportunities.

6.244. Cannock is the principal shopping and leisure destination in Cannock Chase and is located in the south west of the District. The town centre provides a mixture of retail, service and leisure facilities including some 31,960sq m gross retail floorspace, 4,130sq m retail service floorspace, 10,300sq m leisure service floorspace and 4,850sq m financial and business service floorspace (source: Experian Goad Survey).

6.245. The Cannock Chase Retail & Town Centre Uses Study (January 2021) includes a Cannock town centre health check. The health check considers the town centre is currently displaying relatively poor levels of vitality and viability. It has a good convenience goods offer, with several large foodstores located on its edge. A reasonable retail service and financial and business offer, a hospital, college, library and theatre and several attractive historic buildings. Several opportunities for investment and potential for more commercial office space, a hotel, cinema and/or other key leisure uses, more retail including an anchor store and more national multiple operators.

<sup>56</sup> <https://www.cannockchasedc.gov.uk/business/economic-development/cannock-town-centre-development-prospectus>



## **6. Local Plan Policy Options**

### **Objective 6: Creating Attractive Town and Local Centres**

#### **POLICY SO6.5: CANNOCK TOWN CENTRE REDEVELOPMENT AREAS:**

The following sites in Cannock Town Centre are suitable for redevelopment for the purposes outlined:

- **Site Allocation M1 - Multi-storey car park, Market Hall and retail units, Church Street (0.78ha) – retail, leisure use, food and beverage uses, upper floors could also provide residential apartments, hotel or office space.**
- **Site Allocation M2 - Bus Station (0.11ha) – hotel and conferencing facilities or residential uses and an improved intermodal interchange.**
- **Site Allocation M3 - Beecroft Road Car Park (0.68ha) – mixed use including residential, retail or commercial office use, and a new car park**
- **Site Allocation M4 - Backcrofts Car Park (0.26ha) – offices, ancillary retail and leisure or residential.**
- **Site Allocation M5 - Avon Road / Hallcourt Lane – (0.37ha) - leisure facilities, retail, food and beverage uses and/or residential.**

Development proposals should promote the function of Cannock Town Centre as the main retail, leisure and cultural hub of the District. A wide mix of town centre uses will be considered on regeneration sites to promote higher footfall and reduce vacancy rates.

Opportunities for residential above shops, where this does not detract from the operation of town centre uses on ground floor will be encouraged

Redevelopment Proposals involving the redevelopment of existing buildings and other land uses in the town centre will be supported where they improve the appeal and attractiveness of units to modern occupiers, are of high quality design and materials and improve the quality and accessibility of the public realm.

The refurbishment of existing buildings along Market Place to support a vibrant range of main town centre uses will be supported. This could include the redevelopment or improvement of existing poorly designed buildings, removal of unsympathetic alterations to historic buildings and the redesign of shop fronts to promote a higher quality facade.

Proposals which respond positively to historic assets in the town centre, including the Cannock Town Conservation Area, St. Lukes Church, Cannock War Memorial, Conduit Building and Water Pump and other Listed buildings promoting distinctive architectural design and character features will be supported.

The central Market Place remains an important defining centre of the public realm in Cannock Town Centre. Proposals should encourage activity and footfall in the Market Place and support open air markets and events in this location.

Redevelopment opportunities should be compatible with the Councils Cannock Chase Town Centre Development Prospectus or successor documents, and support priorities and the Councils vision for the town centre.

Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.

Where applicable, development proposals should improve connectivity for pedestrian, wheeling and cycling between the town centre, public transport interchanges including the bus station and rail station and to the West Midlands Designer Outlet at Mill Green.



## **6. Local Plan Policy Options**

### **Objective 6: Creating Attractive Town and Local Centres**

#### **Supporting Text**

6.246. Cannock town centre is the principal town centre of the District and has a variety of renewal opportunities within its boundary. The redevelopment of these sites will support the viability and vitality of the town centre.

6.247. Cannock Chase Council was allocated £20m from the Government's Levelling Up Fund (LUF) in the Budget in October 2021. There are ambitious plans to rejuvenate Cannock Town Centre which includes a leisure and cultural hub in the town centre, the demolition of a multi-storey car park to create a footprint for a new cafe and studio space, an incubator space for new businesses, and plans to replace a subway crossing.

6.248. The sites available within the town centre can meet the identified growth needs and offer opportunities to diversify the town centre which will increase its resilience. Their development will be guided by a masterplan, strategy or design guide as appropriate and site allocation policies.

6.249. Active travel links between the rail station and the West Midlands Designer Outlet at Mill Green will facilitate sustainable active travel methods which support the health and well being of existing and future residents and the support the economy and the vitality and viability for the town centre. The ability to access real-time information for sustainable transport services promotes their use by visitors and can promote dwell time in the strategic town centre.

#### **List of Relevant Evidence**

- Town Centre Prospectus
- Cannock Chase Retail & Town Centre Uses Study (January 2021)

#### **Cannock Town Centre Design Guide:**

- Setting of St Luke and St Thomas Church
- Setting to The Whitehouse
- Prince of Wales theatre is a key asset
- Cannock College, Library, hospital
- Improve active travel connectivity to the north of the town and train station
- Improve the public realm
- Increase the food and drink and leisure offer in the town centre
- Redevelop the multi storey car park
- Define active frontages
- Encourage a bricks and clicks environment
- Consider provision of ULEV taxi rank

### **RUGELEY TOWN CENTRE**

#### **Introduction**

6.250. Rugeley is situated in the north of the District, some 10km from Cannock. The centre contains 198 retail and commercial leisure units, accommodating a total of 32,870sq m gross floorspace. Of the retail floorspace in the town centre, 6,520sq m is occupied by convenience retailers, 9,560sq m by comparison retailers and 3,670sq m by retail service providers. Additionally, 8,090sq m of floorspace is occupied by commercial leisure providers and 1,720sq m by financial and business service providers.

#### **Cannock Chase Retail & Town Centre Uses Study (January 2021)**

6.251. The Study includes a health check for Rugeley town centre. The health check shows that Rugeley has reasonably good levels of vitality and viability. It is an attractive centre with a good range of independent businesses, bricks and clicks digital offer and good provision for leisure facilities for both daytime and night – time. It has opportunities for investment and redevelopment



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

and a vacancy rate below the national average, although this is currently increasing in response to the impact upon retail habits from increased on-line shopping and the Coronavirus. It has good connectivity to nearby residential areas and potential to improve connectivity to the railway stations, canal towpath and to the north of the town.

#### **POLICY SO6.6: RUGELEY TOWN CENTRE REDEVELOPMENT AREAS**

**The following sites in Rugeley Town Centre are suitable for mixed use development:**

- **Site Allocation M6 - Rugeley Market Hall/Bus Station and Surrounding Area**
- **Site Allocation M7 - Land at Wellington Drive**

**Proposals for development should promote the function of Rugeley Town Centre as the main retail and service hub in the north of the District.**

**Opportunities for redevelopment should promote a high-quality public realm in terms of design and materials and, where possible, improve the greening of the town centre.**

**Development proposals should respect small scale built form (height, layout and plot size/urban grain) to encourage independent retailers and small businesses. New development should safeguard the medieval historic street layout where this does not detract from the overall accessibility of the town centre for pedestrians and cyclists.**

**Proposals which conserve and enhance Rugeley Town Centre Conservation area and respond positively to local heritage assets, the historic local vernacular and unique character features of the built environment will be supported. Contemporary design which respects the built form and uses high quality materials may also be appropriate, dependant on the characteristics of the site.**

**Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.**

**Active travel links will be promoted from the town centre to the rail stations, canal and the allocation at the former Rugeley Power Station (Policy SM1).**

#### **Supporting Text**

6.252. Considerable public investment has been delivered within Rugeley Town Centre and recent retail developments have enhanced the convenience retail market. Safeguarding the existing town centre, whilst ensuring changing shopping habits are accommodated is a priority. The policy seeks to ensure public investment is focused on existing opportunities for redevelopment which are currently detracting from the attractive nature of this important centre for tourists and residents and that these are deliverable within the plan period.

6.253. Active travel links between the rail stations, canal and the Rugeley Power Station site will facilitate sustainable active travel methods which support the health and well being of existing and future residents and the support the economy and the vitality and viability for the town centre. The concept of 'Active Design'<sup>57</sup> is rooted in Sport England's aims to promote the role of sport and physical activity in creating healthy and sustainable communities. The principles of Active Design include walkable communities, connected walking, wheeling & cycling routes, networks of multifunctional open space, and high quality streets and spaces (see Policy SO2.3).

6.254. A design guide will enable the town centre to respond to change more rapidly and enable community engagement.

<sup>57</sup> <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design> (accessed 04/09/23)



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

#### List of Relevant Evidence

- Cannock Chase Retail & Town Centre Uses Study (January 2021)

#### Rugeley Town Centre Design Guide

- Safeguard and deliver active travel links to the rail station, canal towpath, edge of centre convenience food store, power station site.
- Preserve and enhance the conservation area and heritage assets
- Encourage provision of ULEV parking points.

### HEDNESFORD TOWN CENTRE

#### Introduction

6.255. Hednesford is the smallest of the town centres in Cannock Chase District. It is situated within the same urban area as Cannock and lies approximately 3km to the north-east. Hednesford Town Centre has a total of 117 retail and commercial leisure units, accommodating a total 26,209sq m (gross) floorspace. 10,674sq m of this floorspace is given over to convenience retailing, 4,070sq m to comparison shopping and 2,150sq m to retail service providers. The town centre accommodates 5,395sq m of commercial leisure floorspace and 830sq m of financial and business service floorspace.

6.256. The Cannock Chase Retail & Town Centre Uses Study (January 2021) includes a Hednesford town centre health check. The health check considers the town centre serves an important retail and service centre for residents in the north eastern part of Cannock. It currently has a reasonable level of vitality and viability and has benefited from investment over the past decade. It is a compact town with a small catchment area and currently has a good range of retail services and leisure offer with a ball room/function room and a bingo hall. It has an attractive built form with numerous buildings of historical interest.

6.257. Hednesford Town Council produced a neighbourhood plan for Hednesford which was officially made in November 2018 and presents detailed policies which apply to the town centre.

#### **POLICY SO6.7: HEDNESFORD TOWN CENTRE REDEVELOPMENT AREAS**

**Development proposals should promote the function of Hednesford Town Centre as an important visitor gateway to Cannock Chase and as a local hub for services and facilities.**

**The heritage assets, civic spaces and green spaces in Hednesford Town Centre add to the character of the area and will be conserved and enhanced. Opportunities to improve active travel linkages and improve accessibility between the train station, town centre and wider green infrastructure network will be supported.**

**Opportunities for redevelopment which will improve the design quality of Market Street, respond positively to the historic local vernacular and increase the functionality and overall appeal of ground floor units for town centres uses will be encouraged.**

**Development within the Town Centre will be of high quality and will conform to the guidance set out in Policy SO6.4: 'Town Centre Design', and relevant Local Design Guidance. Development proposals will incorporate high quality digital connectivity where appropriate as required by Policy SO5.2 'Communication Technologies'.**

#### Supporting Text

6.258. Hednesford Town Centre is an important visitor gateway to Cannock Chase. Hednesford train station provides an opportunity to access Cannock Chase by sustainable transport.



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

Accessibility between the train station, town centre and wider open space network will promote the vitality and viability of the centre.

6.259. A design guide will enable the town centre to respond to change more rapidly and enable community engagement.

6.260. The Hednesford Neighbourhood Plan (2017-2028) contains seven town centre policies including Policy TC1 which designates Market Street area of special local character and Policy TC5 – Town Centre Proposals which identifies opportunity sites for redevelopment. The District Council supports the neighbourhood planning process and considers that policies in the Local Plan should complement the existing detailed policy framework for Hednesford Town Centre. The District Council will support any future review of the Neighbourhood Plan.

6.261. Recent retail developments in Hednesford have enhanced the retail offer. Restricting the levels of convenience and comparison goods will safeguard the existing town centre whilst changing shopping habits are accommodated will ensure inward investment in this important centre for tourists and residents is deliverable within the plan period safeguarding the vitality and viability of this centre.

6.262. Limited opportunities exist for redevelopment in the town centre, however opportunities for town centre uses exist on redevelopment sites in Rugeley and Cannock. Given the close proximity and shared catchment consideration of these sites these locations should be considered before out of centre locations are identified in line with Policy SO6.7.

#### **List of Relevant Evidence**

- Cannock Chase Retail & Town Centre Uses Study (January 2021)
- Hednesford Neighbourhood Plan (2018)

#### **HEDNESFORD DESIGN GUIDE**

- Safeguard and deliver active travel links to the rail station;
- Preserve and enhance the conservation area and heritage assets;
- Encourage provision of ULEV parking points.



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

#### **STRATEGIC OBJECTIVE 7**

**To protect and enhance the natural environment, development will:**

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

#### **PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY**

##### **Introduction**

6.263. National planning policy (NPPF 2023) requires that local planning policies contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity or geological value and soils, and minimising impacts on and providing net gains for biodiversity, including by establishing more resilient, coherent ecological networks.

6.264. To protect and enhance biodiversity and geodiversity, local plans should:

- Safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

6.265. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on the natural environment, doing so by mitigating, and reducing to a minimum, potential adverse impacts resulting from noise from new development and limiting the impact of light pollution from artificial light on nature conservation (NPPF 2023 paragraph 185).

6.266. 'Climate Change Adaptation and Mitigation' (Staffordshire County Council 2020) was commissioned to support the development of an evidence base for new energy and sustainability policies being considered for Staffordshire and its eight constituent Local Authorities. The report identifies a number of opportunities for offsetting and mitigating the carbon emissions that are caused by existing developments. These include offsetting emissions through more tree planting, enhanced biodiversity provision, and increasing sequestration on Council-owned land (e.g. areas of green space).



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

#### **POLICY SO7.1: PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY**

Development proposals will support the protection, conservation, enhancement and restoration of designated biodiversity and geodiversity sites, ecological networks, irreplaceable habitats and priority habitats, and the protection and recovery of legally protected and priority species populations. Development proposals whose primary objective is to conserve or enhance biodiversity will be supported.

Opportunities to improve biodiversity in and around the development will be considered as part of the design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate. Biodiversity enhancement opportunities include the retention, enhancement and creation of habitats and ecological networks, and the creation of 'stepping stones' and wildlife corridors, following the application of the mitigation hierarchy. Enhancement features for wildlife within the built environment will be sought where appropriate from all scales of development.

All development proposals will deliver proportionate and appropriate net gains for biodiversity, with all qualifying development proposals providing a measurable minimum 10% net gain in biodiversity in accordance with Policy SO7.2: 'Biodiversity Net Gain'.

The existing, or potential, international, national and locally designated sites of importance for biodiversity or geodiversity are shown on the Policies Map, but may change over time.

Development with the potential to have a significant effect on the integrity of any internationally designated Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar, or associated functionally linked land or watercourse (either alone or in combination with other plans and projects) will not be supported, unless a Habitats Regulations Assessment (HRA) has concluded there will be no adverse impacts on site integrity, in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

Development proposals which are likely to have an adverse effect on a nationally designated Site of Special Scientific Interest (SSSI) or National Nature Reserve (NNR), either individually or in combination with other developments, should not normally be permitted. The only exception is where the benefits of the development in the location(s) proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs.

Development proposals which are likely to result in the loss or deterioration of irreplaceable habitats (including ancient woodland, ancient or veteran trees and lowland fen) will be refused. Such proposals will not be permitted, unless where there are wholly exceptional reasons, and a suitable compensation strategy exists.

Development likely to have an adverse effect on locally designated sites (Sites of Biological Interest, Local Nature Reserves and Local Geological Sites), their features or their function as part of the ecological network, will only be supported where the





## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

**benefits of the development clearly outweigh the loss, and the coherence of the ecological network is maintained. Where significant harm cannot be avoided, the mitigation hierarchy should be followed.**

**All development proposals will seek to preserve, restore and re-create priority habitats, ecological networks and the protection and recovery of priority species, taking into account the hierarchy of legal protection and whether the mitigation hierarchy has been followed. Where adverse impacts are likely, development will only be supported where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensation measures will be required.**

#### Supporting Text

6.267. The District contains designated habitat sites of international and national importance as well as priority UK habitats and is working hard towards creating a resilient and coherent ecological network to ensure the long term protection and enhancement of the natural environment.

6.268. Special Areas of Conservation (SACs) are protected areas which aim to conserve the high quality habitats and species which are considered to be most in need of conservation at the European level. The District includes two Special Areas of Conservation: Cannock Chase; and the Cannock Extension Canal.

6.269. The District includes three Sites of Special Scientific Interest. The importance of Cannock Chase for wildlife was recognised when it was designated as a Site of Special Scientific Interest (SSSI) in 1951. The area is therefore protected from harm and neglect under UK law. The other two SSSI's partly or wholly in the District are the 'Chasewater and the Southern Staffordshire Coalfield Heaths', and the 'Cannock Extension Canal'.

6.270. Irreplaceable habitats are defined with the NPPF 2023, and by government in secondary legislation. Ancient Woodland, ancient or veteran trees and lowland fen are examples of irreplaceable habitat and their loss should be avoided unless there are wholly exceptional reasons and there is a suitable compensation strategy in place.

6.271. There are also over thirty local Sites of Biological Interest, three Local Nature Reserves, and one Local Geological Site.

6.272. For the purposes of applying Policy SO7.1: 'Protecting, Conserving and Enhancing Biodiversity and Geodiversity', 'imperative reasons of overriding public interest' are set out in national guidance, and will be given considerable weight in the consideration of planning matters. They currently include:

- The requirement to maintain the nation's health, safety, education, environment (sustainable development, green energy, green transport)
- Complying with planning policies and guidance at a national, regional and local level



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- Requirements for economic or social development (Nationally Significant Infrastructure Projects, employment, regeneration, mineral extraction, housing, pipelines etc.)

6.273. In relation to irreplaceable habitats, ‘wholly exceptional reasons’ are set out in national guidance. Wholly exceptional reasons include infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

6.274. Sufficient and robust information should be submitted with any development proposal to demonstrate comprehensive understanding of habitats and species associated with the site, and to enable the likely effects on biodiversity (including designated sites, ecological networks, protected and priority habitats and species) to be assessed. Ecological surveys and reports should follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance. Submitted mitigation, conservation and enhancement strategies and information should take account of currently recognised professional guidance, for example the Institute of Lighting Professionals and Bat Conservation Trust Bats and Artificial Lighting at Night Guidance Note (2023).

6.275. In addition to particular habitats, species and sites afforded legal protection, certain habitats and species are also considered to have some level of nature conservation importance, due to factors such as their rarity, vulnerability or declining population/status. These priority habitats and species include habitats and species of principal importance (as defined within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006), species and protected sites identified as priorities in strategies produced by Natural England (in accordance with the Environment Act 2021), and habitats and species of local conservation priority/key habitats and species, identified within the Cannock Chase District Nature Recovery Network Mapping (March 2020), the Local Nature Recovery Strategy (when completed) and Staffordshire Biodiversity Action Plan.

6.276. In all cases, where the principle of development is considered appropriate, the mitigation hierarchy should be applied so that:

- Firstly, adverse effects on habitats and species are avoided through good design, which can be achieved through the selection of alternative sites, layouts or designs, where no harm to biodiversity would occur;
- Where adverse effects cannot be avoided, mitigation measures to minimise negative impacts are considered
- As a last resort, where residual impacts to biodiversity still occur following full consideration of options for avoidance and mitigation, compensation measures should be used to offset any residual damage to biodiversity
- Capitalise opportunities to enhance or create new benefits to wildlife, in accordance with national and local conservation priorities, and Policy SO7.2: ‘Biodiversity Net Gain’, should be considered alongside the application of the mitigation hierarchy.



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### Objective 7: Protecting and Enhancing the Natural Environment

6.277. Biodiversity enhancements can include both the creation of new habitat as well as improving existing habitats and can include, but are not limited to:

- Bird and bat boxes/bricks integrated into the structure of existing and/or new buildings
- Wildlife friendly sustainable urban drainage (SuDS)
- Wildlife tunnels under paths, roads and fencing
- Wildlife friendly ponds
- Living roofs and walls
- Bug hotels
- Using native species and those with benefits to wildlife, such as nectar and berries, in landscaping
- Setting aside space within a development to create new habitat, such as woodland, wetland or wildflower meadow
- Improve and re-naturalise waterways

6.278. Further guidance on biodiversity enhancement and net gain will be provided in a guidance note.

6.279. The District has identified through existing evidence in the Nature Recovery mapping considerable need and opportunities for the beneficial enhancement of the biodiversity connectivity throughout the District and has an important role in protecting the Cannock Chase SAC which lies mostly within the district and the connectivity to it from neighbouring areas. There have been long term projects to connect Cannock Chase to Sutton Park and the future Local Nature Recovery Strategy will assist in identifying cross boundary corridors for long term protection.

6.280. Many residents in the district are passionate about Cannock Chase and accessibility to semi natural green space. Landscape links throughout the district via green infrastructure and strategic green space network can assist in managing the impacts of recreation on Cannock Chase and designated sites, it is important their character and attractiveness for such use is maintained and enhanced where practicable and is not in conflict with their primary purpose/function.

6.281. An Urban Forestry Strategy 2019-2024 has been adopted by the Council which seeks to maintain, improve and expand the quality of the existing tree and woodland cover, in a sustainable way across the district and enhance the retention of tree planting and landscaping. It recognises the benefits of tree planting and its contribution to addressing climate change, biodiversity, social and health benefits and economic benefits. It considers the management of Council's stock, protected trees and new tree planting and landscaping offering advice on locations and the type of trees to be planted so the right trees are planted in the right place.

6.282. The Nature Recovery Network Mapping (March 2020) outlines the existing picture of the District's nature network and describes key locations where habitats may be created or enhanced



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

to contribute to nature's recovery as well as delivering against objectives set out in national planning policy legislation. It looks at a strategic scale, including cross boundary and uses biodiversity metrics to identify areas which have good habitat connectivity, and where has the potential for future habitat creation or restoration to contribute to a more successful nature recovery network. It identifies 6 habitat connectivity opportunity areas in the district.

#### **List of Relevant Evidence**

- White Paper 'Planning for the Future' (August 2020)
- Cannock Chase Special Area of Conservation (SAC EU Code UK0030107)
- Cannock Extension Canal Special Area of Conservation (SAC EU Code UK0012672)
- Nature Recovery Network Mapping (March 2020)
- Urban Forestry Strategy 2019-2024
- Staffordshire Biodiversity Action Plan
- Conservation of Habitats and Species Regulations 2017 (as amended)
- Environment Act 2021
- Natural Environment and Rural Communities (NERC) Act 2006

#### **BIODIVERSITY NET GAIN**

##### **Introduction**

6.283. National planning policy states that development should deliver a net gain in biodiversity. This is in line with the Government's 25 Year Environment Plan, and The Environment Act 2021, which sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain and approval of a biodiversity net gain plan. The Act includes provision for secondary legislation to set a date for the requirement to come into force.

6.284. Biodiversity net gain is an integral part of sustainable development. The most recent [State of Nature report](#), published in 2023, suggests there has been a 19% decline in the average abundance of wildlife in the UK since the 1970s, despite legislation and policy to protect biodiversity and wildlife. Some elements of the District's biodiversity assets are at potential risk of decline due to development and recreational pressures unless appropriate mitigation measures are put in place.

6.285. Cannock Chase Council has declared a Climate Change Emergency with a target date for achieving Net Zero, and the impacts associated with climate change risks are already being felt. Safeguarding against future climate impacts and responding to loss of biodiversity are cross-cutting issues, and measures such as the creation of new habitats and enhancement of existing habitats is essential for supporting nature recovery and addressing the climate emergency, as well as providing benefits through ecosystem services, and linking to a range of other agendas including green infrastructure, access to greenspace and nature, mental and physical health and wellbeing, flood resilience and improving air quality.



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

#### **POLICY SO7.2: BIODIVERSITY NET GAIN**

This policy applies unless, and until, subsequently superseded, in whole or part, by national regulations or Government policy associated with the delivery of mandatory biodiversity net gain arising from the Environment Act 2021. Where conflict between the policy below and the provisions of Government regulations or national policy arises, then the latter should prevail.

All qualifying development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using the statutory Biodiversity Metric.

Biodiversity net gain should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site where the improvements can be demonstrated to be deliverable. The delivery of net gains in biodiversity will be designed to support the delivery of a District-wide biodiversity network based on the designated biodiversity sites and in accordance with guidance set out in Policy SO7.1: 'Protecting, Conserving and Enhancing Biodiversity and Geodiversity' and the Local Nature Recovery Strategy, when adopted.'

All development proposals, unless specifically exempted by Government, must provide clear and robust Biodiversity Gain Information to enable decision-makers to assess whether the general biodiversity gain condition can be successfully discharged. This Biodiversity Gain information should include:

- a) Information about the steps to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
- b) The pre-development biodiversity value of the on-site habitat;
- c) The post-development biodiversity value of the on-site habitat following implementation of the proposed ecological enhancements/interventions;
- d) Details of proposed off-site biodiversity enhancement (including the purchase of statutory credits, as a last resort, following consideration of the Biodiversity Gain Hierarchy); and
- e) A working assessment of the expected biodiversity net gain.

A Biodiversity Gain Plan must be submitted as a post-permission document and must be approved in writing before development can commence.

Demonstrating the value of the habitat (pre and post-development) with appropriate and robust evidence will be the responsibility of the applicant. Proposals which do not demonstrate that the post-development biodiversity value will exceed the pre-development value of the onsite habitat by a 10% net gain will be refused.

All qualifying development schemes will provide for the long term management of biodiversity features retained and enhanced within the development site and of those features created off site to compensate for development impacts.

Significant on-site enhancements and all off-site gains will be secured by legal agreement and ongoing management of any new or improved significant onsite and



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

**offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development.**

#### Supporting Text

6.286. The Environment Act 2021 sets out the requirements for different types of development to deliver biodiversity net gain, however in light of current evidence and future publication of guidance Cannock Chase have chosen to adopt the minimum standard.

6.287. Biodiversity net gain means leaving the natural environment in a measurably better state than before and is central to delivering nature's recovery and increasing stocks of natural capital. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Such improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy. As part of delivering net gains for nature, development proposals will be expected to protect, conserve and enhance biodiversity in accordance with Policy SO7.1: 'Protection, Conserving and Enhancing Biodiversity and Geodiversity'.

6.288. Biodiversity net gain assessments, including the completion of the Biodiversity Metric assessment and calculations, and habitat condition assessments, should be undertaken by a 'competent person', defined as 'being able to confidently identify the positive and negative indicator species for the range of habitats likely to occur in a given geographical location at the time of year the survey is undertaken'. For a full metric application, the competent person should be an ecologist. The competent person should demonstrate how they have acquired through training, qualifications or experience, or a combination of these, the knowledge and skills enabling them to perform specified tasks in competing and reviewing metric calculations. Biodiversity net gain assessment should follow best practice guidance such as the Biodiversity net gain. Good practice principles (CIRIA 2019), the Biodiversity Net Gain: Good practice principles for development (CIEEM, CIRIA, IEMA 2016) and the Biodiversity Net Gain Report and Audit Templates (CIEEM 2021).

6.289. The biodiversity value of a development site must not be artificially reduced before the baseline for the net gain is set. Where the Council considers that on-site habitat has been degraded or removed intentionally, it will require the baseline to reflect at least the full biodiversity value of the site before the degradation occurred and will apply any punitive measures set out in legislation. Off-site biodiversity sites must likewise not be intentionally cleared or degraded in order to increase the potential for biodiversity net gain.

6.290. Future interim guidance will identify how strategic significance should be assigned within the district until it is superseded by the adopted Staffordshire Local Nature Recovery Strategy. Interim guidance will be informed by the Cannock Chase District Nature Recovery Network Mapping report (2020), the Local Nature Recovery Strategy (once completed) and Staffordshire Biodiversity Action Plan should be referred to when assessing strategic significance, along with the Urban Forestry Strategy (2019-2024), Cannock Chase Open Space Assessment (2023) and Strategy (under preparation), Cannock Chase AONB Management Plan (2019-2024) and the Strategic Green Space Network Mapping.

6.291. Opportunities for off-site provision will be identified in future guidance to ensure biodiversity net gain is provided within the District where the loss occurs. The District has identified through existing evidence in the Nature Recovery mapping considerable need and



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

opportunities for the beneficial enhancement of the biodiversity connectivity throughout the District and has an important role in protecting the Cannock Chase SAC which lies mostly within the district and the connectivity to it from neighbouring areas. There have been long term projects to connect Cannock Chase to Sutton Park and the future Nature Recovery Network Strategy will assist in identifying cross boundary corridors for long term protection.

6.292. Further guidance on biodiversity enhancement and net gain will be provided in a guidance note.

6.293. This policy should also be considered in conjunction with Policy SO7.8: 'Protecting and Improving Green Infrastructure', Policy SO8.2: 'Achieving Net Zero Carbon Development', Policy SO8.3: 'Sustainable Design, and Policy SO8.4: 'Managing Flood Risk'.

#### **List of Relevant Evidence**

- Environment Act 2021
- Nature Recovery Network Mapping (March 2020)
- Urban Forestry Strategy 2019-2024
- Staffordshire Biodiversity Action Plan
- Cannock Chase AONB Management Plan (2019-2024)
- Cannock Chase Open Space Assessment (2023) and Strategy (under preparation)

#### **HABITATS SITES**

##### **Introduction**

6.294. Cannock Chase District contains two Special Areas of Conservation (SAC), which were both designated in April 2005 - Cannock Chase SAC and Cannock Extension Canal SAC.

- The Cannock Chase SAC (1,244 ha) is one of the best areas in the UK for European dry heath and is the most extensive in the Midlands. The Council is part of a SAC Partnership which works together to prevent damage to the Cannock Chase SAC.
- The Cannock Extension Canal SAC (5 ha) is an example of anthropogenic, lowland habitat supporting floating water-plantain (*Utricularia natans*) at the eastern limit of the plants natural distribution in England.

6.295. 'Cannock Chase District Council has a duty under the Conservation of Habitats and Species Regulations 2017 (as amended) (Habitats Regulations) to ensure that it, as the competent authority, undertakes a Habitats Regulations Assessment (HRA) including, where necessary, an Appropriate Assessment where it is considered that an application, plan or project, is likely to have a significant effect on a habitats site (also referred to as a European Site).

6.296. To protect the Cannock Chase and Cannock Extension Habitat Sites the effective avoidance and/or mitigation of any impacts will need to be demonstrated in accordance with the Habitat Regulations. In order to permit development, it must be demonstrated that alone or in combination with other development it will not have an adverse effect, whether direct or indirect upon the integrity of the Habitat Site having regard to avoidance or mitigation measures.

6.297. For both Cannock Chase and Cannock Extension Canal SAC's monitoring is taking place to enable plans to be implemented to manage any increase in Nitrogen levels as a result of the impact of new development. This may include energy use and production, agriculture and increased motorised vehicle use. Any development that would have an adverse impact on a



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

SAC prior to a partnership mitigation scheme being implemented will need to address this issue via a case specific action plan. The permitted scheme at Rugeley Power Station provides a case study example.

6.298. Other matters which may arise through the life of the plan period and development may prompt a requirement to undertake further assessment in order to meet the requirements of the Habitat Regulations.

6.299. This will also apply to any habitats sites newly proposed or newly designated during the lifetime of the Local Plan.

#### **POLICY SO7.3: HABITAT SITES**

**Development will not be permitted where it would lead directly or indirectly to an adverse effect on habitats sites and the effect cannot be avoided or mitigated.**

**The effective avoidance and/or mitigation of any identified adverse effects must be demonstrated to the Council as competent authority, and secured by means of a suitable mechanism (for example, a legal agreement) prior to the approval of the development.**

#### **Cannock Chase SAC**

**To ensure the integrity of Cannock Chase SAC is not adversely affected by increased recreational use, all development that results in a net increase in homes, or an increase in tourism or visitor use of Cannock Chase SAC will be required to supply the council (as competent authority) such information as reasonably required for the CA to undertake a HRA or make a financial contribution in accordance with the most up to date Cannock Chase SAC Partnership Mitigation Scheme.**

**This mitigation may include:**

- Contributions to habitat management and creation;**
- Access management and visitor infrastructure;**
- Publicity, education and awareness raising;**
- Provision of additional recreation space within development sites where they can be accommodated, and where they cannot by contributions to off-site alternative recreation space; and measures to encourage sustainable travel.**

#### **Cannock Extension Canal SAC**

**Any development within the water catchment area of the Cannock Extension Canal SAC will be deemed to have an adverse impact on the Cannock Extension Canal SAC. Mitigation for any identified adverse effects must be demonstrated and secured prior to approval of development and on-going monitoring of impact on the SAC will be required.**

**Developments outside the water catchment area may be required to demonstrate that they will have no adverse effect on the integrity of the SAC.**





## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

#### Supporting Text

6.300. The evidence shows that any development which would increase the human population, tourism or visitor use within 15km of the Cannock Chase SAC may have a significant impact. Cannock Chase District Council, along with other local authorities within the 15km radius of Cannock Chase SAC, has agreed to collect financial contributions from developments within 15km zone and to spend these on a package of mitigation measures to prevent harm arising to the SAC. As the entire district is within 15km of the Cannock Chase SAC, any development which would produce a net increase in the number of homes or increase tourism or visitor use of Cannock Chase SAC will be required to undertake a Habitats Regulations Assessment (HRA) or make a financial contribution before development takes place.

6.301. The types of development affected includes any development which would produce a net increase in the number of homes, new homes arising through the conversion of existing buildings, houses in multiple occupation, sheltered accommodation and care homes falling within Use Class C3 and gypsy and traveller pitches. Hotels, holiday lets, and camping & caravan sites will also need to undertake a Habitats Regulations Assessment (HRA) or provide a financial contribution if they could generate visitors to Cannock Chase SAC.

6.302. Where local residents are in close proximity to the Cannock Chase SAC and able to walk directly onto it, evidence shows residents are likely to use it in a very different way to those who make a choice to visit and travel some distance, bespoke mitigation may be required in these instances. The habitat which Cannock Chase SAC is designated for (European Lowland Heathland) is also known to be harmed by increases in the level of atmospheric deposition of Nitrogen Oxide, Nitrite & Nitrate (collectively referred to as NO<sub>x</sub>) and NH<sub>3</sub>. A number of different types of development can increase the levels of NO<sub>x</sub> and NH<sub>3</sub> deposition on Cannock Chase SAC; both directly (via increasing industrial and agricultural emissions) or indirectly (via increasing traffic usage on main roads than run within 200m of the boundary of the SAC). Where it is possible that a development may result in harm to Cannock Chase SAC via significantly increasing the level of NO<sub>x</sub> deposition (directly or indirectly, alone or in combination with other developments) then the Council will be required to conduct a Habitats Regulations Assessment prior to determining the application. If it is determined that the application could cause harm to the SAC then the developer will need to avoid their impact and/or provide mitigation proportional to their harm or else the application will need to be refused. Guidance will be provided by the Council to the developer on a case by case base where NO<sub>x</sub> or NH<sub>3</sub> deposition is determined to be an issue.

6.303. Prior approval and permitted developments, such as conversion of offices into new homes, are also affected by the Cannock Chase SAC requirement. The HRA process and consultation with Natural England must be undertaken before Cannock Chase District Council can determine if a development is permitted development or if prior approval can be granted.

6.304. The water catchment for the Cannock Extension Canal SAC includes Chasewater as it connects to the Cannock Extension canal via the Wyrley and Essington Canal, although other hydrological pathways also exist. The impact of air pollution on the integrity of the Cannock Extension canal SAC and its qualifying features is currently unknown.

#### List of Relevant Evidence

- Conservation of Habitats and Species Regulations 2017 (as amended)



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- Cannock Chase Special Area of Conservation (SAC) Site User Implementation Plan March 2020
- Cannock Chase Special Area of Conservation Car Parking Implementation Plan March 2020
- Cannock Chase Special Area of Conservation (SAC) Guidance to Mitigate the Impact of New Residential Development (1st April 2022)

#### **PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER**

##### **Introduction**

6.305. National planning policies require local plans to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes in a manner commensurate with their statutory status or identified quality (NPPF 2023 paragraph 174).

#### **POLICY SO7.4: PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER**

**All development proposals in the District will protect, conserve and enhance landscape character by:**

- **Protecting and conserving local distinctiveness, scenic qualities, rural openness and sense of place.**
- **Maximising opportunities to conserve and enhance existing landscape features of the site including trees, hedgerows, woodlands, and watercourses especially where these form part of the historic environment.**
- **Locating and designing the development to respect the surrounding scenic quality and providing sensitive edges to the adjacent areas.**
- **Locating and designing the development to avoid the erosion of relative tranquillity and prevent impacts of light pollution from artificial light on intrinsically dark landscapes.**
- **Protecting, conserving and enhancing the Cannock Chase National Landscape, as required by Policy SO7.5 and the Green Belt (as required by Policy SO7.6).**
- **Creating new green infrastructure within the development which links to the 'Strategic Green Space Network' (as required by Policy SO7.8).**

**All major development proposals must be supported by a Landscape and Visual Impact Assessment.**

##### **Supporting Text**

6.306. Cannock Chase District includes a wide range of landscapes and townscapes, including the nationally designated National Landscape and Green Belt. Without adequate planning controls over development, these assets could be diminished. Areas of tranquillity add to the health and well-being of the population of Cannock District and beyond and along with dark skies contribute positively to the biodiversity of the district.

6.307. The area is densely populated and areas between settlements are important to retain the identity of the individual areas and provide corridors of movement for biodiversity. Development proposals should be designed to make a positive contribution to townscape and landscape (as required by Policy SO1.2: Enhancing the Quality of the Built Environment). Additional guidance will be included in the relevant Local Design Guide.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

6.308. Landscape and Visual Impact Assessments will be required for major developments with wider landscape impacts, and may be required for minor developments that are within, or visible from, the Cannock Chase National Landscape or Special Area of Conservation.

6.309. Landscape and Visual Impact Appraisals should be carried out by an appropriate professional in accordance with the “Guidelines for Landscape and Visual Impact Assessment 3rd Edition” published by the Landscape Institute and IEMA 2013 (or any subsequent revisions to the Guidelines).

#### **List of Relevant Evidence**

- Environment Act 2021
- White Paper ‘Planning for the Future’ (August 2020)

### **PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE NATIONAL LANDSCAPE**

#### **Introduction**

6.310. National planning policies give great weight to conserving and enhancing landscape and scenic beauty in National Landscapes and indicate that planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.

6.311. The Cannock Chase National Landscape was designated as an AONB in 1958 to conserve and enhance its natural beauty. There are many special sites within the National Landscape that are recognised as being important internationally, nationally and locally including 1,237 ha of the heathland which is designated as a Special Area for Conservation (SAC).

6.312. Around 40% of the District is designated as part of the National Landscape, which extends into the adjacent districts of Lichfield, South Staffordshire and Stafford. The part of the National Landscape that is in the District lies within the boundary of the Green Belt. The National Landscape provides a strategic area of accessible countryside with conservation, recreation, economic and tourism benefits.

6.313. The National Landscape contains heritage such as World War I military training camp, Commonwealth cemetery and a German War Cemetery and across the site has over 600 non-designated heritage assets.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

#### **POLICY SO7.5: PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE NATIONAL LANDSCAPE**

The protected landscape areas of Cannock Chase National Landscape are shown on the Policies Map and will receive the highest degree of protection from damaging or inappropriate development.

Development proposals within or on land forming the setting of the National Landscape will be expected to positively contribute to the special qualities of the National Landscape. Development proposals which, individually or cumulatively, adversely impact on the landscape and scenic beauty of the National Landscape or its setting will be resisted.

All development proposals within the National Landscape will contribute to meeting the objectives of the AONB Management Plan (2019-2024 and subsequent plans) in regard to:

- Landscape character;
- Wildlife and nature;
- Historic environment and culture;
- Experience and enjoyment; and
- Communities and business.

#### **Supporting Text**

6.314. All designated Areas of Outstanding Natural Beauty became 'National Landscapes on 22<sup>nd</sup> November 2023. National planning policy (NPPF 2023 paragraph 177) requires that consideration of applications for development within National Landscapes should include an assessment of:

- The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

6.315. The Cannock Chase National Landscape, the smallest inland AONB in the UK, lies at the heart of the West Midlands where it connects landscapes, habitats and communities. Its influence extends far beyond its boundary, and it has visual prominence and wide-ranging uninterrupted views outward, which are recognised in the AONB Management Plan. Views towards the distinctive profile of Cannock Chase are also an important attribute within the surrounding area. The National Landscape Views and Setting Guide describes representative views from and towards the National Landscape and offers viewpoint specific advice and spatial advice to help ensure that the surroundings of the National Landscape are developed and managed in ways that conserve and enhance the National Landscape's significance and special qualities.

6.316. Local communities highly value the National Landscape and its protection, conservation and enhancement contributes directly to the health and well-being of the population and identity of the District.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

#### List of Relevant Evidence

- White Paper 'Planning for the Future' (August 2020)
- Cannock Chase AONB Management Plan 2019-2024
- Cannock Chase AONB Views and Setting Guide (July 2020)

### PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT

#### Introduction

6.317. Green Belt serves 5 purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

6.318. National planning policies (NPPF 2023) advise that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

6.319. The NPPF advises that strategic policies should establish the need for any changes to green Belt boundaries, having regard to their permanence in the long term, so they can endure beyond the plan period.

6.320. When defining Green Belt boundaries, plans should:

- a) ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development;
- b) not include land which it is unnecessary to keep permanently open;
- c) where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- d) make clear that safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to a plan which proposes the development;
- e) be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period; and
- f) define boundaries clearly using physical features that are readily recognisable and likely to be permanent.

6.321. Around 60% of the District is designated Green Belt as part of the larger West Midlands Green Belt that extends to around 580 square miles around the Black Country, Coventry, Birmingham and Solihull. The Green Belt contains 2 SAC's and plays an important role in providing for recreation, maintaining the District's character and its wildlife, and safeguarding the wider open countryside.



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

#### **POLICY SO7.6: PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT**

The Green Belt area within the Cannock Chase District, as shown on the Policies Map, will receive the highest degree of protection from development. Development will protect the character and openness of the Green Belt.

Inappropriate development proposals within the Green Belt will be refused, except in 'very special circumstances'. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Opportunities to enhance the beneficial uses of the Green Belt will be supported. This may include opportunities to provide access for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land.

In association with the large strategic site allocations SH1 Land south of Lichfield Road, Cannock and SE1 Kingswood Lakeside Business Park Extension, land indicated on the Policies Map will be safeguarded for the delivery of public open space as a community park and green infrastructure links and pedestrian and cycle links to adjacent safeguarded land.

#### **Supporting Text**

6.322. The Green Belt area within the Cannock Chase District Council area is shown on the Policies Map. The revised Green Belt boundaries will be confirmed at the point that the Cannock Chase Local Plan is adopted.

6.323. The community park proposed to be delivered alongside the strategic housing site on land south of Lichfield Road is an example of enhancing the Green Belt and provides opportunities to link open spaces and habitat and deliver large scale tree planting which will help address climate change. It is therefore important that this opportunity is protected along with similar opportunities for enhanced open space at Kingswood Lakeside. Opportunities to deliver compensatory mitigation at other strategic development sites proposed for release from the Green Belt such as Land to the East of Wimblebury Road are in development. This is likely to involve improvements to the adjacent woodland.

6.324. Future opportunities exist to create a landscape scale green infrastructure network on land identified in the plan and adjacent to that proposed to be safeguarded from development within this plan period.

#### **List of Relevant Evidence**

- Cannock Chase Green Belt Study (2016)
- Cannock Chase Green Belt Harm Assessment (2021)
- Cannock Chase Green Belt Topic Paper

#### **AMENDMENTS TO THE GREEN BELT**

##### **Introduction**

6.325. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

6.326. The Local Plan provides the first opportunity to check and verify the existing boundary is clear and uses features which are readily recognisable and likely to be permanent following the publication of Ordnance Survey base mapping for the district.

#### **POLICY SO7.7: AMENDMENTS TO THE GREEN BELT**

**Amendments to the Green Belt boundary are proposed in this Local Plan to accommodate the growth requirements of the District, these are shown on the Policies Map and are at:**

- **SH1 - Land south of Lichfield Road, Cannock;**
- **SH2 - Land east of Wimblebury Road;**
- **SH3 - Land to rear of Longford House, Watling Street Cannock;**
- **SH5 - Former Hart School (Hagley Park), Burnthill Road, Rugeley (southern site- part)**
- **SE1 - Kingswood Lakeside Extension 2, Blakeney Way**
- **SE2 - Watling Street Business Park Extension, A5**

**Suitable mitigation will be identified and detailed boundaries are shown in the site specific policies.**

**Amendments to the Green Belt boundary are proposed in this Local Plan to accommodate growth requirements of the District beyond the plan period or following a review of this Plan at:**

- **Site Allocation S1- East of Wimblebury Road, Heath Hayes (southern site)**
- **Site Allocation S2 - Land at Newlands Lane, Heath Hayes, Cannock (former golf driving range)**
- **Site Allocation S3 - Land to the west of Hednesford Road, Norton Canes**
- **Site Allocation S4 - Jubilee Field, Watling Street**

**In all cases, appropriate mitigation will be made to compensate for the loss of Green Belt land. This would include:**

- **New or enhanced green infrastructure;**
- **Woodland planting;**
- **Landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);**
- **Improvements to biodiversity, habitat connectivity and natural capital;**
- **New or enhanced walking and cycle routes; and**
- **Improved access to new, enhanced or existing recreational and playing field provision.**

#### **Supporting Text**

6.327. Evidence has shown that the Green Belt still performs well and meets the purposes set out in the NPPF (checking urban sprawl, preventing the merging of towns, safeguarding the countryside, preserving the setting of historic towns, and assisting urban regeneration).

6.328. The Green Belt performs many functions within Cannock. Much of it is part of our historic mining legacy and large tracts of it have been reclaimed to provide an attractive setting to our settlements, strengthening local distinctiveness and sense of place, enhancing access to the natural open space, health and well-being and enhancing the landscape setting to the Area of



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

Outstanding Natural Beauty. The Green Belt also provides opportunities to protect and enhance the SAC and other important habitats and deliver long term biodiversity networks as identified in the network recovery mapping.

6.329. The NPPF makes clear that changes should only be made to the Green Belt in exceptional circumstances, and they should set out ways in which the impact of removing land from the green belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.

6.330. Throughout development of the Local Plan it has been evident that development needs over the plan period cannot be met wholly on land outside the Green Belt. The Council commissioned the Green Belt Harm Assessment to assess land parcels adjacent to the urban area to determine the potential harm for Green Belt release. The Council have produced the Green Belt Topic Paper which sets out the Councils approach to the consideration of Green Belt release through the Cannock Chase Local Plan and explains the exceptional circumstances case.

6.331. The areas of land identified as safeguarded are not allocated for development at the present time and should be safeguarded from development which would prevent their long-term potential to assist in delivering the future economic and housing needs of the district and strategic network of green infrastructure.

6.332. When the development sites south of Lichfield Road and Wimblebury Road are completed potential will exist to expand the community park to the south of Lichfield Road with new areas of green infrastructure. Sites S1 -East of Wimblebury Road, Heath Hayes (southern site), S2-Land at Newlands Lane, Heath Hayes, Cannock (former golf driving range) and S3 - Land at west of Hednesford Road, Norton Canes have the potential to deliver sustainable development and deliver the compensation required in addition to mitigating their own impact.

6.333. Site Allocations S1-S3 should be safeguarded to provide enhanced connectivity for active travel and biodiversity between Newlands Lane and Cannock Chase, including Fairlady Coppice, and across Hednesford road through to Wimblebury Road, Wimblebury mound and the former Bleak House open cast site and Chasewater and the Southern Staffordshire Coalfield Heaths SSSI. Site S1 also has the potential to help with flood mitigation downstream in Norton Canes. Site S2 has the potential in the long term to expand the green infrastructure to provide biodiversity links to the currently active landfill site on Lichfield Road as the areas which are reclaimed expand and the potential for future recreational access to the landfill site which should be investigated in subsequent reviews.

6.334. Site S4 has the potential to deliver sustainable employment development and deliver the compensation required in addition to mitigating their own impact. Site S4 can provide enhanced connectivity for recreation and walking and cycle routes along with a safe crossing between the area of the former Grove Colliery and Norton Canes village across the A5. There is potential to deliver enhancements to the biodiversity and strategic green infrastructure links to the Cannock Extension Canal SAC and enhance the habitat connectivity to Wyrley Common, the SBI fronting the A5 and the dismantled railway line which forms the district boundary and is identified in the open space assessment as a landscape link.

#### **List of Relevant Evidence**

- Cannock Chase Green Belt Study (2016)





## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- Cannock Chase Green Belt Harm Assessment (2021)
- Cannock Chase Green Belt Topic Paper (2023)

#### **PROTECTING, CONSERVING AND ENHANCING GREEN INFRASTRUCTURE**

##### **Introduction**

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

- Designated and non-designated heritage assets (including Conservation Areas; Listed Buildings; Scheduled Monuments; locally listed buildings and features, and locally important parks and gardens) and their settings (see Policy SO1.1).
- Designated sites of importance for biodiversity or geodiversity (Special Areas of Conservation; Sites of Special Scientific Interest; Ancient Woodland; Local Sites of Biological Interest; Local Nature Reserves; and Local Geological Sites) and their settings (Policy SO7.1).
- Cannock Chase National Landscape (Policy SO7.5).
- Green Belt land (Policy SO7.6).
- Cycleways and footpaths, bridleways, public transport networks, and the road network (Policy SO1.2).
- Open space (including parks and gardens, semi-natural spaces, landscape links and amenity green spaces), outdoor sports and recreation land (including playing fields and green spaces for children and young people) (Policy SO2.3).
- Allotments and community gardens (Policy SO2.4).
- Agriculture, forestry and other land based rural businesses (Policy SO4.3).
- The local canal network and the abandoned canal network (Policy SO4.3).
- Priority habitats, ecological networks, wildlife corridors and ‘stepping stones’ (Policy SO7.1).
- Landscape features trees, hedgerows, woodlands, and watercourses (Policy SO7.4).
- Flood protection features such as trees and planting, water bodies, retention ponds and filter beds, and sustainable drainage systems (Policy SO8.4).

6.336. Local Plan policies seek to ensure that all parts of the District can benefit from the provision of accessible and high quality green infrastructure, including the more densely developed areas. To be accessible to some communities, the green infrastructure network needs to ‘reach into’ the urban areas. This will be achieved by:

- Designating the ‘Strategic Green Space Network’, which is of the greatest significance in terms of existing or potential purpose, value and accessibility to urban communities, and where appropriate protection and improvement measures will be put into place.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- Encouraging new development to enhance existing areas of green infrastructure, and where possible, provide new areas of green infrastructure.

#### **POLICY SO7.8: PROTECTING, CONSERVING AND ENHANCING GREEN INFRASTRUCTURE**

**The Policies of this Local Plan seek to protect, conserve and enhance existing green infrastructure in accordance with its importance to heritage, biodiversity, geodiversity, landscape beauty, and its value to facilitate movement, sport and recreation.**

**The sites which have been designated as part of the ‘Strategic Green Space Network’ within and adjacent to the built-up areas of the District are shown on the Policies Map and these will receive a higher degree of protection from development. Development in these areas will normally be only permitted where it enhances the value of the green space, for example through: enhancing the quality of the townscape and landscape; providing cycling and walking routes and sport and recreation opportunities; enhancing natural habitats; providing opportunities for local food production; and mitigating the risks and impacts of flooding and pollution.**

**Development that would result in an unacceptable conflict with the functions or characteristics of the ‘Strategic Green Space Network’ will be resisted except where:**

- **This supports the Open Spaces Strategy;**
- **An assessment has been undertaken which has clearly shown the ‘Strategic Green Space Network’ no longer fulfils that purpose; or**
- **The loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable and accessible location.**

**Where applicable, new development proposals will set out how the development will impact or enhance the directly affected and adjacent areas of green infrastructure, including the ‘Strategic Green Space Network’. New areas of green infrastructure, with links to existing green infrastructure, should be created within the development wherever possible.**

**Additional areas of green space of particular importance to local communities which have been allocated in neighbourhood plans as Local Green Space will be afforded the same level of protection as the Green Belt. Neighbourhood plan proposals to allocate Local Green Space within the designated ‘Strategic Green Space Network’ will be supported.**

#### **Supporting Text**

6.337. Protecting, conserving and enhancing green infrastructure will help to maintain the value of the District’s heritage, biodiversity, geodiversity, landscape assets. It can also enhance the quality of life for residents by improving physical and mental health, reducing the impact of climate change, mitigating flooding and pollution and providing recreational opportunities, including walking and cycling routes. The effective stewardship of the District’s green infrastructure will be managed in accordance with a range of Local Plan Policies.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

6.338. Sites designated as part of the 'Strategic Green Space Network' have been identified by taking account of how parts of the existing provision of green infrastructure can contribute to the:

- Separation of individual developments and settlements, and enhancement of the distinctive quality of townscapes and landscapes;
- Provision of attractive walking and cycling routes, and accessible sport and recreation opportunities;
- Provision of habitats for plants and animals, and corridors and 'stepping stones' for their movement;
- Provision of opportunities for food production, including allotments; and
- Mitigation of the risks and impacts of flooding, and air, water and noise pollution.

6.339. The designation of land as Local Green Space through neighbourhood plans (or future local plans) allows communities to identify and protect green areas of particular importance to them. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period. Future designations of Local Green Space may, or may not, be within Local Plan designations of 'Strategic Green Space Network'. Any designations of Local Green Space will supersede 'Strategic Green Space Network' designation given the greater protection afforded by the former.

6.340. The Local Green Space designation should only be used where the green space is:

- In reasonably close proximity to the community it serves;
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- local in character and is not an extensive tract of land.

6.341. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

#### **List of Relevant Evidence**

- Strategic Green Space Network (Oct, 2022);
- Cannock Chase Open Space Assessment (2023)



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **STRATEGIC OBJECTIVE 8**

To support a greener future, development will:

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

#### **National Policy Context**

6.342. The Environment Act 2021 sets out how the Government plans to protect and improve the natural environment in the UK. The Environment Act will help deliver the vision set out in the 25 Year Environment Plan.

#### **LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION**

##### **Introduction**

6.343. The 25 Year Plan for the Environment<sup>58</sup> was published by Department for the Environment, Food and Rural Affairs (DEFRA) in 2018. The 25 Year Plan sets out the Government's long-term approach to protecting and enhancing natural landscapes and habitats in England. The goals of the 25 Year Plan are to achieve:

- Clean air
- Clean and plentiful water
- Thriving plants and wildlife
- A reduced risk of harm from environmental hazards such as flooding and drought
- Using resources from nature more sustainably and efficiently
- Enhanced beauty, heritage and engagement with the natural environment

6.344. National planning policies seek to achieve an environmental objective, including mitigating and adapting to climate change, including moving to a low carbon economy. National policy requires the planning system to support the transition to a low carbon future in a changing climate, including support for renewable and low carbon energy and associated infrastructure. To help increase the use and supply of renewable and low carbon energy and heat, plans should provide a positive strategy for energy from these sources and also support community-led initiatives for renewable and low carbon energy.

6.345. Planning applications for renewable and low carbon development will not require applicants to demonstrate the overall need for renewable or low carbon energy.

<sup>58</sup> <https://www.gov.uk/government/publications/25-year-environment-plan>



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **POLICY SO8.1: LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION**

Development proposals for appropriate low and zero carbon (LZC) energy and heat production installations (including solar photovoltaic (PV), wind energy, and air and water source heat pumps) will be supported where they can demonstrate that:

- The impacts arising from the construction, operation and de-commissioning of solar and wind farms and other LZC energy and heat generating installations (both individually and cumulatively) can be mitigated.
- The impacts of the development proposals (both individually and cumulatively) on designated landscapes and heritage assets including their setting, the natural environment, and on local amenity have been assessed and shown to be acceptable.
- The development proposal has been informed by the outcome of consultation with the communities that would be affected by the development.
- There are appropriate plans in place for the removal of the installations at the end of their lifetime and for the restoration of the site to an acceptable alternative use.

Development proposals to install LZC energy and heat production into existing built infrastructure, including housing estates, employment areas, retail sites and car parks, will be supported where they can demonstrate that:

- The installation promotes good design and is in line with the relevant Local Design Guide;
- The installation has been designed to allow for adaptability to new LZC technologies that may emerge.
- The installation has been informed by the outcome of consultation with the communities that would be affected by the installation; and,
- There are appropriate plans in place for the removal of the installation at the end of its lifetime and for the restoration of the site to an acceptable condition.

#### **Supporting Text**

6.346. National Planning Policy Guidance supports the use and supply of renewable and low carbon energy and heat, and the Local Plan provides a positive response to development proposals which increase the production of renewable and low carbon energy and heat within the District.

6.347. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) recommends that Local Authorities should consider adopting a policy stance with a presumption in favour of appropriate low and zero carbon (LZC) technologies - onshore wind and PV farms. The report has confirmed the findings of earlier studies which found that there is considerable wind resource across the County. However, due to the constrained land area in Cannock Chase (and Tamworth) these areas will inevitably rely on renewable energy generated elsewhere. However, the opportunities to incorporate solar photovoltaic (PV) arrays into existing built infrastructure, including industrial sites and car parks should be investigated.

6.348. The Study recommends that Local Authorities should support the use of efficient heating technologies powered by renewable electricity (e.g. heat pumps), and identifies that there may be opportunities to utilise water source heat pumps (WSHPs) in wastewater treatment works,



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

legacy mining assets, and rivers or other waterbodies (although a detailed assessment was outside the scope of the report).

#### **List of Relevant Evidence**

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

### **ACHIEVING NET ZERO CARBON DEVELOPMENT**

#### **Introduction**

6.349. National planning policies (NPPF 2023) requires new development to be planned for in ways that avoid increased vulnerability to the impacts arising from climate change. When new development is brought forward risks should be managed through suitable adaptation measures, including through the planning of green infrastructure, and through its location, orientation and design.

6.350. National Design Guidance (2021) supports the development of well-designed places and buildings to conserve natural resources including land, water, energy and materials. Their design should respond to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.

6.351. The National Design Guidance suggests that a compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO<sub>2</sub> absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution. The Guidance notes that well-designed places are likely to:

- Have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water;
- Be fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste;
- Use materials and adopt technologies to minimise their environmental impact.



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **POLICY SO8.2: ACHIEVING NET ZERO CARBON DEVELOPMENT**

**All development proposals should strive to achieve the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest carbon emissions that can practically and viably be achieved.**

**All major development proposals will deliver, in priority order:**

- **Zero carbon emission development;**
- **Low carbon emission development with on-site mitigation to achieve net-zero carbon emissions;**
- **Low carbon emission development with off-site mitigation which is within Cannock District to achieve net-zero carbon emissions;**
- **Low carbon emission development with compensatory contributions to an appropriate carbon offsetting fund to achieve net-zero carbon emissions.**

**All major development proposals will include evidence in a Sustainability Statement (part of the Design and Access Statement) that the development has achieved the lowest carbon emissions that can practically and viably be achieved.**

#### **Supporting Text**

6.352. Planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The achievement of national and local carbon targets will require mitigation and carbon offsetting as well as new low and zero carbon development. Further local advice will be included in a Design SPD and Local Design Guides. Historic England produce a range of technical advice with regard to energy efficiency and sustainable design for historic homes which is available on their website<sup>59</sup>.

6.353. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) made a number of recommendations about reducing CO2 emissions in the built environment. In relation to Local Plans, these included:

- **Setting the highest level of building performance standards for energy use and CO2 emissions that can practically and viably be achieved, and looking to implement an Energy and Heat Hierarchy. In addition to regulated emissions, which are covered by Building Regulations, policies should also seek to reduce unregulated emissions and embodied carbon.**
- **Considering establishing a Carbon Offset Fund that developers can contribute to in lieu of on-site mitigation. This fund would be used to deliver carbon offsetting and reduction projects such as large-scale LZO installations and / or installations on existing built infrastructure (e.g. solar car parks), afforestation, and peatland restoration.**

6.354. Accredited UK offset schemes are currently run by the Woodland Carbon Code (WCC) and the Woodland Trust. The District Council will also consider establishing a Cannock Chase Carbon Offset Fund as part of a reformed Community Infrastructure Levy.

<sup>59</sup> <https://historicengland.org.uk/advice/technical-advice/retrofit-and-energy-efficiency-in-historic-buildings/> accessed 04/09/23



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.355. The offset schemes will be used to support initiatives to increase carbon sequestration in the District. These initiatives may include:

- Woodland creation, green infrastructure, and 'rewilding' underutilised land;
- Developing carbon management and reduction plans, including promoting energy efficiency measures and the increasing the uptake of low and zero carbon technologies;
- Retrofitting existing housing stock with low and zero carbon energy and heating systems, and enhancing existing performance of the stock;
- Projects that achieve a reduced use of energy, supply energy more efficiently, and increase the use of renewable energy;
- Introduction of carbon storage technologies.

#### **List of Relevant Evidence**

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

### **SUSTAINABLE DESIGN**

#### **Introduction**

6.356. The Staffordshire 'Climate Change Adaptation & Mitigation' Study (AECOM October 2020) made a number of recommendations about reducing carbon emissions in the built environment. In relation to Local Plans, these included:

- Setting the highest level of building performance standards for energy use and carbon emissions that can practically and viably be achieved, and looking to implement an Energy and Heat Hierarchy. In addition to regulated emissions, which are covered by Building Regulations, policies should also seek to reduce unregulated emissions and embodied carbon.
- Ensuring that proposals are 'futureproofed' to facilitate the uptake of LZC technologies; particularly those that deliver low carbon heat (such as air source heat pumps - ASHPs) and providing on-site renewable electricity generation and storage (such as PV and battery technologies).
- Considering requiring applicants to undertake a BREEAM or HQM assessment (or similar).
- Requiring applicants to describe their sustainability strategy in a standalone Sustainability Statement or as part of the Design and Access Statement.
- Identifying opportunities for holistic sustainability interventions (for example: co-locating green corridors with pedestrian and cycle routes and integrating these with sustainable drainage systems and blue infrastructure; and integrating LZC technologies with the built environment).
- Incorporating circular economy principles such as: designing out waste; lean design; designing for flexibility and adaptability; and designing for deconstruction and reuse.





## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **POLICY SO8.3: SUSTAINABLE DESIGN**

**All residential development proposals should meet or exceed the standards set out by the Home Quality Mark, or equivalent.**

**All new dwellings should have a maximum consumption of water of 110 litres/person/day and levels below this will be supported.**

**All non-residential development proposals of more than 500m<sup>2</sup> gross (new build and conversions) should meet or exceed BREEAM 'excellent' rating, and be accompanied by an independent and validated assessment of the net carbon emissions or reductions that are expected to result from the development, together with details of the monitoring system that will be put into place to monitor impacts.**

**All major development proposals must incorporate sustainable design. Applicants will be required to provide a Sustainability Statement (as part of the Design and Access Statement) to set out how the design will:**

- **Meet the requirements of Policy SO8.2: 'Achieving Net Zero Carbon Development';**
- **Maximise opportunities for on-site production and use of low and zero carbon energy and heat (including air and water source heat pumps and solar photovoltaic arrays);**
- **Incorporate, and/or link to, low and zero carbon energy and heat systems;**
- **Take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change;**
- **Protect, improve and enhance existing woodlands and habitats, and integrate new green and blue infrastructure with sustainable drainage systems (SuDS) and pedestrian and cycle routes;**
- **Provide a contribution to the creation of urban forests, woodlands and street trees as an integral part of the development or as part of a linked off-site scheme.**
- **Conform to the relevant Local Design Guide;**
- **Make effective use of previously developed land, existing buildings and infrastructure (in line with Policy SO8.6: Brownfield and Despoiled Land and Under-Utilised Buildings).**
- **Use materials with a low environmental impact, minimise the use of non-renewable natural resources, and maximise the reuse and recycling of materials in construction and deconstruction (in line with Policy SO8.8 'Managing Waste'); and**
- **Provide electric vehicle recharging infrastructure within new development, designate parking spaces for low emission vehicles; provide opportunities for local walking and cycling, and facilitate low emission bus service provision (in line with Policy SO5.3 'Low and Zero Carbon Transport').**

#### **Supporting Text**

6.357. National Planning Policy Guidance supports appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

6.358. Partnership working will be required to deliver the aspiration to achieve the national target to achieve net zero carbon by 2050, and the Council's ambition to be net zero carbon before that date. An important part of the partnership effort will be to ensure that all new



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

developments make a contribution by minimizing their impacts during their lifetimes, including construction. All new development must therefore achieve the appropriate standards set out in national guidance and the Local Development Plan and the Local Design Guides.

6.359. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. If HQM is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied.

6.360. Government guidance on optional technical standards enable local plans to set higher water efficiency target in new dwellings where supported by evidence. Current standards set in Building Regulations are equivalent to 125litres/person/day but where there is clear local need a target of 110l/p/d can be introduced. This should be seen as a maximum as examples already exist in the district where 105 l/p/d and 95 l/p/d has been achieved on new build properties.

6.361. The BREEAM (Building Research Establishment Environmental Assessment Method) applies to non-residential developments, non-self-contained housing and residential development arising from conversions and changes of use. This method provides an assessment of the environmental sustainability of a development. If BREEAM is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied.

#### **List of Relevant Evidence**

- 'Climate Change Adaptation and Mitigation' Staffordshire County Council (AECOM October 2020).

### **MANAGING FLOOD RISK**

#### **Introduction**

6.362. National planning policies require local planning authorities to ensure that flood risk is not increased by development, and that, where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- The development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- Any residual risk can be safely managed; and
- Safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

6.363. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- Take account of advice from the lead local flood authority;



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

- Have appropriate proposed minimum operational standards;
- Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- Where possible, provide multifunctional benefits.

#### **POLICY SO8.4: MANAGING FLOOD RISK**

**The Local Planning Authority will manage flood risk within the District by directing development away from areas at highest risk.**

**Development proposals on sites known to be at risk from any form of flooding will be resisted if alternative sites are available for the proposed development in areas with a lower probability of flooding.**

**Where it is not possible for the development to be located in areas with a lower probability of flooding, an Exception Test may be required. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning policy. To meet the Exception Test the applicant will need to show:**

- (a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and**
- (b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.**

**All major development proposals will:**

- **Incorporate sustainable water management measures to reduce water use, and increase its reuse, minimise surface water run-off, and ensure that it does not increase flood risks or impact water quality elsewhere.**
- **Reduce the risk of flooding and maximise flood protection by including features such as trees and planting, water bodies, retention ponds and filter beds, and permeable paving. Surface drainage requirements should work with the local topography to create low maintenance sustainable drainage systems.**

**All major development proposals at sites which fall into Flood Zones 2 or 3 (in whole or in part) will as a minimum:**

- **Be supported by a Flood Risk Assessment and a comprehensive and deliverable strategy to minimize flood risk.**
- **Be resilient to flooding through design and layout, incorporating sensitively designed mitigation measures. These may take the form of on-site flood defence works and/or a contribution towards, or a commitment to undertake such off-site measures as may be necessary to meet required flood protection standards, for example, as set out in the Local Flood Risk Management Strategy.**
- **Provide sufficient space for drainage and flood alleviation schemes.**
- **Promote the safety of people in consultation with emergency planning services.**



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **Supporting Text**

6.364. Staffordshire County Council is the Lead Local Flood Authority and has produced a Local Flood Risk Management Strategy. Both Cannock and Rugeley feature in the list of the top 10 communities at risk of flooding from surface water and small watercourses (Cannock: 1,292 and Rugeley: 729 properties at risk). The County Council's 'Sustainable Drainage Systems Handbook' (2017) includes advice on the planning process, and design guidance incorporating national and local standards and best practice examples.

6.365. Potential is thought to exist within the District for the canal network to assist in mitigating the impact of flooding however the network also contains a SAC and thus significant biodiversity resource so further research is considered necessary.

#### **List of Relevant Evidence**

- Staffordshire Local Flood Risk Management Strategy (2015)
- Staffordshire Sustainable Drainage Systems Handbook (2017)
- Souther Staffordshire Water Cycle Study (2020)
- Southern Staffordshire Strategic Flood Risk Assessment (2019)

### **AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION**

#### **Introduction**

6.366. National planning policies require local planning policies to ensure that a site is suitable for its proposed use taking account the ground conditions and any risks arising from land instability and contamination. Local planning policies should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

#### **POLICY SO8.5: AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION**

**Development proposals which will cause unacceptable on-site or off-site risk or harm to human health or the natural environment (either individually or cumulatively) will not be permitted.**

**All major development proposals will:**

- **Set out how any air, water, noise, light pollution or soil contamination that may arise from the development will be avoided (or, if it is not possible to avoid, set out how it will be mitigated);**
- **Set out in an Air Quality Assessment (where relevant) how they will avoid any adverse impacts on an Air Quality Management Area. If it is not possible to avoid adverse impacts, the proposals will set out how the impacts on the Air Quality Management Area will be mitigated through the implementation of measures contained within air quality action plans and transport plans, and through green infrastructure provision and enhancements, or building layout and design which will help to minimise harmful air quality impacts.**
- **Protect (and where appropriate enhance and restore) water quality. Development will not be permitted without confirmation that the existing or improved sewage and wastewater treatment facilities can accommodate the new development;**
- **Protect and conserve soil resources, and safeguard the best and most versatile agricultural land;**
- **Ensure that public lighting and signage is designed and maintained in a way that will limit the impact of light pollution on local amenity, nature conservation, wildlife habitats, and intrinsically dark landscapes and skies; and**
- **Maintain and improve the noise environment through good design which takes account of the acoustic environment (in line with the Noise Policy Statement for England).**

#### **Supporting Text**

6.367. An Air Quality Assessment will be required where new residential development proposals are in Air Quality Management Areas. An Assessment will also be required for applications for 10 or more dwellings, where the scale of development could potentially contribute to a significant worsening of local air quality.

6.368. Air quality mitigation can include: providing electric vehicle recharging infrastructure within new development; designating parking spaces for low emission vehicles; contributing to low emission vehicle refuelling infrastructure; supporting local walking and cycling initiatives; providing low emission bus service provision or waste collection services.

6.369. Any additional contribution of emissions from new development may worsen air quality and cause the creation of a new Air Quality Management Area (AQMA) and therefore a small change in pollutant concentration can be as much a cause for concern as a large one. The areas of concern to consider are:

- Air Quality Management Areas (AQMAs);
- Areas near to or adjacent to AQMAs and candidate AQMAs; and
- Developments that require Environmental Impact Assessments (EIA).



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.370. The Council undertakes air quality monitoring through an air quality monitoring station, currently located on the A5190 Cannock Road in Heath Hayes, and diffusion tubes that are located across the District. Site details and summary of monitoring data can be viewed [here](#).

6.371. At the time the Local Plan was in development, the District had three designated Air Quality Management Areas (AQMA's) to address elevated nitrogen dioxide concentrations primarily caused by road traffic. These applied to areas on the A5 Watling Street and A5190 Cannock Road, Heath Hayes. Air quality at these locations has shown signs of improvement. Air Aware Staffordshire was launched in 2019 to raise awareness about air quality and influence commuting behaviour for businesses and schools near to the AQMA's.

6.372. In March 2023, two of the three AQMA's in the district were removed following public consultation as a result of a reduction in concentration of pollutants. One AQMA remains at A5 Watling Street (Churchbridge and the Turf Island). A map of the Air Quality Management Area can be obtained from the Council's website as well as more general information about air quality in the District<sup>60</sup>.

6.373. The individual and cumulative impact of site allocations in all areas which either are or were subject to an AQMA has been carefully considered throughout production of the Local Plan and necessary mitigation outlined. Evidence on the impact of air quality on the Cannock Chase SAC has been jointly commissioned by the Council and other members of the Cannock Chase SAC Partnership which will help to inform any further specific mitigation measures, if required.

6.374. The District Air Quality Action Plan, which is due to be updated is available on the Council's website along with further local advice on air quality and planning.

6.375. National Planning Practice Guidance<sup>61</sup> requires noise to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment. The Government also produces guidance for local authorities and other land managers in England on maintaining local environmental quality<sup>62</sup>.

6.376. The Cannock Chase National Landscape in particular includes a largely intact landscape which offers a haven of tranquillity and wildness. The National Landscape and the other areas designated as protected areas are particularly vulnerable to the impacts of air, water, noise and light pollution and soil contamination.

6.377. Soil should be managed in a sustainable way the Defra Code of Practice for the sustainable use of soils in construction provides advice on the use and protection of soil in construction projects.

#### List of Relevant Evidence

- Cannock Chase AONB Management Plan 2019-2024
- The developers Guide to Land Contamination in Staffordshire ([https://www.cannockchasedc.gov.uk/sites/default/files/developers\\_guide\\_2021\\_0.pdf](https://www.cannockchasedc.gov.uk/sites/default/files/developers_guide_2021_0.pdf))
- Defra Code of Practice for the sustainable use of soils in construction
- Government Guidance: Local Environmental Quality

<sup>60</sup> <https://www.cannockchasedc.gov.uk/content-z-tags/air-quality> accessed 04/09/23

<sup>61</sup> Paragraph 30-001-20190722

<sup>62</sup> [Local environmental quality - GOV.UK \(www.gov.uk\)](https://www.gov.uk)



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

- Cannock Chase District Air Quality Action Plan (update in progress)

#### **BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS**

##### **Introduction**

6.378. National planning policies promote the effective use of land and making as much use as possible of previously-developed or 'brownfield' land. Local planning policies should promote and support the development of under-utilised land and buildings, for example converting space above shops, or supporting opportunities to use the airspace above existing residential and commercial premises for new homes.

6.379. National planning policies also recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production.

##### **POLICY SO8.6: BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS**

**Development proposals, where appropriate and in line with the provisions of the relevant Local Design Guide, will:**

- **Prioritise the use of suitable brownfield land for homes and other uses, particularly within designated settlement boundaries, and support appropriate opportunities to remediate despoiled (degraded, derelict, contaminated and unstable) land; and,**
- **Make effective use of under-utilised land and buildings, particularly within designated settlement boundaries, through building renovations and conversions, the demolition and rebuilding of vacant and redundant buildings, and building on or above existing buildings, service yards, car parks or other infrastructure.**

##### **Supporting Text**

6.380. Brownfield sites are those available for reuse which have previously been developed and are either abandoned or underused. The definition covers the curtilage of the development. The Brownfield Land Register includes all the brownfield sites that the local planning authority has assessed as appropriate for development. This includes sites with extant full planning permission, outline planning permission and permission in principle as well as sites without planning permission. Sites on the Brownfield Land Register have been sourced from the Council's Strategic Housing Land Availability Assessment which includes all known potential residential development sites across the District.

6.381. Where there is the possibility of contamination from mineral or coal workings, waste disposal, or previous development or use, development proposals will include an appropriate Contaminated Land Desktop Study and Remediation Statement.

6.382. Cannock Chase Development Capacity Study has been prepared to set out evidence about the need for, and supply of, land for housing in the District over the period from 2020 to 2040. The Study has been continually reviewed throughout the development of the Local Plan



## **6. Local Plan Policy Options**

### **Objective 8: Supporting a Greener Future**

and shows how all sources of sites have been exhausted before consideration of Green Belt release. The full process is detailed in the Green Belt Topic Paper.

6.383. Changes of use and conversions /adaption of buildings can assist in reducing waste by re-using the embodied energy in the existing building and can assist in reducing carbon emissions in the built environment.

#### **List of Relevant Evidence**

- Cannock Chase District Brownfield Land Register;
- Cannock Chase District Development Capacity Study;
- Town and Country Planning (General Permitted Development) (England) (Amendment) (No.3) Order 2020 (S.I. 2020.No. 756);
- Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 (S.I. 2020.No. 632);
- Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2020 (S.I. 2020.No. 755);

### **SAFEGUARDING MINERAL RESERVES**

#### **Introduction**

6.384. Staffordshire County Council are the designated Minerals Planning Authority and therefore have greater responsibility in relation to planning for minerals in the district. The National Planning Policy Framework requires planning policy to provide for the extraction of mineral resources of local and national importance (but not identify new sites or extensions to existing sites for peat extraction).

6.385. Mineral resources should be safeguarded by defining Mineral Safeguarding Areas and Mineral Consultation Areas. A Mineral Safeguarding Area is an area designated by the Minerals Planning Authority to safeguard known deposits of minerals from sterilisation by non-mineral development.

6.386. A Mineral Consultation Area is a geographical area based on the Mineral Safeguarding Area, where the district council should consult the Mineral Planning Authority for any proposals for non-minerals development. Planning policies should safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material.





## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

#### **POLICY SO8.7: SAFEGUARDING MINERAL RESERVES**

In support of the delivery of the objectives of the Minerals Local Plan for Staffordshire, all development will maximise the contribution that substitute or secondary and recycled material can make as an alternative to primary minerals.

The Local Planning Authority will consult the Minerals Planning Authority as required where development falls within the Mineral Safeguarding Areas defined in the Minerals Local Plan for Staffordshire.

All major development proposals will:

- Provide, where appropriate, for the extraction of mineral resources of local and national importance;
- Ensure that the development does not sterilise known locations of mineral resources of local and national importance by safeguarding the Mineral Safeguarding Areas defined in the Mineral Local Plan for Staffordshire; and the associated Safeguarded Mineral Infrastructure sites used for mineral processing, handling, and transportation.

#### **Supporting Text**

6.387. Minerals are a finite resource and best use needs to be made of them to secure their long-term conservation. The NPPF requires relevant local authorities to ensure there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods needed. This involves the protection of areas for minerals workings.

6.388. Planning applications for the extraction and working of minerals are determined by Staffordshire County Council. The County Council adopted the [Minerals Local Plan for Staffordshire](#) (2015-2030) in February 2017. The Minerals Local Plan Policy 4 'Minimising the Impact of Mineral Development' sets out the environmental considerations that will be taken into account in assessing the impact of proposals for minerals development (including Green Belt, the Cannock Chase National Landscape, and the natural environment).

6.389. An objective of the Minerals Local Plan is to achieve an acceptable balance between the adequate supply of minerals and the impact of mineral operations on local communities and the environment; taking account of the contribution that substitute or secondary and recycled material can make as an alternative to primary minerals; and ensuring that important economic mineral resources are not needlessly sterilised.

6.390. The Minerals Local Plan (Policy 3 'Safeguarding Minerals of Local and National Importance and Important Infrastructure') defines criteria for the assessment of planning applications for non-mineral related development within Mineral Safeguarding Areas and zones for Safeguarded Mineral infrastructure sites.

6.391. The Minerals Local Plan identifies Mineral Safeguarding Areas, including an area of surface coal and associated fireclays in the southern part of Cannock Chase District. This area will be safeguarded against needless sterilisation by non-mineral development. Prospective development will not be permitted unless it has been demonstrated that either: the development does not permanently sterilise the mineral; or, the benefits of the development outweigh the benefits of the mineral; or, it is not environmentally acceptable to extract the mineral.



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.392. The Local Planning Authority will follow the relevant standing advice provided by the County Council in processing planning applications in respect of the County's mineral safeguarding policy.

#### List of Relevant Evidence

- The [Minerals Local Plan for Staffordshire](#) (2015-2030) - February 2017
- Staffordshire County Council Standing Advice: Mineral and Waste Safeguarding (May 2023)

### MANAGING WASTE

#### Introduction

6.393. National Planning Policy for Waste sets out the government's detailed waste planning policies. It refers to the Waste Management Plan for England which sets out the government's ambition to work towards a more sustainable and efficient approach to resource use and management.

6.394. Staffordshire County Council are the designated Waste Planning Authority and therefore have greater responsibility in planning for waste management in the district. Cannock Chase District Council have developed a local planning policy on managing waste to support the County's overall approach to waste management.

#### POLICY SO8.8 MANAGING WASTE

**All major development proposals will:**

- **Be supported by a site waste management plan demonstrating that waste prevention is the first priority and how the demolition, construction and operational phases of the development will minimise the generation of waste.**
- **Provide integrated facilities for the storage of recyclable and non-recyclable waste, and have regard to the operational needs of the relevant waste collection authorities in their design and access arrangements.**

**Development proposals for waste management facilities will need to demonstrate that the proposals:**

- **Are compatible with the objective of moving the management of waste up the Waste Hierarchy.**
- **Will not result in unacceptable direct or indirect impacts on the amenity of existing or proposed neighbouring uses.**
- **Have good access to the principal road network, and where practicable, other modes of transport.**

**Non-waste related development proposals on or in the vicinity of the permitted waste management facilities will not be supported, unless there are overriding planning reasons why the non-waste related development should be permitted, including the relocation of waste facilities to alternative sites.**

#### Supporting Text

6.395. The Staffordshire and Stoke-on-Trent Joint Waste Local Plan (2010-26) was adopted in March 2013. Following a First Review during 2018, the County Council resolved in March 2019



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

that the Waste Local Plan did not need to be revised, and that the Plan would continue to carry weight in the determination of planning applications.

6.396. The Waste Hierarchy, as adopted in the National Waste Strategy, is a method of sustainable waste management which ranks waste management options in a way that protects human health and the environment. The hierarchy runs from the most to least effective solution: prevention; preparing for re-use; recycling; other recovery; and disposal.

#### **List of Relevant Evidence**

- Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026 (adopted 2013)
- National Planning Policy for Waste (2014)



## **6. Local Plan Policy Options**

### **Site Allocations**

## **Site Allocations**

6.397. The following section identifies the sites being allocated to deliver the Local Plan requirement for 5,808 new dwellings and 69ha of employment land between 2018-2040. Sites being allocated in this plan have been assessed against a site selection process which is set out in the supporting Site Selection Paper, which explains the detailed methodology and site selection criteria.

## **Housing Trajectory**

### **Strategic Site Allocations**

6.398. The following policies provide details of sites being allocated for residential development or residential-led, mixed use developments.

6.399. In Policy SA1, each site allocated for residential development has a figure identifying the number of dwellings. For sites with permission the figure is the total number of dwellings with planning permission on the site or, if the site is already under construction, it is accompanied by the remaining number of dwellings (as of 1<sup>st</sup> April 2023) still to be completed in accordance with the permission. Where the site is without planning permission, the figure is in most cases an estimate based on the size of the site, an assumption about the net developable area, an assumption about the net residential density which would be appropriate for the area in which the site is located, or an assumption provided by the developer/landowner/agent that has been submitted to the Council.

6.400. The indicative numbers of dwellings are used to demonstrate how the Local Plan requirement can be met. It is emphasised that they are only 'indicative', and do not represent a fixed policy target for each individual site.

6.401. Developers are encouraged to produce the most appropriate design-led solution, taking all relevant Local Plan policies and national policy into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the policy as an 'indicative dwelling figure'.

6.402. The site allocation policies are separated out to distinguish between Strategic Site Allocations which are subject to more detailed policy and guidance and all other residential development sites which are supported by identified development considerations.

### **Strategic Residential Site Allocations**

6.403. The following sites are considered to be strategic in terms of scale and delivery of the Local Plan Strategy. They comprise of new locations identified that require some or entire release of land within the Green Belt. A further strategic site is identified as the cross-boundary site at Rugeley Power Station. Whilst this site benefits from outline planning permission and does not require



## 6. Local Plan Policy Options

### Site Allocations

release of Green Belt land, the site will contribute significantly to the housing supply over the plan period, and the policy can help to inform detailed reserved matters applications.

6.404. In developing the Local Plan, the authority has examined all other reasonable options before meeting the identified need for development. The Green Belt Topic Paper shows how the tests in national policy have been met and demonstrates the exceptional circumstances case for Green Belt release.

6.405. The strategic site allocations are fundamental to the delivery of the spatial strategy and will deliver a significant number of new dwellings and infrastructure improvements necessary to serve residents.

6.406. The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Land south of Lichfield Road, Cannock**

**Site Reference:** SH1

**Address:** South of A5190, Lichfield Road, Cannock.

**Proposed Use:** The development will deliver in the region of 700 dwellings, and provision for a new primary school and Community Park with primary access from Cannock Road. The strategic housing allocation will also contribute to the delivery of off-site highway and sustainable travel improvements and associated infrastructure including the Wimblebury Road Relief Road (WRRR). The development will deliver a mix of housing sizes, types and tenure to ensure that there is a range of housing, including affordable housing.

**Indicative Dwelling Yield:** 700 dwellings.

**Site Area (Hectares):** Total 47.2 hectares.

**Net developable area (indicative):** 20ha.

**Density minimum:** 35dph

#### **Description of Site**

The proposed allocation is split into two parts:

- The northern part of the site (SH1 SHLAA ref: C116(a)), approximately 32.4ha, lies to the south of Lichfield Road (A5190), Heath Hayes, and is bounded by Newlands Lane to the south, and existing woodland areas to the east and west. The entire site is released from the Green Belt for residential development, and associated infrastructure.
- The southern part of the site (C116(b)), approximately 14.8ha, lies to the south of Newlands Lane and is being proposed as a community park to be delivered alongside the residential development. This part of the Green Belt will be enhanced.

The site is located on the urban edge of Heath Hayes and is therefore in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is sustainably located and promotes active travel; the site is within walking distance of Heath Hayes Local Centre and is close to a local cycle path. A bus route serves Lichfield Road. The site is within close proximity to local facilities including primary schools and a health centre.

An Air Quality Management Area on the A1590 around Five Ways Island has now been revoked. To ensure no further adverse impact from increased traffic on the highway network on air quality, and to address highway capacity issues, development in the vicinity will be required to contribute towards improvements to the Five Ways junction.

The site is in proximity to an operational landfill site located to the west of the site, although this is close to capacity and once this use has ceased the land will be subject to remediation and restoration.

The site is adjacent to areas with local designations to protect biodiversity, and it is anticipated that the new community park will support green infrastructure and ecological network linkages.



## 6. Local Plan Policy Options

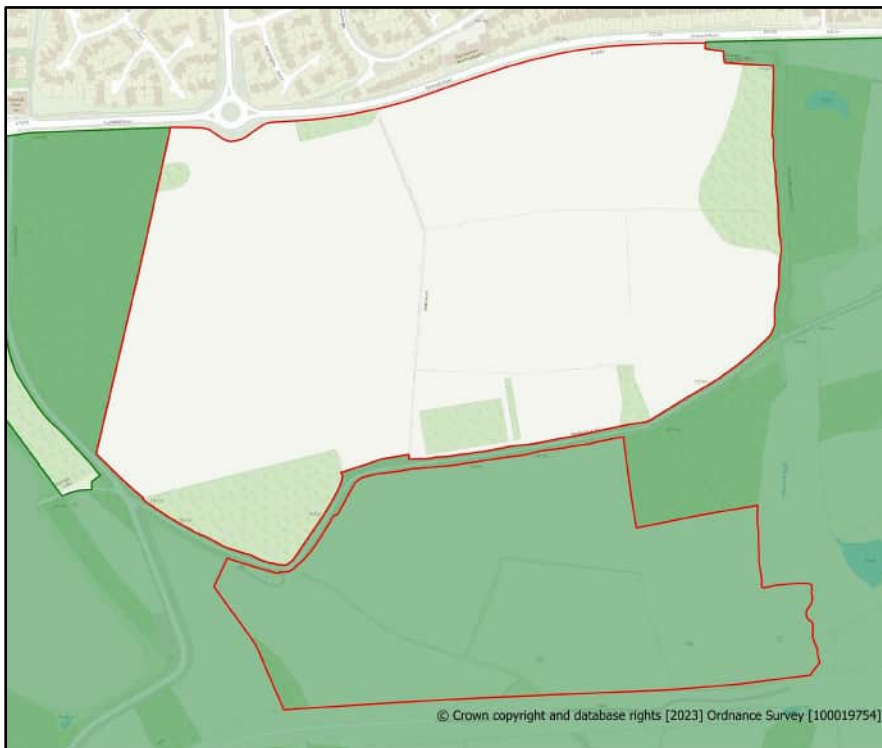
### Site Allocations

The Chasewater and the Southern Staffordshire Coalfield Heaths SSSI is located approximately 800m east of the site. The Cannock Chase SAC lies approximately 4.2km to the north of the site. Development will be subject to the adopted charge which supports management of the SAC.

New Hall Farmhouse, a Grade II Listed Building, is located approximately 45m to the north west of the site. The Heritage Impact Assessment recommends woodland is retained to the south of Lichfield Road to screen the site from the impact of development. The woodland is beyond the development site boundary and therefore will be unaffected.

The scale of development results in the requirement for a new primary school to be provided to serve new pupils from the site and to account for an increase in population resulting from the development of the nearby site at Wimblebury Road (SH2).

### Site Boundary



#### **POLICY SH1: LAND SOUTH OF LICHFIELD ROAD, CANNOCK**

Land south of Lichfield Road, shown as SH1 on the Policies Map is allocated for residential development and a Community Park.

- Approximately 700 dwellings will be located on 32.5ha of land which comprises the northern part of the site referenced as C116a. This land is released from the Green Belt;
- A new country park will be located on 14.8ha of land which comprises the southern part of the site referenced as C116b. This land will remain designated as Green Belt and will be delivered as a compensatory improvement to enhance the remaining Green Belt in accordance with the provisions of the NPPF.

CCDC will work with the site promoter to agree an illustrative masterplan for the site alongside the broad parameters shown on the Concept Plan, including a design code for



## **6. Local Plan Policy Options**

### **Site Allocations**

the site. A planning performance agreement to scope the level of support for each stage and identify key officers and resources will also be drawn up between CCDC and the site promoter.

#### **Parcel C116a**

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Cannock Road and will serve the residential area within parcel C116a. A Transport Assessment and Travel Plan will be required to support the application and will need to consider the cumulative impact of Local Plan allocations, with particular regard to impact on the Five Ways junction and mitigation of any adverse impact on air quality and traffic congestion.

The site will provide 2.3 ha of flat, level land of a regular shape with significant road frontage to the adoptable highway to accommodate a new 2FE Primary School. The school site and access, as shown on the concept plan, shall form part of the first phase of development and be transferred to the County. Prior to the planning consent being issued for Site SH1 a strategy for the delivery of the Primary School shall be agreed between the applicant, Staffordshire County Council and the Local Planning Authority. No completions shall take place on SH1 until the school site has been transferred in accordance with the requirements of the County Council as set out in a S106 agreement. Development will be subject to proportionate primary and secondary education contributions as requested by Staffordshire County Council, where evidenced by need.

Development proposals at the outline planning application stage will be accompanied by a phasing strategy and details of a proportionate funding mechanism to deliver the necessary infrastructure to address the cumulative impact of site allocations SH1 and SH2 in combination, on the local transport network (including facilitating the delivery of the WWR in site SH2) and with regard to education provision (including delivering a new 2FE primary school in site SH1). Proposals will be assessed with regard to the Infrastructure Delivery Plan. No substantive housing completions should occur until the funding and phasing of critical infrastructure is agreed by the applicant, Local Planning Authority and Staffordshire County Council.

A Landscape Strategy will be required to ensure that the development form and layout minimises any significant adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.





## **6. Local Plan Policy Options**

### **Site Allocations**

**The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of development, in accordance with Policy SO7.2. An Ecological Impact Assessment will be required in accordance with Policy SO7.1.**

**New native woodland planting on the south western boundary of parcel C116a will provide visual containment to prevent urbanisation of Newlands Lane. Established wooded areas bordering Newlands Lane should be retained to protect its rural character and the wider Green Belt.**

**The development will be required to provide new and/or enhanced open space, sports and recreational provision, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4). The Council will work with the developer to determine whether any provision is more appropriately located on land for the community park on the southern land parcel (C116b). The development of the community park should not offset the requirement for particular types of open space/sports pitch provision to meet the needs of new residents.**

**The site will be supported by a Drainage Strategy. Development should have no adverse impact on the environmental quality of Newlands Brook. It is anticipated that the pond and running water courses will be retained. The development will incorporate new or enhanced attenuation ponds and SUDS features within the greenspace to provide suitable drainage systems on the site and help with flood mitigation.**

**An odour assessment will be required to assess the impact of Poplars Landfill on the health and amenity of residents and determine any mitigation required.**

**The development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.**

#### **Parcel C116b**

**All details of the community park including, but not limited to, the design, layout, appearance, materials, infrastructure, landscaping and planting will be agreed with the Council through the submission of an outline planning application for the whole site (SH1). The ecological value of land identified for the Community Park will be enhanced with habitat creation in the form of new wet woodland associated with Newlands Brook at the eastern boundary of the site.**

**The existing Public Right of Way will be retained and new surfaced circular routes created to facilitate recreational use of the site, accessible to all users. Infrastructure serving the**



## **6. Local Plan Policy Options**

### **Site Allocations**

Item No. 12.175

**route will be provided including any seating, bins and gates or fencing prior to the opening of the routes.**

**Existing trees and hedgerows should be retained where possible, having regard to access and other infrastructure requirements, with new planting of native species to enhance biodiversity on site.**

**A management company will be formed prior to commencement of the development of the community park which will maintain the park in perpetuity.**

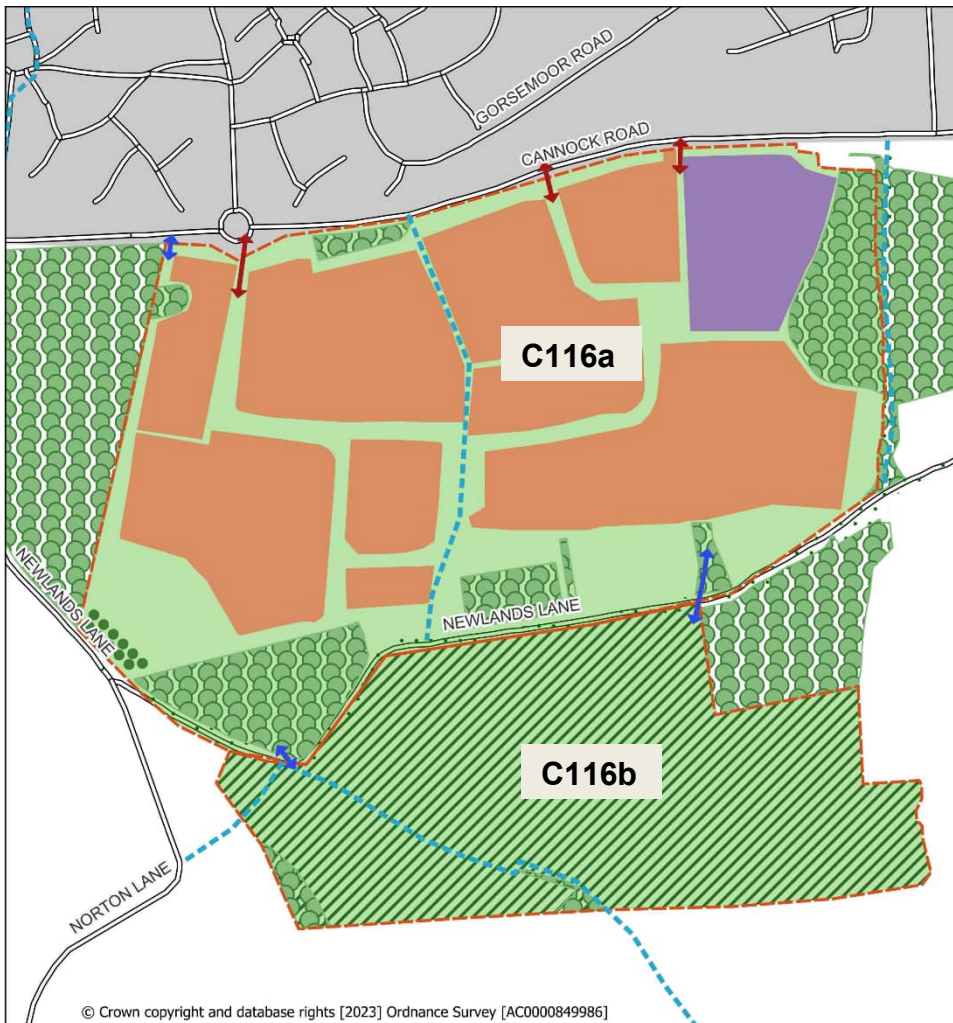
**The community park will be completed and open to the public on completion of initial phases of the development and before occupation of the 350<sup>th</sup> dwelling (or equivalent mid-way marker of development) on the northern land parcel (C116a); unless an alternative phasing plan is agreed with the Local Planning Authority.**



# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



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#### Key

- |                              |  |
|------------------------------|--|
| Site Boundaries              | Indicative Vehicular Access Points                         |
| Existing Streets             | Indicative Active Travel Access Points                     |
| Existing Urban Area          | Indicative Location for Enhanced Screening                 |
| Existing Area of Woodland    | Indicative Location for Residential Development            |
| Existing Areas of Open Space | Indicative Location for New Primary School                 |
| Existing Pond                | Indicative Location for Community Parkland                 |
| Existing PRoWs               | Indicative Location for Areas of Blue-Green Infrastructure |



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Land east of Wimblebury Road, Heath Hayes**

**Site Reference:** SH2

**Address:** East of Wimblebury Road at Bleak House, Wimblebury Road

**Proposed Use:** The development of approximately 400 dwellings, public open space and access from Wimblebury Road to Cannock Road. The development will deliver the Wimblebury Road Relief Road (WRRR) and contribute to off-site highway and sustainable travel improvements and associated off-site infrastructure including a primary school. The development will deliver a mix of housing sizes, types and tenure to ensure that there is a range of housing including affordable housing.

**Indicative Dwelling Yield:** up to 400 dwellings

**Site Area (Hectares):** Total 17.9 hectares.

**Net developable area (indicative):** 11ha.

**Density minimum:** 35dph

#### **Description of Site**

The proposed allocation comprises:

- The site covers a total area of 17.9 hectares and extends along the eastern side of Wimblebury Road as indicated on the policies map. This site SH2 comprises an area of land previously outside the Green Belt and designated as safeguarded land for development in the Local Plan 2014 (6.4ha), and a further 11.5ha of greenfield land to its immediate east previously located within the Green Belt. The site is enclosed on its northern and eastern boundaries by woodland and adjoins Heath Hayes Park on its southern boundary. The entire site is released from the Green Belt for residential development, and associated infrastructure.
- The second element of the allocation comprises land required as indicatively shown on the policies map for the delivery of the WRRR which will connect from the roundabout at Wimblebury Road to a new junction on the A5190 Cannock Road, east of Five Ways junction. The WRRR is designed to divert traffic from the congested Five Ways junction.

The site is currently green field land used for agriculture but does not qualify as Best and Most Versatile land (BMV).

The site is located on the urban edge of Heath Hayes and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

Part of the site was previously safeguarded for development and therefore development of the wider land parcel will ensure that development is planned for comprehensively. The proposals will ensure strategic infrastructure is provided including the Wimblebury Road Relief Road. The WRRR ensures sufficient capacity is provided on the local highway network for the delivery of both this allocation and SH1 (Land south of Lichfield Road, Cannock). The WRRR will create appropriate highway capacity at the currently congested Five Ways Junction. As the whole land parcel is surrounded by woodland and a public park this will provide a sense of permanence to the boundary of the wider Green Belt.



## 6. Local Plan Policy Options

### Site Allocations

The site is sustainably located and promotes active travel; the site is within walking distance of a primary school, Heath Hayes Local Centre and Heath Hayes Park and allotments. The site is also within walking distance of a number of bus stops, with those along the Hednesford Road (B4154) served every 30 minutes promoting the use of public transport to Cannock and more distant facilities.

The site is bounded by an existing plantation woodland which is also within the same ownership. The woodland was historically the location of Cannock Chase Colliery No.8 which included a railway line connecting the colliery to Burntwood to its south-east. Public rights of way are located within the woodland. It is anticipated that the existing woodland could be subject to improvements enhancing access to, and enabling recreation within, the retained Green Belt. The woodland also helps to screen the site from the wider Green Belt, helping to reduce the visual impact on the openness of the remaining Green Belt. Any potential new areas of public open space within the site will support green infrastructure and ecological network linkages.

The Chasewater and the Southern Coalfield Heaths SSSI lies close to the site's eastern boundary. The site is close to 2 locally designated Site of Biological Importance. The site is also hydrologically connected to Cannock Extension Canal SAC. The Cannock Chase SAC lies approximately 3.3km to the north of the site. Development will be subject to the adopted charge which supports management of the SAC. Specific assessments and mitigation measures are likely to be required to ensure habitats are protected and air and water quality are not adversely affected by development.

The site lies within a Coal Authority High Risk Development Area, and features some historic landfill, as well as previously forming part of an open cast coal and clay quarry; some mine shafts remain on site. As such, site surveys will be required and the site layout or construction plans may need to account for any ground constraints.

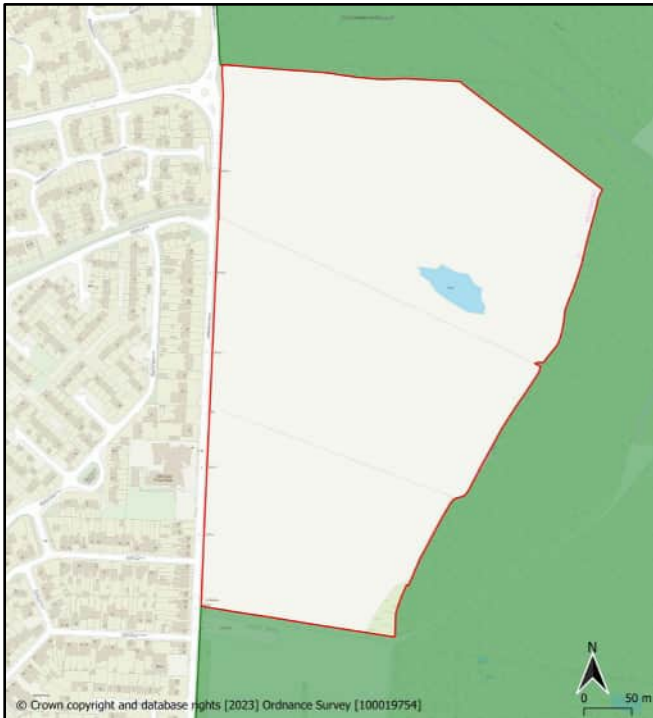
The development site and the adjoining safeguarded land to the south offers a unique opportunity to deliver the WRRR to divert traffic from the congested Five Ways junction which will help to ensure air quality does not worsen in an area formerly subject to an Air Quality Management Area.

#### **Site Boundary**



## 6. Local Plan Policy Options

### Site Allocations



#### **POLICY SH2: LAND EAST OF WIMBLEBURY ROAD, HEATH HAYES**

Land east of Wimblebury Road, shown as SH2 on the Policies Map is allocated for residential development. Development of site SH2 is subject to provision of the Wimblebury Road Relief Road (WWR) linking Wimblebury Road to Cannock Road, as shown on the Policies Map:

- Approximately 400 dwellings will be located on 17.9ha of land which comprises 6.4ha of safeguarded land identified in the 2014 Local Plan and an adjacent 11.5ha of land will be released from the Green Belt.
- The WRRR will connect Wimblebury Road and Cannock Road. The route indicated on the Policies Map will connect site SH2 and the allocated Safeguarded Site identified as S1.

CCDC will work with the site promoter to agree an illustrative masterplan for the site alongside the broad parameters shown on the Concept Plan, including a design code for the site. A planning performance agreement to scope the level of support for each stage and identify key officers and resources will also be drawn up between CCDC and the site promoter.

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.



## **6. Local Plan Policy Options**

### **Site Allocations**

**Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.**

**Vehicular access will be from Wimblebury Road and via the provision of the WRRR which will connect to Cannock Road. A Transport Assessment and Travel Plan will be required to support the application and will need to consider the cumulative impact of Local Plan allocations, with particular to impact on the Five Ways junction and mitigation of any adverse impact on air quality and traffic congestion.**

**Development proposals at the outline planning application stage will be accompanied by a phasing strategy and details of a proportionate funding mechanism to deliver the necessary infrastructure to address the cumulative impact of site allocations SH1 and SH2 in combination, on the local transport network (including facilitating the delivery of the WWWR in site SH2) and with regard to education provision (including delivering a new 2FE primary school in site SH1). Proposals will be assessed with regard to the Infrastructure Delivery Plan. No substantive housing completions should occur until the funding and phasing of critical infrastructure is agreed by the applicant, Local Planning Authority and Staffordshire County Council. Development will be subject to proportionate primary and secondary education contributions as requested by Staffordshire County Council, where evidenced by need.**

**A Landscape Strategy will be required to ensure the development form and layout minimises any significant adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape. This Landscape Strategy will also address any requirement for new native woodland planning on the north-eastern and eastern boundaries where appropriate to assist with the site's visual containment.**

**The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.**

**The development will be required to contribute to new and/or enhanced open space, sports and recreational provision, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4). The Council will work with the developer to determine whether this should comprise improvements to Heath Hayes Park and allotments immediately south of the site. New surfaced walking/cycling routes will be created to facilitate recreational use of the site, connect any**



## **6. Local Plan Policy Options**

### **Site Allocations**

**new green spaces and must be accessible to all users with alignment to existing Public Rights of Way.**

**In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. The Planning Application should demonstrate consideration of how the accessibility of the Public Rights of Way in the adjacent surrounding woodland will be improved or enhanced.**

**Development should have no significant adverse impact on the environmental quality of the Chasewater and Southern Coalfields Heaths SSSI or the water quality of Cannock Extension Canal SAC. The Planning Application will be supported by a Habitats Regulation Assessment and a Drainage Strategy which will outline necessary mitigation measures to avoid significant adverse impacts. Development proposals will also support the protection of habitats in adjacent Areas of Biological Importance.**

**The development will incorporate new or enhanced attenuation ponds and SUDS features within the greenspace to provide suitable drainage systems on the site and help with flood mitigation downstream in Norton Canes, subject to the findings of a site-specific flood risk assessment.**

**The planning application will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.**





# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



#### Key

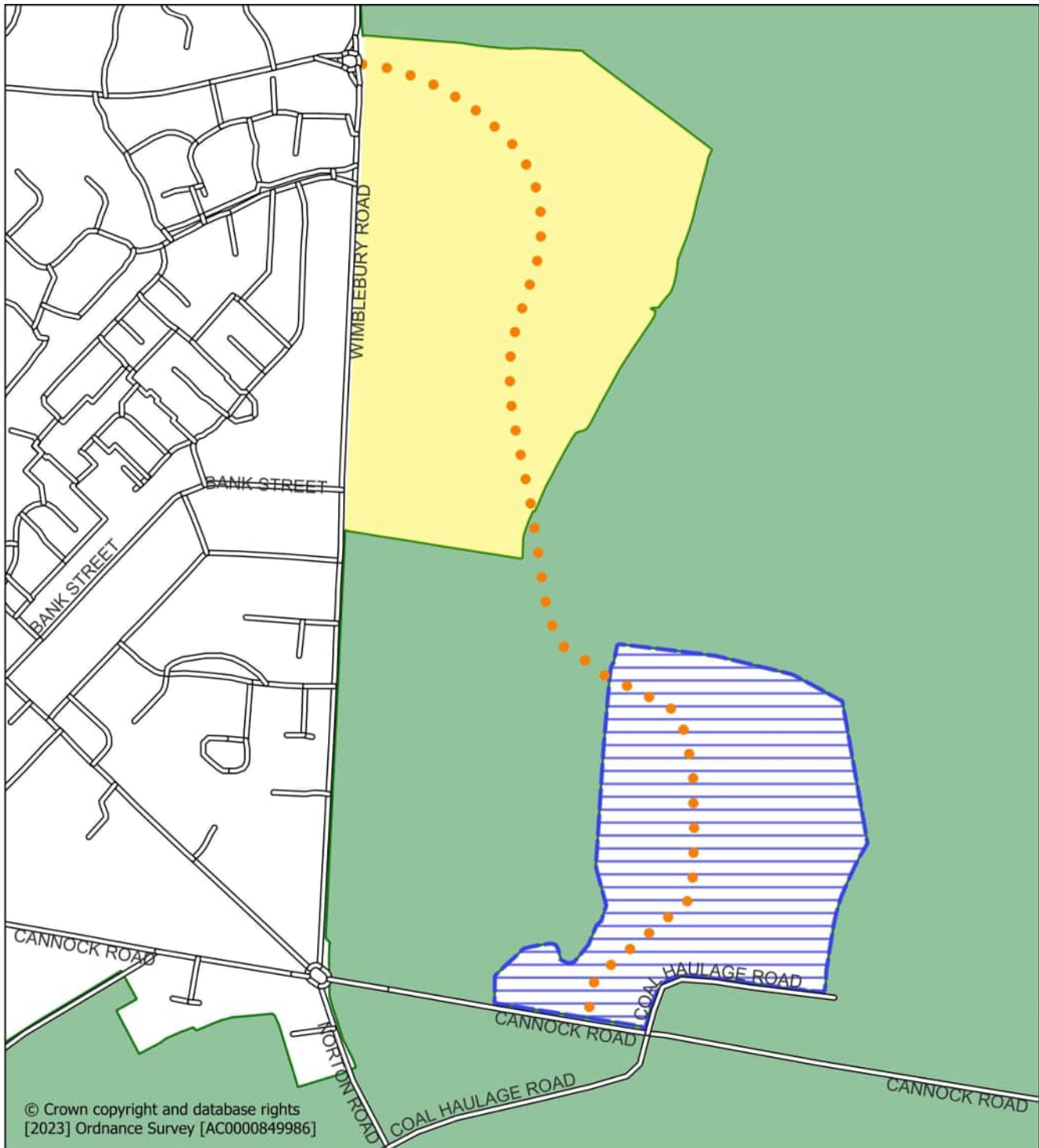
- |                              |  |
|------------------------------|--|
| Site Boundaries              | Indicative Vehicular Access Points                         |
| Existing Streets             | Indicative Strategic Infrastructure Route                  |
| Existing Urban Area          | Indicative Active Travel Access Points                     |
| Existing Area of Woodland    | Indicative Active Travel Routes & Connections              |
| Existing Areas of Open Space | Indicative Location for Residential Development            |
| Existing Pond                | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing PRowS               |  |



# 6. Local Plan Policy Options

## Site Allocations

### WRRR Plan



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#### Key

- Existing Streets
- Indicative Strategic Infrastructure Route - Wimblebury Road Relief Road
- Residential Strategic Site (Site SH2)
- Safeguarded Land (Site S1)
- Green Belt



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Land to the rear of Longford House, Watling Street**

**Site Reference:** SH3

**Address:** Land to the rear of Longford House, Watling Street, Cannock

**Proposed Use:** The development of 45 dwellings with access from Wellington Drive. The development will deliver a mix of housing sizes, types and tenure including affordable housing.

**Indicative Dwelling Yield:** 45 dwellings

**Site Area (Hectares):** 2 hectares

**Net developable area:** 1.18hectares

**Density minimum:** 38dph

#### **Description of Site**

The proposed allocation comprises:

- The redevelopment of brownfield land (buildings, car parks and storage areas) in addition to undeveloped green land within the site boundary. This site will be released from the Green Belt for a residential scheme.

The site is located on the urban edge of Cannock and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is surrounded by development on three of its boundaries and has been used for car auctions and car boot sales. The areas of brownfield land comprise of buildings, concrete hardstanding and storage units and is of low aesthetic value, particularly in the context of its status as Green Belt land adjacent to heritage assets. A higher density of development has been assumed to reflect that the site is adjacent to the existing urban area, making the optimum use of the land.

The site is sustainably located promoting active travel being close to a pub and hotel, local conveniences at the adjacent petrol station and there are employment opportunities within walking distance at local business parks. The site is within walking distance of a number of bus stops, including those located on Ascot Drive, Carlisle Drive and on the Wolverhampton Road (A4601) promoting the use of public transport to access facilities and Cannock centre. The site is in close proximity to a local primary school.

An Air Quality Management Area on Watling Street (A5) was revoked in March 2023. However, the area is still sensitive to air pollution in terms of the impact of increased traffic on the A5 and additionally this could adversely affect Cannock Extension Canal SAC. The site has also been identified as being at risk of nuisance odour.



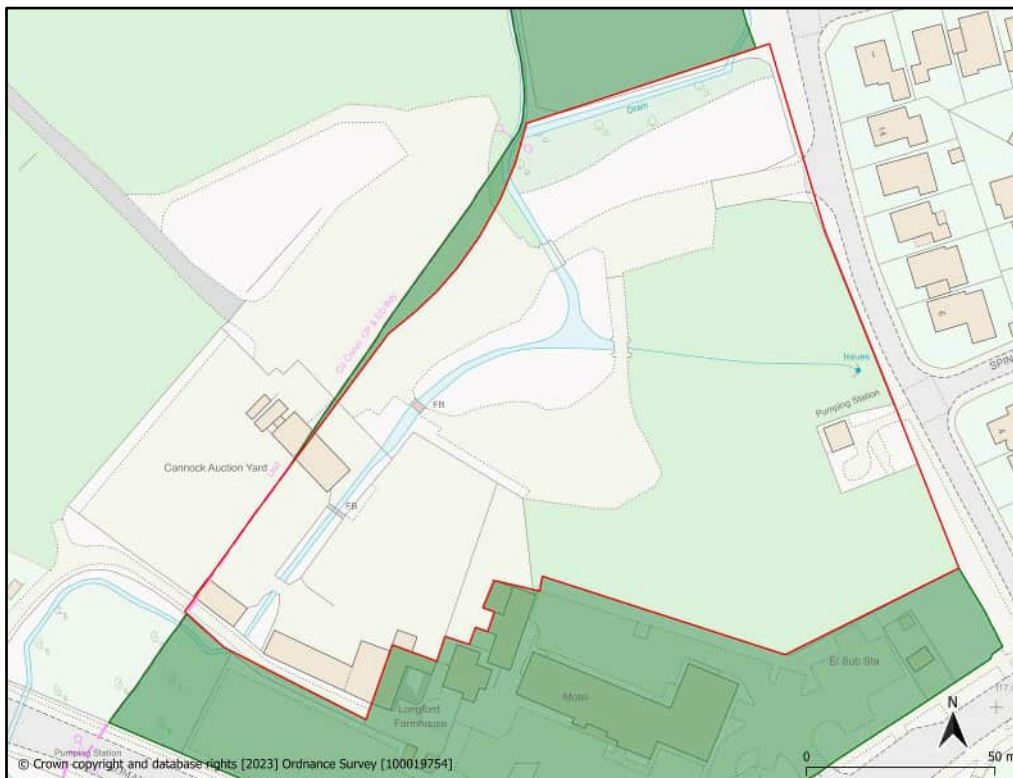
## 6. Local Plan Policy Options

### Site Allocations

The Cannock Chase SAC lies approximately 5.4km to the north-west of the site. Development will be subject to the adopted change which supports management of the SAC.

Longford Lodge is a Grade II Listed building close to Longford House which is a non-designated heritage asset adjacent to the development site. Although the setting of the assets have been greatly compromised by modern development and are well screened by the site, the Heritage Impact Assessment still recommends consideration of retention of the watercourse as part of any amenity space to provide the potential for interpretation of the history of canals in the area as well as planting along the former drive from the lodge to Longford House. Redevelopment provides an opportunity to improve the setting of heritage assets which forms part of the exceptional circumstances case for Green Belt release.

### Site Boundary



### **POLICY SH3: LAND TO THE REAR OF LONGFORD HOUSE, WATLING STREET**

**Land to the rear of Longford House, shown as SH3 on the Policies Map is allocated for residential development:**

- **Up to 45 dwellings will be located on 2ha of land that comprises of a portion of brownfield land as well as some undeveloped land. This land will be released from the Green Belt.**



## **6. Local Plan Policy Options**

### **Site Allocations**

**Residential development will be delivered at a minimum density of 38dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.**

**Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.**

**Vehicular access will be from Wellington Drive. A Travel Statement will be required to assess the potential transport impacts of the development. An Air Quality Assessment may also be sought to determine the impact of development on air quality and any proposed mitigation measures.**

**The site will promote active travel providing new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing public rights of way, where applicable.**

**The site is traversed by open watercourses forming part of the Staffordshire and Worcestershire Canal. The appropriateness of retaining open watercourses should be considered when designing the site as these form part of the historic landscape and would provide the potential for interpretation of the history of canals in the area. If retained, these could potentially form part of the amenity space and may be suitable for ecological enhancement. A Flood Risk Assessment and drainage strategy will be required to demonstrate that proposed development will not increase the risk of flooding.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1. An Odour Assessment will be required to set out clearly how the proposals will mitigate any potential impact on residential amenity from nuisance odour.**

**The design of development should conserve and enhance the setting of the Grade II listed Longford Lodge and non-designated Longford House. The planting along the former drive from Longford Lodge to Longford House should be retained as screening and strengthened, if necessary.**

**The design of the site should be considered with the potential to improve the impact of the site on the remaining Green Belt and heritage assets, providing a more considered approach to the urban edge in this location with the potential to preserve and enhance any natural boundary landscape features.**

**In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset by compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.**



## 6. Local Plan Policy Options

### Site Allocations

The development will be required to provide new and/or enhanced open space, sports and recreational buildings and land, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4).

Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.

#### Concept Diagram



#### Key

- |                              |  |
|------------------------------|--|
| District boundary            | Existing Pond  |
| Site Boundaries              | Indicative Vehicular Access Points                         |
| Existing Streets             | Indicative Location for Residential Development            |
| Existing Urban Area          | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Area of Woodland    | Indicative Location for Enhanced Screening                 |
| Existing Areas of Open Space |  |



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Former Hart School, Burnthill Road, Rugeley (Hagley Park)**

**Site Reference:** SH6

**Address:** Former Hart School, Burnthill Road, Rugeley (Hagley Park)

**Proposed Use:** The development of 145 dwellings with access from Burnthill Lane. The development will deliver a mix of housing sizes, types and tenure including affordable housing to ensure that there is a range of housing.

**Indicative Dwelling Yield:** 145 dwellings

**Site Area (Hectares):** 4.9 hectares

**Net developable area:** 3.8 hectares

**Density minimum:** 35dph

#### **Description of Site**

The proposed allocation comprises:

- Development of brownfield land within the development boundary; the former Hagley Park School and green field land within the Green Belt for 145 dwellings. 1.9 hectares of this site will be released from the Green Belt.

The site is located on the urban edge of Rugeley and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The site is located on the western edge of Rugeley, accessed from Burnthill Road and adjacent to a Leisure Centre. The former school buildings and recreational land are no longer required providing the opportunity to redevelop a brownfield site at the edge of the urban area. Incorporating the former playing fields to the south ensures the viability of development and will form a 'rounding off' of the development boundary. Whilst this will result in the release of some Green Belt land, it will present a logical, enduring permanent boundary with strengthened screening on the western boundary helping to protect the remaining Green Belt from further visual intrusion.

The site is within walking distance of a bus stop located on Sandy Lane and Rugeley Train Station therefore residents have access using sustainable transport to wider services and facilities. The site is also in close proximity to a local primary school.

The site is not in close proximity to designated habitats. Cannock Chase SAC lies approximately 3.6km to the south-west of the site. Development will be subject to the adopted change which supports management of the SAC.

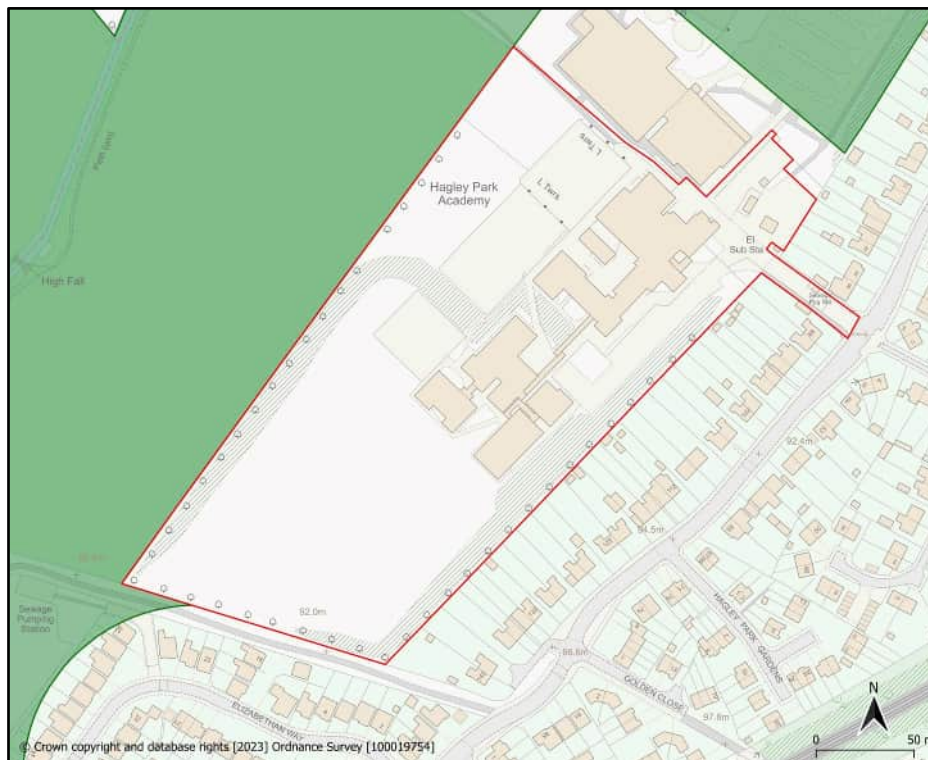
A Heritage Trail runs just outside the southern boundary of the site enabling public access to the countryside and wider Green Belt. Opportunities for enhancement to the trail could be considered as part of compensatory improvements to the remaining Green Belt.



## 6. Local Plan Policy Options

### Site Allocations

#### Site Boundary



#### **POLICY SH6: FORMER HART SCHOOL, BURNTHILL ROAD, RUGELEY (HAGLEY PARK)**

Land at the Former Hart School, shown as SH6 on the Policies Map is allocated for residential development:

- Up to 145 dwellings will be located on 4.9ha of land that comprises of a part brownfield and part greenfield site. 1.9 ha of this land will be released from the Green Belt.

Residential development will be delivered at a minimum density of 35dph and provide the appropriate mix of housing types and tenure, including affordable housing and adaptable housing in compliance with local and national housing policies.

Development should include the highest level of building performance standards for cooling, ventilation and energy use and achieve the lowest viable carbon emissions that can practically and viably be achieved.

Vehicular access will be from Burnthill Lane. A Transport Statement will be required detailing an appropriate access and junction arrangement as required in consultation with Staffordshire County Highways. The site should also promote active travel, providing new or enhanced cycle and footpath linkages.

Where appropriate, the proposal will deliver enhanced connections and alignments to existing public rights of way including the Cannock Chase Heritage Trail and Hagley Park to promote recreational use of routes.

The development will provide an appropriate education contribution as requested by Staffordshire County Council.





## **6. Local Plan Policy Options**

### Site Allocations

**A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An appropriate ecological assessment also will be required in accordance with Policy SO7.1.**

**Existing hedgerows, trees and water courses will where possible be incorporated within the proposed development, and suitable ecological mitigation and/or compensatory measures provided within the site.**

**The development will incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.**

**The development will be required to provide new and/or enhanced open space, sports and recreational buildings and land, including playing fields and allotments to meet locally defined minimum standards and benchmarks in line with policies (SO2.3, SO2.4).**

**Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.**

**The development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people**



# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



#### Key

- |                              |  |
|------------------------------|--|
| Site Boundaries              | Indicative Vehicular Access Points                         |
| Existing Streets             | Indicative Active Travel Access Points                     |
| Existing Urban Area          | Indicative Location for Residential Development            |
| Existing Area of Woodland    | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Areas of Open Space |  |



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Land at the Former Rugeley Power Station**

**Site Reference:** SM1

**Address:** Former Rugeley Power Station, Power Station Road, Rugeley

**Proposed Use:** The site is allocated for a cross-boundary sustainable mixed use development which will have regard to the character of the surrounding area, the topography of the site, the flood zone and ecological interests. The development will provide linkages to services and facilities in Rugeley, Brereton, and Armitage with Handscare (in Lichfield District), and will deliver up to 2,300 dwellings (1,000 in Cannock Chase) including a minimum affordable housing contribution equivalent to 17.6% of units across the whole site, and up to 5 hectares of land for employment uses. The site is also to incorporate an all through school and local facilities and amenities.

**Indicative Dwelling Yield:** up to 1,000 dwellings in Cannock Chase (up to 2,300 whole site)

**Site Area (Hectares):** 139 hectares (whole site)

**Density minimum:** 35dph

#### **Description of Site**

The proposed allocation comprises:

- A large cross-boundary site with Lichfield District Council with extant Outline Planning Permission. Cannock Chase District Council's Planning Control Committee approved an outline planning application (Ref: CH/19/201) in July 2020. A Section 106 Agreement (Ref: A2620) was signed in April 2021.
- The site of the former 'A Station' of the former Rugeley Power Station site. The site is bounded by the River Trent, open countryside, the West Coast Mainline Railway, and the A51.

The site is located within the settlement boundary of Rugeley and is in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development. Delivery of the Rugeley Power Station redevelopment is identified as one of the key priorities within the Spatial Strategy as it forms the largest available brownfield site in the District and is not located within the Green Belt or National Landscape.

The site is located within 850m of Rugeley Trent Valley Railway Station. A designated cycle route included in the Cannock Chase Cycle Network runs along the A51 to the southwest of the site. The site is not within walking close proximity to any education or healthcare facilities but the scale of the development on site means that new facilities will be provided. Infrastructure constraints have been addressed through the planning application (CH/19/201).

The Cannock Chase SAC lies approximately 3.7km to the west of the site. Development will be subject to the adopted change which supports management of the SAC.



## **6. Local Plan Policy Options**

### **Site Allocations**

#### **POLICY SM1: FORMER RUGELEY POWER STATION, RUGELEY**

Land at former Rugeley Power Station, shown as SM1 on the Policies Map is allocated for sustainable mixed use development:

- Up to 1,000 dwellings to be located within Cannock Chase District
- Up to 5ha of employment land
- Infrastructure requirements including education provision and local community facilities.

Residential development will be delivered at a mix of medium and high densities with development of up to 4 and 5 storeys in the more accessible western portion of the site and up to 2.5 to 3 storeys in the eastern portion of the site and provide the appropriate mix of housing types and tenure, in line with the Section 106 Agreement.

A minimum affordable housing contribution equivalent to 17.6% of units across the whole site as set out in the S106 Agreement.

A Sustainability Statement will be required to set out how the development will maximise opportunities for on-site production and use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.

Vehicular access will be via a minimum of two primary points including access to the development from the A51 in the west and the A513 in the east utilising a new (consented) roundabout access.

Vehicle parking will be provided as an integral part of the scheme, with provision for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.

Provision of a comprehensive network of pedestrian, cycle and vehicular ways to connect to, and integrate with, existing development and facilities, particularly Rugeley Town Centre, Rugeley Town Railway Station and Rugeley Trent Valley Railway Station. Including the 'Riverside Walk' which will run through much of the length of the site and provide a new link to Rugeley Town Centre via the former rain link into the site.

Support for specified off-site highway improvements, canal towpath improvement works, transport service enhancements, and monitoring of the Travel Plan Framework as set out in the Section 106 Agreement.

The development will consider the Rugeley Power Station Development Brief SPD which highlights various historic assets in the vicinity of the site that could potentially be affected by the development.

Local facilities provided as part of the development will be located at convenient 'hubs' and connected to the network of footpath and cycle routes.



## **6. Local Plan Policy Options**

### **Site Allocations**

**The site will provide an appropriate education contribution as requested by Staffordshire County Council, which will deliver either an 'All Through School', or a 2FE Primary School and financial provision for secondary school improvements.**

**The development will provide an appropriate contribution to additional health service provision, including an on-site dentist and improvements at Brereton GP Surgery.**

**The development will provide facilities for sport and recreation including a Multi-Use Games Area, a 3G sports pitch, two senior football pitches, a cricket oval (for curricular use), three mini football pitches and six hard courts that could accommodate tennis, netball and basketball amongst others.**

**A landscaping framework and planting strategy will be required to ensure that the development form and layout protects and retains existing assets, and to guide the delivery of green and blue infrastructure throughout the development.**

**Development proposals, informed by appropriate Ecological Impact Assessment (in accordance with Policy SO7.1) will be accompanied by a Habitat Management Plan, a Construction Environment Plan, and an Ecological Management Plan to protect, conserve and enhance biodiversity including priority habitats and species within, and in the immediate vicinity of, the site, as well as a Biodiversity Net Gain Assessment to secure an uplift of 20% Biodiversity Net Gain.**

**The development will incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.**

**Development proposals will be accompanied by a phasing strategy and the provision of key infrastructure will be through financial contributions, direct delivery on site, and via an equalisation agreement/Section 106 Agreement/proportionate funding arrangements based on the overall number of residential units provided.**



# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



#### Key

- |  |  |
|--|--|
| District boundary                      | Indicative Active Travel Routes & Connections              |
| Site Boundaries                        | Indicative 'Rail Way' Route                                |
| Existing Streets                       | Indicative Vehicular Connection                            |
| Existing sub-stations                  | Indicative Location for Enhanced Screening                 |
| Existing Urban Area                    | Indicative Location for Residential Development            |
| Existing Area of Woodland              | Indicative Location for Employment Use                     |
| Existing Areas of Open Space           | Indicative Location for Areas of Blue-Green Infrastructure |
| Existing Pond                          | Indicative Location for Mixed Use inc. Residential         |
| Indicative Vehicular Access Points     | Indicative Location for Community Square                   |
| Indicative Active Travel Access Points | Indicative Area Safeguarded for Energy                     |



## **6. Local Plan Policy Options**

### Site Allocations

#### **Strategic Employment Site Allocations**

The following policies provide details of sites being allocated for employment development.

The following sites are considered to be strategic in terms of scale and delivery of the Local Plan Strategy. They comprise of new locations identified that require some or entire release of land within the Green Belt.

The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Kingswood Lakeside Extension 2, Norton Canes**

**Site Reference:** SE1

**Address:** Land to the East of Kingswood Lakeside, Norton Canes

**Proposed Use:** The development of up to 500,000sqm of employment floorspace and provision of a community park

**Indicative Floorspace:** Up to 500,000sqm

**Site Area (Hectares):** 21.5

**Net developable area (Hectares):** 8.6

#### **Description of Site**

The site is located on the urban edge of Cannock and is therefore in accordance with the Spatial Strategy of the Local Plan being identified as one of the priority areas for new residential and commercial development.

The proposed allocation (ELA ref: SE1) lies to the east of the existing Kingswood Industrial Estate and to the north of Kingswood Lakeside Employment Park and is bounded by the existing Kingswood Lakeside Business Park to the west, and Norton Lane to the east. The site presents a unique opportunity to extend the existing business park, however this will result in release of land from the Green Belt.

To compensate for the loss of land from the Green Belt, a new community park will be created which will enhance the existing habitats and increase biodiversity on site whilst providing public access for recreation and leisure use.

The site is sustainably located and promotes active travel; A bus route serves the existing employment site. A public right of way also crosses the site.

The northern part of the site lies within an area of Historical Contamination (Historic Landfill). The land will be subject to remediation.

The site is located within a SSSI Impact Zone. Development will be subject to the adopted charge which supports management of the SAC.

This site will be released from the Green Belt for an extension to the existing employment land, with a net developable area of circa 8.6 ha (40% of site).





## 6. Local Plan Policy Options

### Site Allocations

#### Site Boundary



#### **POLICY SE1: KINGSWOOD LAKESIDE EXTENSION 2, NORTON CANES**

Land at Kingswood Lakeside, shown as SE1 on the Policies Map, is allocated for employment floorspace up to 500,000sqm.

A Sustainability Statement will be required to set out how the development will maximise opportunities for on-site production and use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.

Vehicular access will be via Blakeney Way, with a minimum of two primary points including access to the development from Blakeney Way. A Transport Assessment and Travel Plan will be required to support the application.

Vehicle parking will be provided as an integral part of the scheme, with provision for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.

Provision of a network of pedestrian, cycle and vehicular ways to connect to, and integrate with the existing employment site and Norton Canes.

A bus stop on Blakeney Way to serve new employees will be delivered, subject to feasibility and viability considerations with the network provider. Applicants must demonstrate this option has been fully explored as part of the Design and Access Statement.



## **6. Local Plan Policy Options**

### **Site Allocations**

**Redevelopment on any part of the site which is previously developed and considered to be subject to contamination will need to be supported by an assessment and remediation statement.**

**In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.**

**A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.**

**The design, layout and landscaping of the site is required to limit the perception of coalescence between Heath Hayes and Norton Canes and to minimise adverse impacts on the settings of both settlements.**

**A new community park will be created, enhancing existing habitats and ecological features on sites including the ponds and woodlands. Public access will be retained to existing open space and enabled to less ecologically sensitive areas of the site. Opportunities to link with wider green infrastructure corridors and to expand connectivity with ecological corridors will be identified through the proposal.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.**

**The development will incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.**

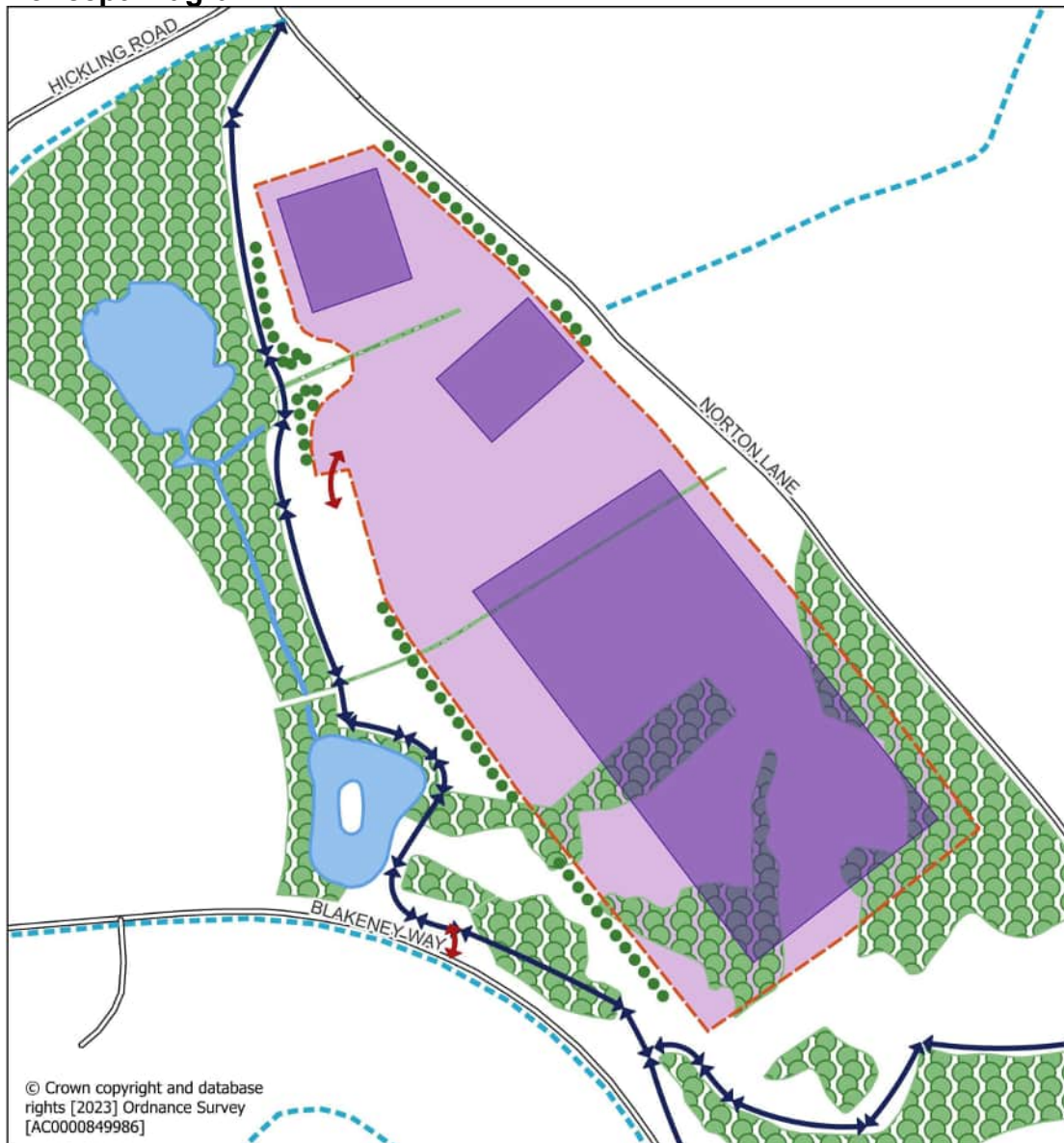
**If over 50 full time equivalent jobs will be created during the construction phase and by future occupiers, the development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.**



# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



#### Key

- Site Boundaries
- Existing Streets
- Existing PRoWs
- Existing Area of Woodland
- Indicative Vehicular Access Points
- Potential Active Travel Routes & Connections
- Indicative Location for Enhanced Screening
- Indicative Location for Employment Use
- Indicative Location for Additional Employment Infrastructure



## 6. Local Plan Policy Options

### Site Allocations

#### **Strategic Site Specific Policy - Watling Street Business Park Extension**

**Site Reference:** SE2

**Address:** Watling Street Business Park

**Proposed Use:** 50,000sqm of industrial and logistics floorspace (E(g)iii), B2 and B8 floorspace.

**Site Area (Hectares):** 15.4

**Net developable area:** 5.5 Hectares

#### **Description of Site**

The proposed allocation comprises 50,000sqm of industrial and logistics floorspace (Use Classes E(g)(iii), B2 and B8. This will comprise redevelopment of the existing site (with the retention of two existing employment units on the existing employment site).

The proposed site will provide 10% Biodiversity Net Gain through a mix of on and off site provision. In regards to Sustainability, 20% of parking spaces will be for EV Charging, with all units meeting the EPC A rating, with associated PV charging points and SuDS.

#### **Site Boundary**





## **6. Local Plan Policy Options**

### **Site Allocations**

#### **POLICY SE2: WATLING STREET BUSINESS PARK EXTENSION**

**Land to the south of the existing Watling Street Business Park, shown as SE2 on the Policies Map, is allocated for employment floorspace up to 50,000sqm.**

**A Sustainability Statement will be required to set out how the development will maximise opportunities for the use of low and zero carbon energy and heat, how the development will incorporate and/or link, to low and zero carbon energy and heat systems, and to take account of projected changes in temperature, rainfall and wind to ensure that the development remains resilient to the effects of climate change.**

**Vehicular access will be via the existing access onto the A5. The existing access will however be amended to only allow entry and exit from the westbound carriageway of the A5.**

**Vehicle parking will be provided as an integral part of the scheme, with provision for 20% of the parking spaces for electric vehicle charging and generous planting to limit impact on visual amenity and ameliorate impact on climate change.**

**Provision of a network of pedestrian, cycle and vehicular ways to connect to, and integrate with the existing employment site and surrounding area.**

**A Biodiversity Net Gain Assessment will be required to ensure a minimum of 10% net gain in biodiversity as a result of the site development, in accordance with Policy SO7.2. An Ecological Impact Assessment also will be required in accordance with Policy SO7.1.**

**In accordance with national planning guidance, the impact of removing land from the Green Belt should be offset compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.**

**A Landscaping Strategy will be required to ensure that the development form and layout minimises the adverse visual impact on the remaining Green Belt and is designed taking into account site topography and existing defining features of the landscape.**

**The development will incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment.**

**Development should have no adverse impact on the water quality of Cannock Extension Canal SAC. A Habitats Regulation Assessment will be required to assess potential impacts and determine any necessary mitigation.**

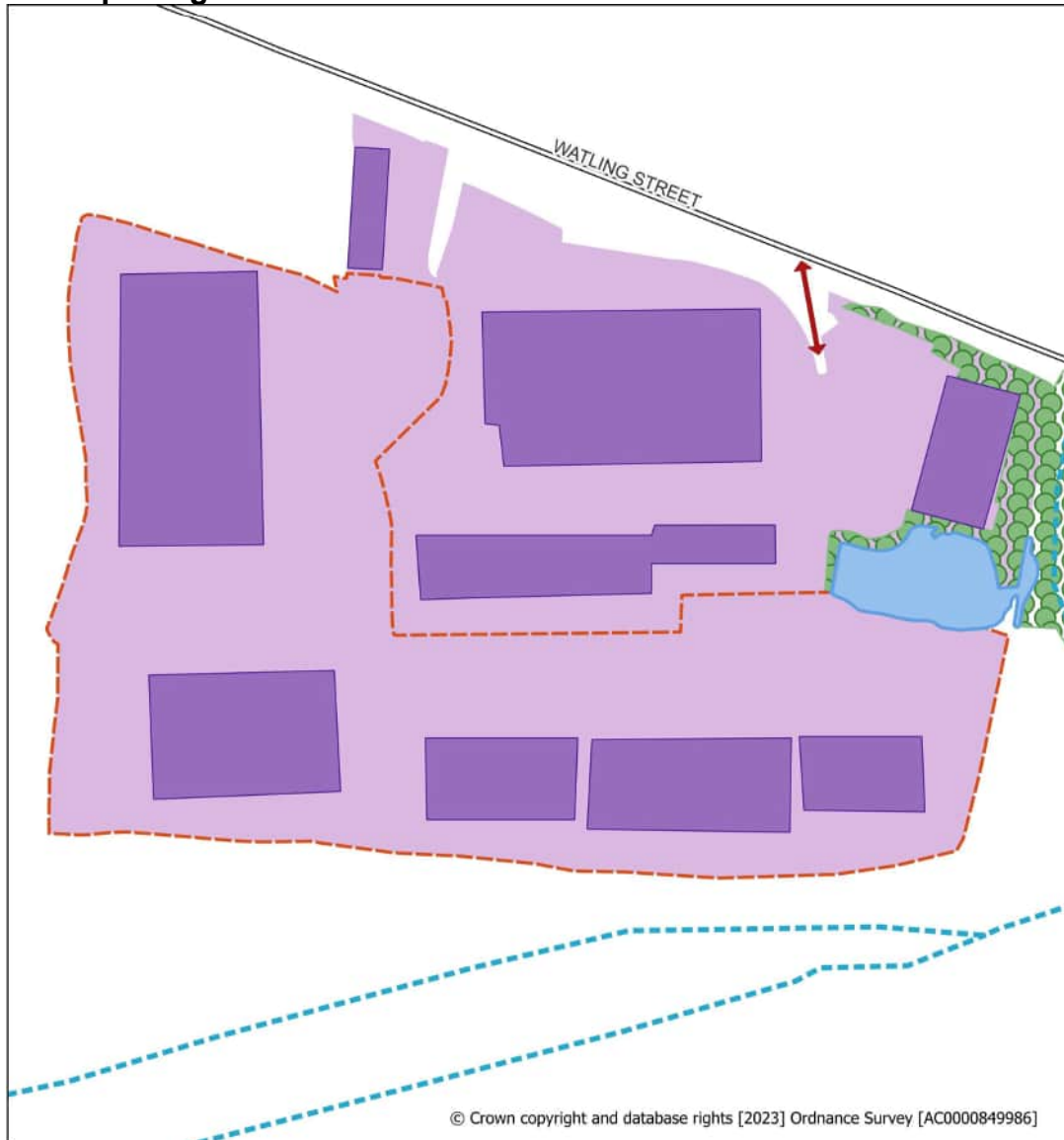
**If over 50 full time equivalent jobs will be created during the construction phase and by future occupiers, the development proposals will be accompanied by an Employment and Skills Plan to demonstrate how the development will contribute to the training and employability of local residents, especially young people.**



# 6. Local Plan Policy Options

## Site Allocations

### Concept Diagram



#### Key

- |                           |  |
|---------------------------|--|
| Site Boundaries           | Existing PRoWs   |
| Existing Streets          | Indicative Vehicular Access Points                           |
| Existing Area of Woodland | Indicative Location for Employment Use                       |
| Existing Pond             | Indicative Location for Additional Employment Infrastructure |



## 6. Local Plan Policy Options

### Site Allocations

#### Site Allocations

A range of sites across the district are allocated to meet the development requirements over the plan period. Allocating a range of sites at different scales and locations helps to ensure a constant deliverable supply of housing, employment and mixed uses over the plan period.

The following site allocations identify key policy requirements. Planning applications for these sites must also comply with relevant policies in the plan.

#### **Policy SA1: Site Allocations**

The following sites identified on the Policies Map are allocated for development over the plan period. The allocations will be developed in accordance with the specified use and must comply with other development plan policies. Sites which do not have planning permission will be developed in accordance with the specific development considerations set out in the site allocations information.

##### **Table A: Under Construction Sites**

H1	<b>Land to the West of Pye Green Road, Hednesford (Northern end of site adj. Pye Green Road)</b> Allocation: Housing. Capacity: 168
H11	<b>108, 102-106 High Green Court, Cannock</b> Allocation: Housing. Capacity: 8
H12	<b>Whitelodge, New Penkridge Road, Cannock</b> Allocation: Housing. Capacity: 2
H17	<b>Land west of Pye Green Road, Hednesford Cannock (Adj. Pye Green Road. Part of larger site)</b> Allocation: Housing. Capacity: 59
H30	<b>Land at Rawsley Road, Hazel Slade</b> Allocation: Housing. Capacity: 60
H44	<b>268, Bradbury Lane, Hednesford</b> Allocation: Housing. Capacity: 10
H55	<b>77 Old Fallow Road, Cannock</b> Allocation: Housing. Capacity: 11
H57	<b>Unit E Beecroft Court, Cannock</b> Allocation: Housing. Capacity: 20
H25	<b>Main Road, Brereton (between Cedar Tree Hotel and Library)</b> Allocation: Housing. Capacity: 27

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

H16	<b>Land west of Pye Green Road, Hednesford Cannock (Land Northern end of the larger site)</b> Allocation: Housing. Capacity: 51
H18	<b>Land adjacent and to the rear of 419-435, Cannock Road, Hednesford</b> Allocation: Housing. Capacity: 25
H45	<b>23, Walsall Road, Cannock</b> Allocation: Housing. Capacity: 12
H58	<b>Cromwell House, Mill Street, Cannock</b> Allocation: Housing. Capacity: 11
M6	<b>Rugeley Market Hall and Bus Station, Rugeley</b> Allocation: Mixed. Capacity: Up to 50 dwellings
M7	<b>Land at Wellington Drive, Rugeley</b> Allocation: Mixed. Capacity: Up to 20 dwellings
H24	<b>Market Street garages, Rugeley (incorporating BT telephone exchange)</b> Allocation: Housing. Capacity: Up to 28 dwellings



## 6. Local Plan Policy Options

### Site Allocations

H27	<b>Heron Court, Heron Street, Rugeley</b> Allocation: Housing. Capacity: 10 dwellings
H48	<b>Former Aelfgar School, Taylors Lane, Rugeley</b> Allocation: Housing. Capacity: 58 dwellings
E6	<b>Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton</b> Allocation: Employment. Capacity: 0.14 Ha (537sqm)
E14	<b>Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley</b> Allocation: Employment. Capacity:
E16	<b>Land Off Norton Green Lane, Norton Canes</b> Allocation: Employment. Capacity: 0.56Ha

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

H29	<b>Land at 521 Pye Green Road, Hednesford, Cannock</b> Allocation: Housing. Capacity: Up to 80 dwellings
M1	<b>Land bound by Ringway, Church Street and Market Hall Street, Cannock Town Centre</b> Allocation: Mixed. Capacity: Up to 70 dwellings
H32/M5	<b>Avon Road/Hallcourt Lane, Cannock</b> Allocation: Mixed. Capacity: Up to 22 dwellings
M3	<b>Beecroft Road Car Park, Cannock</b> Allocation: Mixed. Capacity: Up to 35 dwellings
H34	<b>Land at Chapel Street, Heath Hayes</b> Allocation: Housing. Capacity: Up to 20 dwellings
H35	<b>Land at Girton Road/Spring Street, Cannock</b> Allocation: Housing. Capacity: Up to 24 dwellings
H36	<b>Park Road Offices, Cannock</b> Allocation: Housing. Capacity: Up to 25 dwellings
H37	<b>Police Station Car Park, Cannock</b> Allocation: Housing. Capacity: Up to 25 dwellings
H38	<b>Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock</b> Allocation: Housing. Capacity: Up to 24 dwellings
H39	<b>26 - 28 Wolverhampton Road, Cannock</b> Allocation: Housing. Capacity: Up to 25 dwellings
H40	<b>Danilo Road Car Park, Cannock</b> Allocation: Housing. Capacity: Up to 20 dwellings
M4	<b>Backcrofts Car Park, Cannock</b> Allocation: Mixed. Capacity: Up to 20 dwellings
M2	<b>Park Road Bus Station, Cannock</b> Allocation: Mixed. Capacity: Up to 15 dwellings
H43	<b>243, Hill Street, Hednesford, Cannock</b> Allocation: Housing. Capacity: Up to 13 dwellings
H60	<b>41, Mill Street, Cannock</b> Allocation: Housing. Capacity: Up to 15 dwellings
H61	<b>Cannock Chase High School, Lower Site, Campus, Hednesford Road</b> Allocation: Housing. Capacity: -
H62	<b>Springvale Area Service office, Walhouse Street, Cannock</b> Allocation: Housing. Capacity: 10 dwellings
H63	<b>Former Rumer Hill Industrial Estate, Cannock</b> Allocation: Housing. Capacity: Up to 99 dwellings
H65	<b>A Dunford and Son, Brindley Heath Road, Cannock</b> Allocation: Housing. Capacity: Up to 15 dwellings
H66	<b>Land at the Corner of Avon Road and Hunter Road, Cannock</b> Allocation: Housing. Capacity: Up to 18 dwellings
H49	<b>Land at The Mossley, off Armitage Road</b> Allocation: Housing. Capacity: Up to 40 dwellings
H50	<b>Nursery Fields, St Michaels Road, Brereton</b> Allocation: Housing. Capacity: Up to 35 dwellings.
H51	<b>Castle Inn, 141, Main Road, Brereton</b> Allocation: Housing. Capacity: Up to 27 dwellings





## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.206

H52	<b>Gregory Works, Armitage Road, Brereton</b> Allocation: Housing. Capacity: Up to 23 dwellings
H53	<b>Land off Lichfield Street , Rugeley</b> Allocation: Housing. Capacity: Up to 20 dwellings
H64	<b>The Fairway Motel, Horsefair, Rugeley</b> Allocation: Housing. Capacity: Up to 17 dwellings
H67	<b>Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley</b> Allocation: Housing. Capacity: Up to 18 dwellings
H68	<b>Land off Norton Hall Lane, Norton Canes</b> Allocation: Capacity: Up to 55 dwellings
H69	<b>272 Hednesford Road, Norton Canes</b> Allocation: Housing. Capacity: Up to 11 dwellings
<b>Gypsy and Traveller Site Allocations</b>	
GT1	<b>Land at Cannock Wood, Rawsley</b> Allocation: Gypsy and Traveller pitches. Capacity: 3 pitches
GT2	<b>Land at Lime Lane, Little Wyrley</b> Allocation: Gypsy and Traveller pitches. Capacity: 2 pitches
<b>Employment Site Allocations</b>	
E4	<b>Former Power Station off A51 (Adjacent to Towers Business Park)</b> Allocation: Employment. Capacity: 2.1Ha
SM1	<b>Rugeley Power Station, Rugeley</b> Allocation: Employment. Capacity: 3.5Ha



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.207

#### Site Allocations Information

##### Site Specific Policy - Land at 521 Pye Green Road (H29)

**Site Reference:** H29

**Address:** Land at 521 Pye Green Road, Hednesford, Cannock

**Indicative Dwelling Yield:** 80 dwellings

**Site Area (Hectares):** 2.02 hectares

**Proposed Use:** Residential Development

##### Site Boundary



##### Site Specific Policy: H29

###### Key Development Considerations:

- Provide access from Pye Green Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Ways, Pye Green Valley and the adjacent local services.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and green infrastructure connectivity
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment



## 6. Local Plan Policy Options

### Site Allocations

- Incorporate additional landscaping and planting to provide a buffer between the new development and the wider countryside.
- Design of the development should be respectful of the proximity of the site to sensitive environmental and landscape designated areas including Cannock Chase National Landscape and Cannock Chase SAC.
- If operation at the time of submission, existing active on-site community uses (church and community hub) and other uses (including caravan storage, plant nurseery and camping shop), will need to be re-sited in the local Hednesford area or accommodated on site.



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Land bound by Ringway, Church Street and Market Hall Street (M1)

**Site Reference:** M1

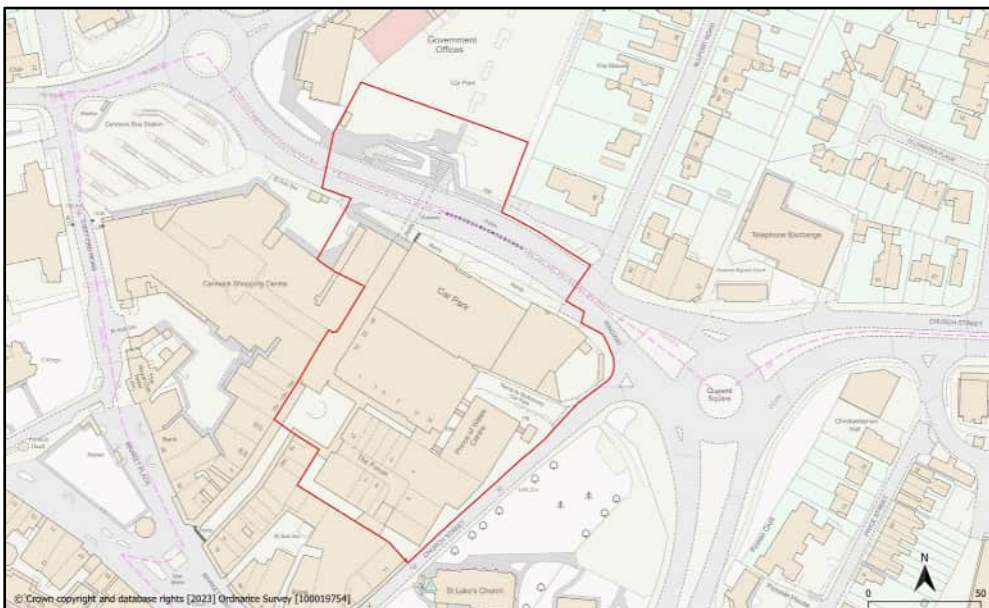
**Address:** Land bound by Ringway, Church Street and Market Hall Street, Cannock Town Centre

**Indicative Dwelling Yield:** 70 dwellings

**Site Area (Hectares):** 2 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: M1

##### Key Development Considerations:

- Provide access from Church Street/Ringway
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way.
- Contribute to an improved, accessible and safe crossing point over the Ringway dual carriageway to replace the subway
- Provide of an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Design the buildings to respect the setting of the adjacent listed buildings including St Lukes Church and the Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.210

#### Site Specific Policy - Avon Road/Hallcourt Lane, Cannock (H32/M5)

**Site Reference:** H32/M5

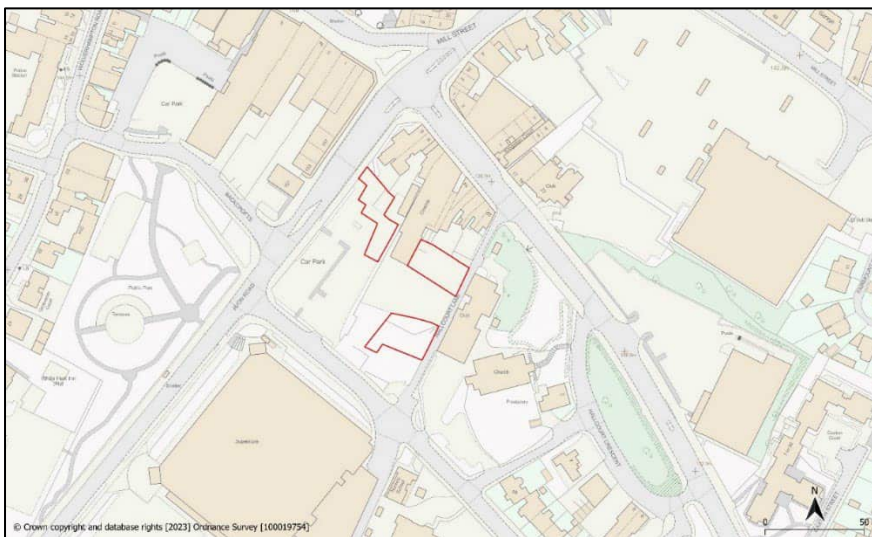
**Address:** Avon Road/Hallcourt Lane, Cannock

**Indicative Dwelling Yield:** 22 dwellings

**Site Area (Hectares):** 0.14 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H32/M5

##### Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the park on Avon Road.
- Contribute to an improved, accessible and safe crossing points over the Avon Road and Walsall Road.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.211

#### Site Specific Policy - Beecroft Road Car Park, Cannock (M3)

**Site Reference:** M3

**Address:** Beecroft Road Car Park, Cannock

**Indicative Dwelling Yield:** 35 dwellings

**Site Area (Hectares):** 0.51 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: M3

##### Key Development Considerations:

- Provide access from Beecroft Road and Allport Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and Cannock Hospital
- Contribute to an improved, accessible and safe crossing points over the Ringway and Beecroft Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and promote green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Land at Chapel Street, Heath Hayes (H34)

**Site Reference:** H34

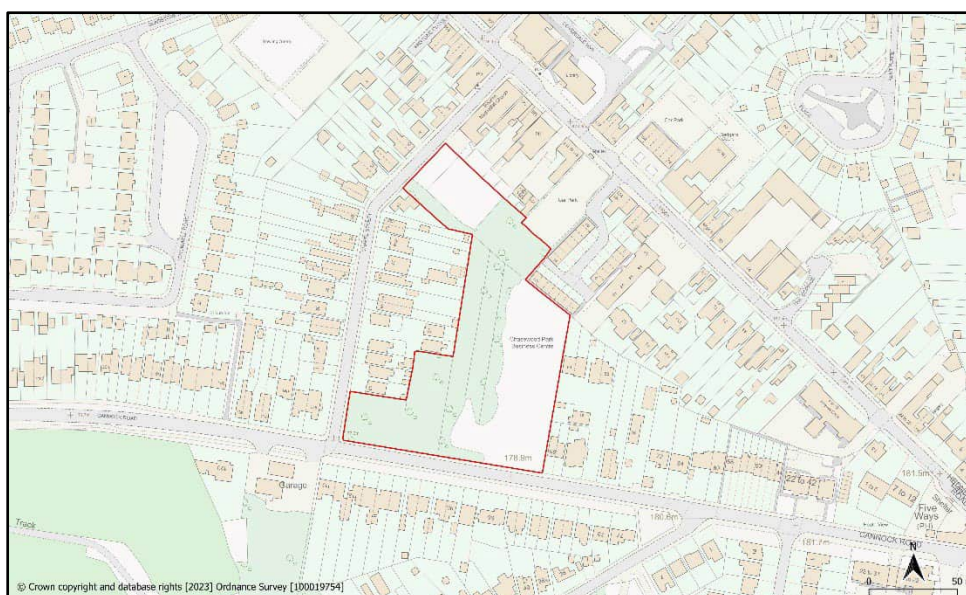
**Address:** Land at Chapel Street, Heath Hayes

**Indicative Dwelling Yield:** 20 dwellings

**Site Area (Hectares):** 1.13 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H34

##### Key Development Considerations:

- Provide access from Cannock Road/Chapel Street
- Contribute to any Highway Improvements required by Staffordshire County Council, including capacity enhancements at Five Ways roundabout and mitigation of any adverse impact on air quality
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Ways including the route crossing the site.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to Heath Hayes Local centre and to the wider countryside land including recreational areas off Newlands Lane
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and green infrastructure connectivity



## 6. Local Plan Policy Options

### Site Allocations

- Incorporate open space on site where possible in accordance with standards set out in Policy S02.3 and provide compensation for the loss of part of the existing public open space within Heath Hayes Parish.
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment
- Provision of necessary mitigation measures required to enable the adjacent employment area to remain in operation. This may include a landscape buffer and other sound proofing measures in the design of the site.
- The design and layout of the site must consider the location of the Tree Preservation Orders within the site. A tree survey may be required by the Council to provide an up-to-date assessment of the trees and any required mitigation measures to protect them
- The design of the development should take into account the location within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issue may arise





## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Land at Girton Road/Spring Street, Cannock (H35)

**Site Reference:** H35

**Address:** Land at Girton Road/Spring Street, Cannock

**Indicative Dwelling Yield:** 24 dwellings

**Site Area (Hectares):** 0.40 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H35

##### Key Development Considerations:

- Provide access from Girton Road/Spring Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way.
- The proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to other facilities within the local area including Cannock Railway Station and Mill Green Nature Reserve
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate existing hedgerows along the site boundary where possible and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site supporting biodiversity and green infrastructure connectivity
- Incorporate additional landscaping and planting to reflect the sites historic use as a green space and take into account nearby Tree Preservation Orders in the site layout
- Incorporate new or enhanced attenuation ponds and SuDS features within the greenspace to provide suitable drainage systems on the site, subject to the findings of a site-specific flood risk assessment



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.215

#### Site Specific Policy - Park Road Offices, Cannock (H36)

**Site Reference:** H36

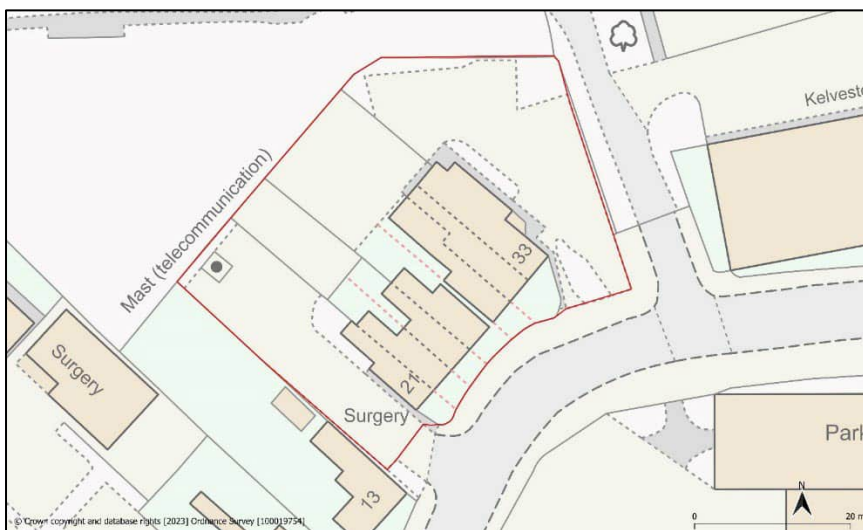
**Address:** Park Road Offices, Cannock

**Indicative Dwelling Yield:** 25 dwellings

**Site Area (Hectares):** 0.19 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H36

##### Key Development Considerations:

- Provide access from Park Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Consider the topography of the site when designing the layout and building heights, including the relationship with the height of neighbouring tall buildings
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate existing hedgerows and trees where possible within the proposed development to reflect the established landscaping around the site boundary and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and promote the Strategic Green Space Network. This should include a buffer, and landscape and habitat connections with the neighbouring Cannock Park.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Police Station Car Park, Cannock (H37)

**Site Reference:** H37

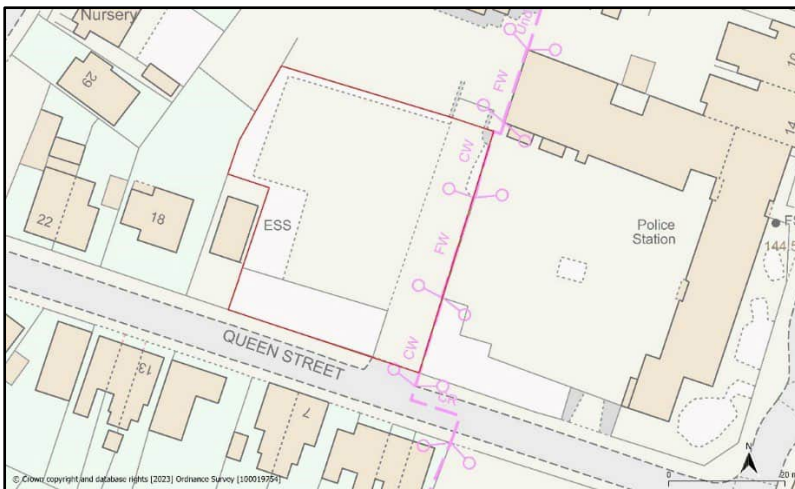
**Address:** Police Station Car Park, Cannock

**Indicative Dwelling Yield:** 25 dwellings

**Site Area (Hectares):** 0.19 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H37

##### Key Development Considerations:

- Provide access from Queen Street
- Improvement to the highway frontage to Queen Street to be incorporated into the design of the development
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate existing hedgerows and trees where possible within the proposed development
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Ensure sufficient parking provision is maintained to meet the operational requirements of the emergency services of Cannock; the main base for police services within the District
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- The site layout should be designed to take into account the mixed uses within and around the Town Centre location
- Design of the site and buildings should respect the views towards and setting of the nearby Cannock Town Centre Conservation Area



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock (H38)

**Site Reference:** H38

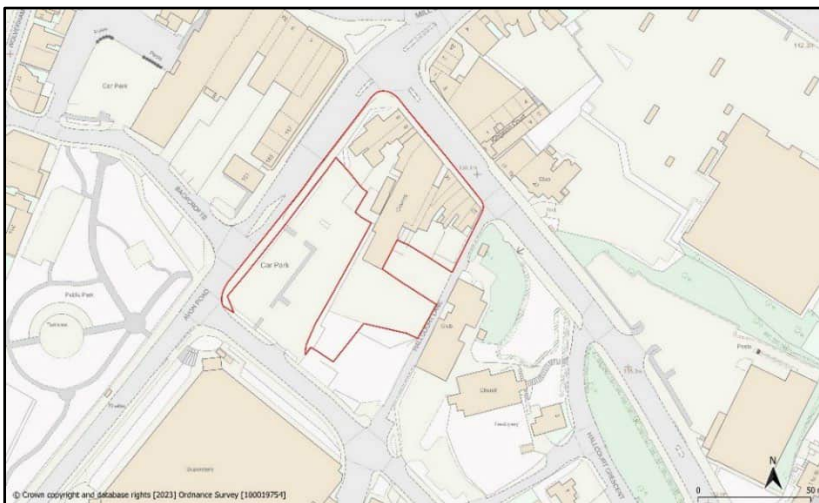
**Address:** Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock

**Indicative Dwelling Yield:** 24 dwellings

**Site Area (Hectares):** 0.60 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H38

##### Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the public open space on Avon Road
- Contribute to improved, accessible and safe crossing points over the Avon Road and Walsall Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design of the site and buildings should reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, including supporting the retention of the existing businesses, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - 26-28 Wolverhampton Road, Cannock (H39)

**Site Reference:** H39

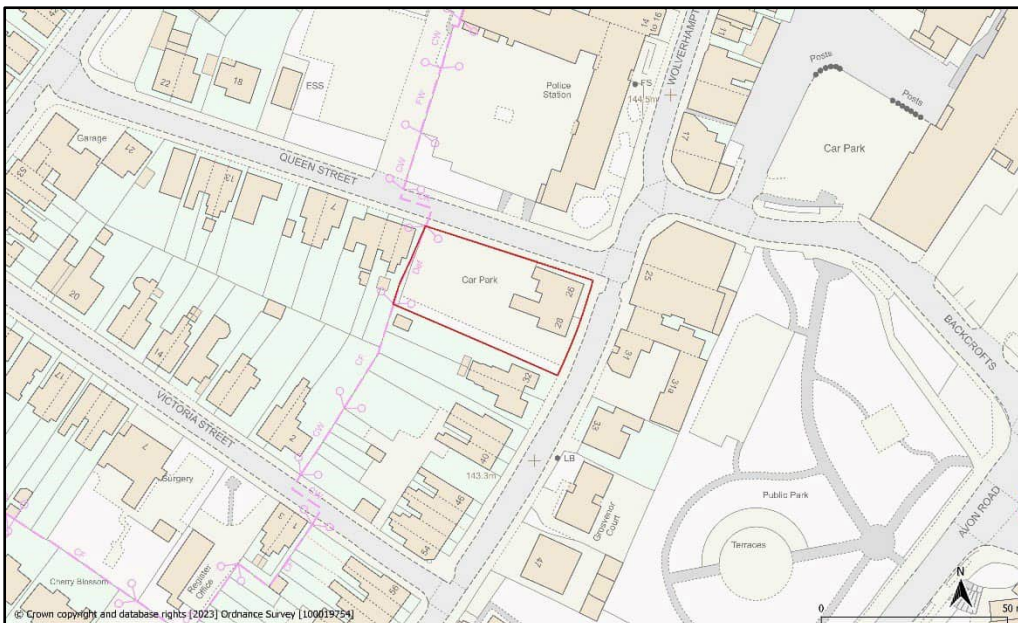
**Address:** 26-28 Wolverhampton Road, Cannock

**Indicative Dwelling Yield:** 25 dwellings

**Site Area (Hectares):** 0.12 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H39

##### Key Development Considerations:

- Provide access from Queen Street/Wolverhampton Road
- Include new or enhanced cycle and footpath links, including enhanced connections and alignments to Cannock Town Centre and the public open space at Avon Road.
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design of the site and buildings should respect the views towards and setting of the nearby Cannock Town Centre Conservation Area



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Danilo Road Car Park, Cannock (H40)

**Site Reference:** H40

**Address:** Danilo Road Car Park, Cannock

**Indicative Dwelling Yield:** 20 dwellings

**Site Area (Hectares):** 0.19 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H40

##### Key Development Considerations:

- Provide access from Danilo Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and Cannock Park
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location
- Design the site and buildings to respect the views towards and setting of the nearby Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Backcroft Car Park, Cannock (M4)

**Site Reference:** M4

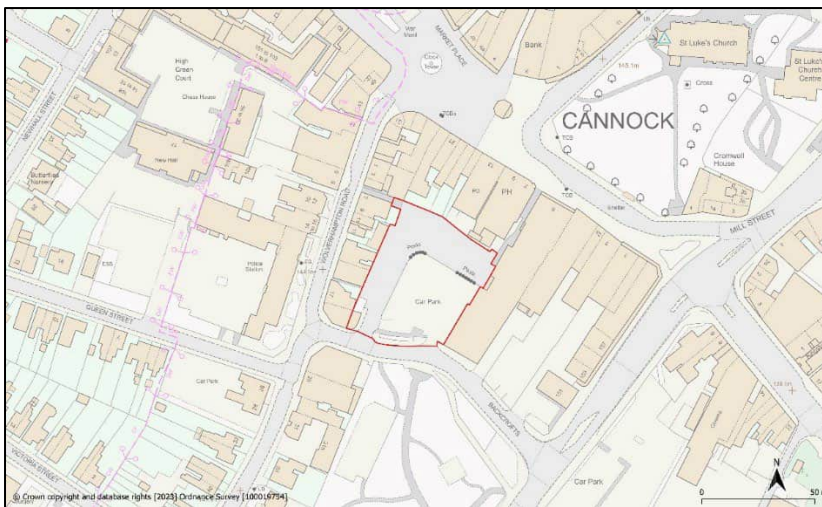
**Address:** Backcroft Car Park, Cannock

**Indicative Dwelling Yield:** 20 dwellings

**Site Area (Hectares):** 0.36 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: M4

##### Key Development Considerations:

- Provide access from Backcrofts
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre pedestrian area and the public open space directly opposite fronting Avon Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location
- Design the site and buildings to respect the views towards and setting of the nearby Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Park Road Bus Station, Cannock (M2)

**Site Reference:** M2

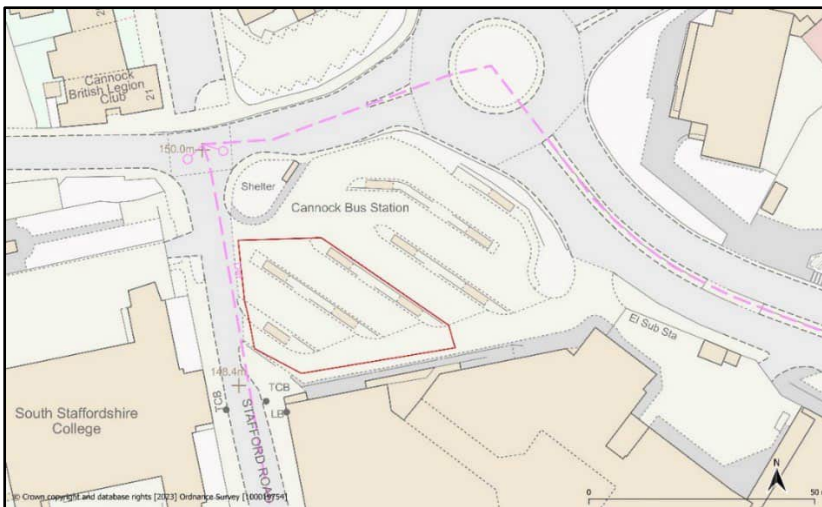
**Address:** Park Road Bus Station, Cannock

**Indicative Dwelling Yield:** 15 dwellings

**Site Area (Hectares):** 0.11 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: M2

##### Key Development Considerations:

- Provide access from Stafford Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre pedestrian area and Cannock Shopping Centre and the operational section of Cannock Bus Station
- Provide an appropriate Education Contribution as requested by Staffordshire County Council.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Maintain any existing access rights across the site or provide alternative arrangements for adjacent properties, where possible
- Design the site layout to take into account the mixed uses within and around the Town Centre location, to enhance the Stafford Road frontage and to improve accessibility and safety within the remaining operational part of the adjacent bus station
- The design of the site and buildings should respect the setting of the listed buildings and Cannock Town Centre Conservation Area
- Ensure that sufficient short stay bus/coach stand provision is maintained within Cannock Town Centre, including within the remaining operational part of the existing bus station, to sustain the health of the centre and links to other settlements





## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.222

#### Site Specific Policy - 243 Hill Street, Hednesford (H43)

**Site Reference:** H43

**Address:** 243 Hill Street, Hednesford, Cannock

**Indicative Dwelling Yield:** 13 dwellings

**Site Area (Hectares):** 0.51 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H43

##### Key Development Considerations:

- Provide access from Hill Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to the nearby District Centre and Heath Hayes Local Centre.
- Contribute to improved, accessible and safe crossing points at Hednesford Road
- Provide an appropriate Education Contribution as requested by Staffordshire County Council
- Provide an appropriate soft landscaping such as street trees and green roods where possible within the scheme to benefit nature and enhance the street scene. The design should support the east-west connection of the Strategic Green Space Network.
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Incorporate existing hedgerows and trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- The design of the development should take into account within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issues may arise.



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.223

#### Site Specific Policy - 41 Mill Street, Cannock (H60)

**Site Reference:** H60

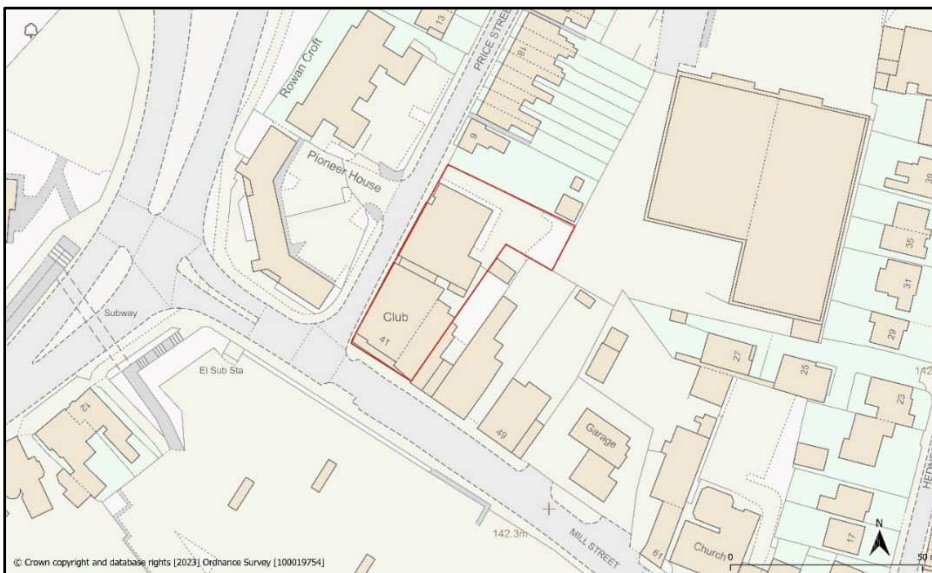
**Address:** 41 Mill Street, Cannock

**Indicative Dwelling Yield:** 15 dwellings

**Site Area (Hectares):** 0.13 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H60

##### Key Development Considerations:

- Provide access from Mill Street/Price Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignment to the existing Public Rights of Way
- Contribute to improved, accessible and safe crossing points over Mill Street dual carriageway to enhance access to Cannock Town Centre
- Provide an appropriate Education provision as requested by Staffordshire County Council
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene and green infrastructure connectivity
- The design shall protect and enhance the significance of designated and non-designated heritage assets and their settings and enhance the quality of the townscape
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



## 6. Local Plan Policy Options

### Site Allocations

#### **Site Specific Policy - Cannock Chase High School, Lower Site Campus, Hednesford Road (H61)**

**Site Reference:** H61

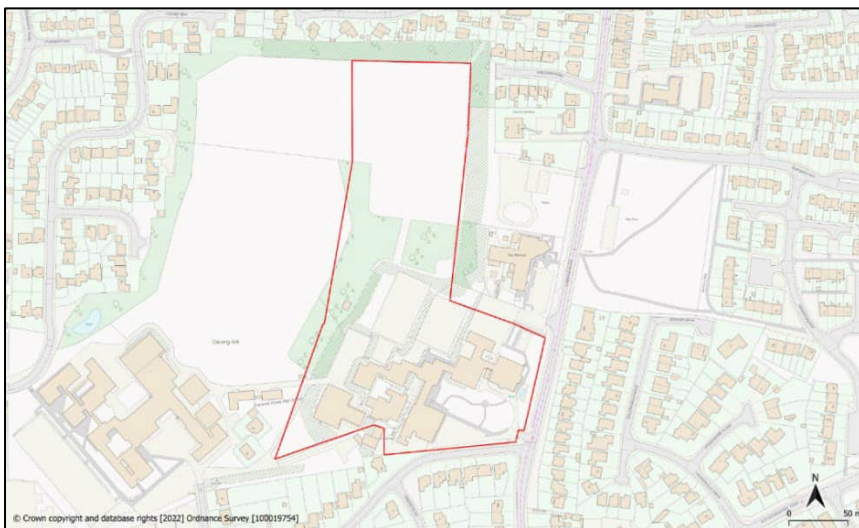
**Address:** Cannock Chase High School, Lower Site Campus, Hednesford Road

**Indicative Dwelling Yield:** Currently Not Defined

**Site Area (Hectares):** 4.18 hectares - Developable Area Currently Not Defined

**Proposed Use:** Residential Development

#### **Site Boundary**



#### **Site Specific Policy: H61**

##### Key Development Considerations:

- Provide access from Hednesford Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, Cannock Town Centre, Chadsmoor Local Centre and through the west of the site
- Proposals will where possible deliver appropriate improvements to the existing off-site Public Rights of Way which are connected to the site to enhance access to other facilities within the local area
- Provide an appropriate Education contribution as requested by Staffordshire County Council and also Sport England to replace/improve any sports facilities or greenspace lost as a result of the new development
- Incorporate existing hedgerows and trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Proposals will maintain the links within the Strategic Green Space Network within the design and promote the east-west connectivity between the existing area of open space
- Incorporate additional landscaping and planting to provide a buffer between the remaining school site and new development



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Springvale Area Service Office, Walhouse Street, Cannock (H62)

**Site Reference:** H62

**Address:** Springvale Area Service Office, Walhouse Street, Cannock

**Indicative Dwelling Yield:** 10 dwellings

**Site Area (Hectares):** 0.40 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H62

##### Key Development Considerations:

- Provide access from Girton Road/Walhouse Street
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, including links to Cannock Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the development and buildings should respect the setting and structures within the adjacent Trent and Mersey Canal Conservation Area



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Former Rumer Hill Industrial Estate, Cannock (H63)

**Site Reference:** H63

**Address:** Former Rumer Hill Industrial Estate, Cannock

**Indicative Dwelling Yield:** 99 dwellings

**Site Area (Hectares):** 2.6 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H63

##### Key Development Considerations:

- Provide access from Rumer Hill
- Retain an Emergency Access Route through the site if required by the adjacent mid Cannock Rail Freight Depot
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way, including links to Cannock Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- A Tree Preservation Order exists on the site and areas of semi-natural open space lie to the eastern and western edges of the site; the design should investigate the potential to link the two areas together through the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the development should take into account the location within a Coal Authority High Risk Development Area by providing appropriate mitigation measures where studies conclude issues may arise
- Remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement
- The amenity of future occupiers especially from noise needs to be considered within the design in consideration of the existing mid Cannock Rail Freight Depot.
- The residential use of the site should not affect the viability of the commercial operation of the adjacent mid Cannock Rail Freight Depot.



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.227

#### Site Specific Policy - A Dunford and Son, Brindley Heath Road, Cannock (H65)

**Site Reference:** H65

**Address:** A Dunford and Son, Brindley Heath Road, Cannock, WS12 4DR (Formerly 1 Brindley Heath Road, Cannock)

**Indicative Dwelling Yield:** 15 dwellings

**Site Area (Hectares):** 0.18 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H65

##### Key Development Considerations:

- Provide access from Brindley Heath Road
- Include new or enhance cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Subject to a site-specific assessment, if required remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement



## 6. Local Plan Policy Options

### Site Allocations

#### Site Specific Policy - Land at the Corner of Avon Road and Hunter Road, Cannock (H66)

**Site Reference:** H66

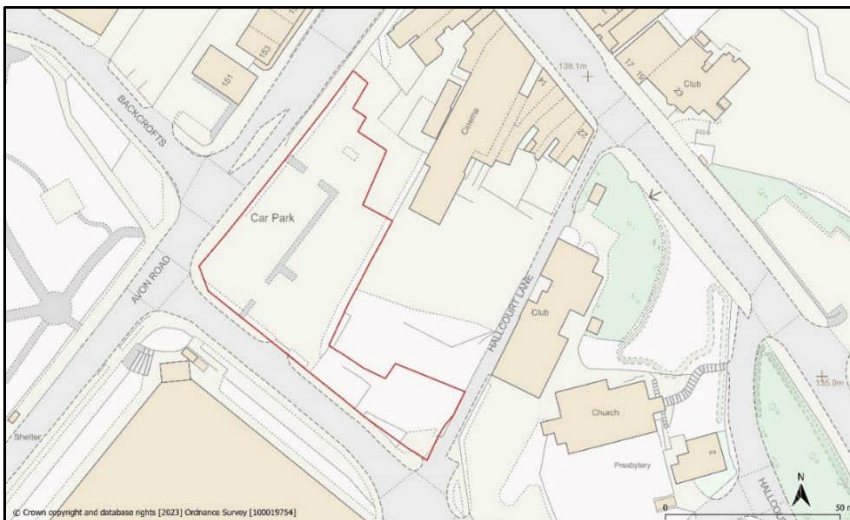
**Address:** Land at the Corner of Avon Road and Hunter Road, Cannock

**Indicative Dwelling Yield:** 18 dwellings

**Site Area (Hectares):** 0.3 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H66

##### Key Development Considerations:

- Provide access from Hunter Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to Cannock Town Centre and the park on Avon Road.
- Contribute to an improved, accessible and safe crossing points over the Avon Road and Walsall Road.
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Design the buildings to reflect the prominent location on the approach to Cannock Town Centre and to respect the setting of views towards Cannock Town Centre Conservation Area
- Ensure that sufficient parking provision is maintained within Cannock Town Centre to sustain the health of the centre, whilst balancing demand through maintaining access to sustainable travel modes including the nearby Cannock Bus and Railway Stations



## 6. Local Plan Policy Options

Item No. 12.229

### Site Allocations

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

**Site Reference:** H49

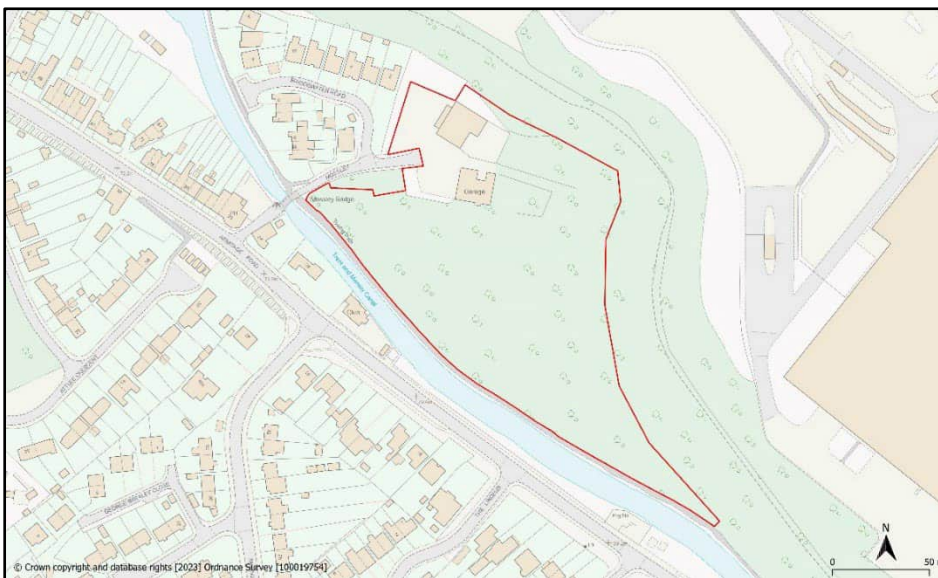
**Address:** Land at The Mossley, off Armitage Road

**Indicative Dwelling Yield:** 40 dwellings

**Site Area (Hectares):** 1.3 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H49

##### Key Development Considerations:

- Provide access to The Mossley via Armitage Road, including highways improvements to the bridge access point in consultation with Staffordshire County Highways
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way including the Trent and Mersey Canal towpath for access to Rugeley Town Centre
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Facilitate the relocation of the existing businesses, where necessary
- Incorporate existing hedgerows, trees and water courses where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings within it should respect the setting and structures within the adjacent Trent and Mersey Canal Conservation Area





## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.230

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

**Site Reference:** H50

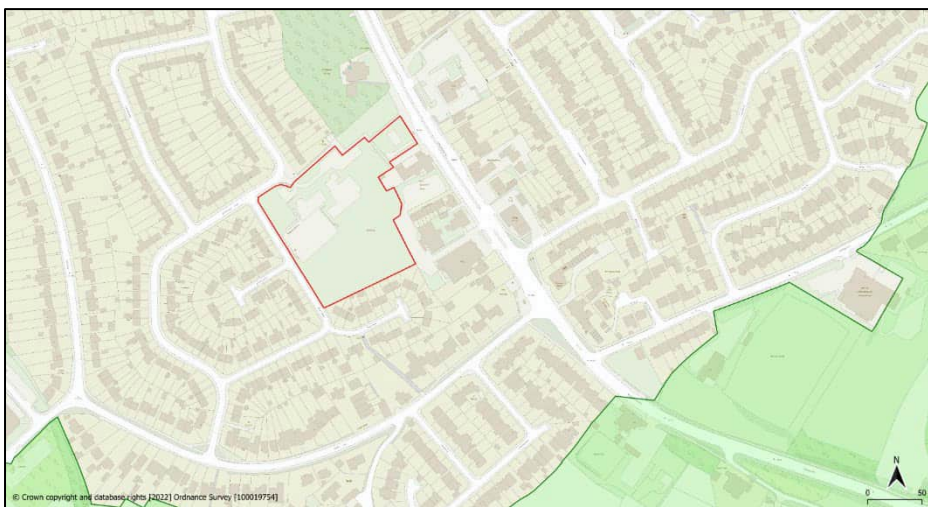
**Address:** Nursery Fields, St Michaels Road, Brereton

**Indicative Dwelling Yield:** 35 dwellings

**Site Area (Hectares):** 1.25 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H50

##### Key Development Considerations:

- Provide access from St. Michael's Road and Nursery Road
- Include new or enhanced cycle and footpath linkages including enhanced connections and alignments to existing Public Rights of Way and restore connections through the site to Main Road for access to the shops and adjacent bus stop
- Provide an Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems in the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting and structures within the Main Road, Brereton Conservation Area including the adjacent Church of St Michael. The Heritage Impact Assessment sets out potential mitigation measures to ensure the heritage asset is not harmed by new development.



## 6. Local Plan Policy Options

### Site Allocations

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

**Site Reference:** H51

**Address:** Castle Inn, 141 Main Road, Brereton

**Indicative Dwelling Yield:** 27 dwellings

**Site Area (Hectares):** 0.37 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Key Development Considerations:

- Provide access from Main Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way and connections through the site from Seabrooke Road to Main Road
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting of the adjacent Main Road, Brereton Conservation Area including the adjacent Church of St Michael.



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.232

#### Site Specific Policy - Gregory Works, Armitage Road, Breerton (H52)

**Site Reference:** H52

**Address:** Gregory Works, Armitage Road, Breerton

**Indicative Dwelling Yield:** 23 dwellings

**Site Area (Hectares):** 0.43 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H52

##### Key Development Considerations:

- Provide access from Armitage Road
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way including establishing a link to the adjacent Ravenhill Park
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site to support biodiversity and promote green infrastructure connectivity.
- Facilitate the relocation of the existing businesses where necessary
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the site and buildings should respect the setting of the adjacent Trent and Mersey Canal Conservation Area



## 6. Local Plan Policy Options

### Site Allocations

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

**Site Reference:** H53

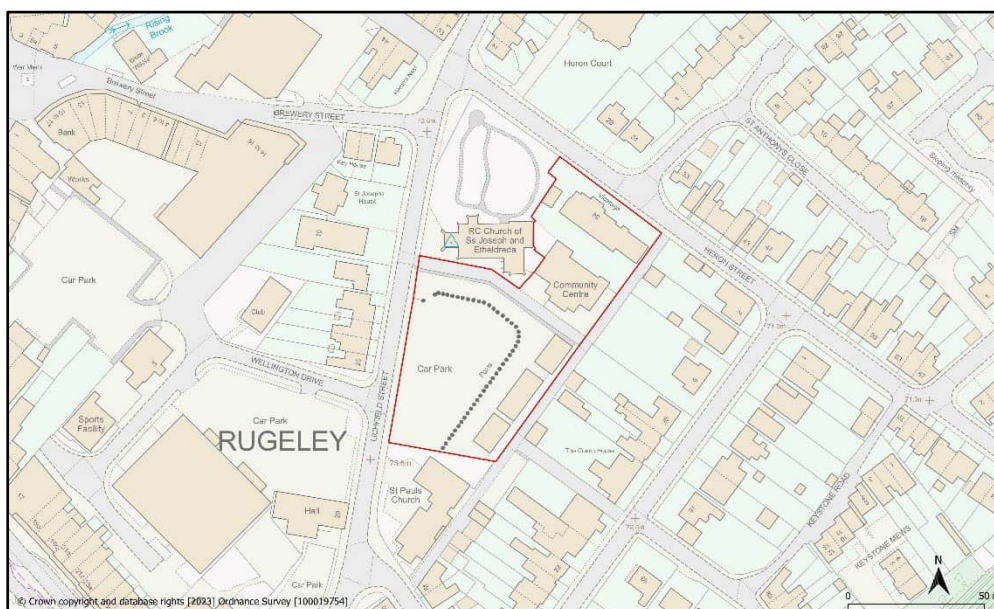
**Address:** Land off Lichfield Street, Rugeley

**Indicative Dwelling Yield:** 20 dwellings

**Site Area (Hectares):** 0.53 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H53

##### Key Development Considerations:

- Provide access from Lichfield Street/Heron Street
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way and Rugeley Town Centre
- Provide an Education contribution as requested by Staffordshire County Council
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- Incorporate new or enhanced attenuation ponds and SuDS features to provide suitable drainage systems on the site, subject to the findings of a site specific flood risk assessment
- The design of the site and buildings should respect the setting of the Talbot Street/Lichfield Street, Rugeley Conservation Area and the adjacent St Joseph & Etheldreda Catholic Church.



## 6. Local Plan Policy Options

### Site Allocations

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

**Site Reference:** H64

**Address:** The Fairway Motel, Horsefair, Rugeley

**Indicative Dwelling Yield:** 17 dwellings

**Site Area (Hectares):** 0.02 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H64

##### Key Development Considerations:

- Provide vehicular/pedestrian access from Wellington Drive and solely pedestrian access from Horsefair
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Provide appropriate soft landscaping such as green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene
- The design of the site and buildings should respect the setting of the nearby Talbot Street/Lichfield Street, Rugeley and Rugeley Town Centre Conservation Areas at either end of Horsefair



## 6. Local Plan Policy Options

### Site Allocations

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

**Site Reference:** H67

**Address:** Land at Pendlebury Garage and Petrol Station, 5 Wolseley Road, Rugeley

**Indicative Dwelling Yield:** 18 dwellings

**Site Area (Hectares):** 0.19 hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H67

##### Key Development Considerations:

- Provide access from Wolseley Road
- Include new or enhanced cycle and footpath linkages, including to Rugeley Town Centre where appropriate
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Remediate the despoiled land and provide a Contaminated Land Desk Top Study and Remediation Statement
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable mitigation and/or compensatory measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The design of the new development should respect the setting of the nearby listed buildings in particular the partially adjoining Listed Building at 9 Wolseley Road, Rugeley.



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.236

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

**Site Reference:** H68

**Address:** Land off Norton Hall Lane, Norton Canes

**Indicative Dwelling Yield:** 55 dwellings

**Site Area (Hectares):** hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H68

##### Key Development Considerations:

- Provide access from Rosefinch Drive
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory measures and enhancement within the site
- Promote green infrastructure connectivity with the green corridor adjacent to the southern boundary of the site along the M6 Toll
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- The amenity of future occupiers especially from noise and air quality needs to be considered within the design in consideration of the proximity of the site to an existing employment area and the M6 Toll
- Provide appropriate soft landscaping such as street trees and green roofs where possible, and enhancement features for wildlife where appropriate, within the scheme to benefit nature and enhance the street scene



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.237

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

**Site Reference:** H69

**Address:** 272 Hednesford Road, Norton Canes

**Indicative Dwelling Yield:** 11 dwellings

**Site Area (Hectares):** hectares

**Proposed Use:** Residential Development

#### Site Boundary



#### Site Specific Policy: H69

##### Key Development Considerations:

- Provide access from Hednesford Road
- Provide an appropriate Education contribution as requested by Staffordshire County Council
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way where appropriate





## 6. Local Plan Policy Options

### Site Allocations

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

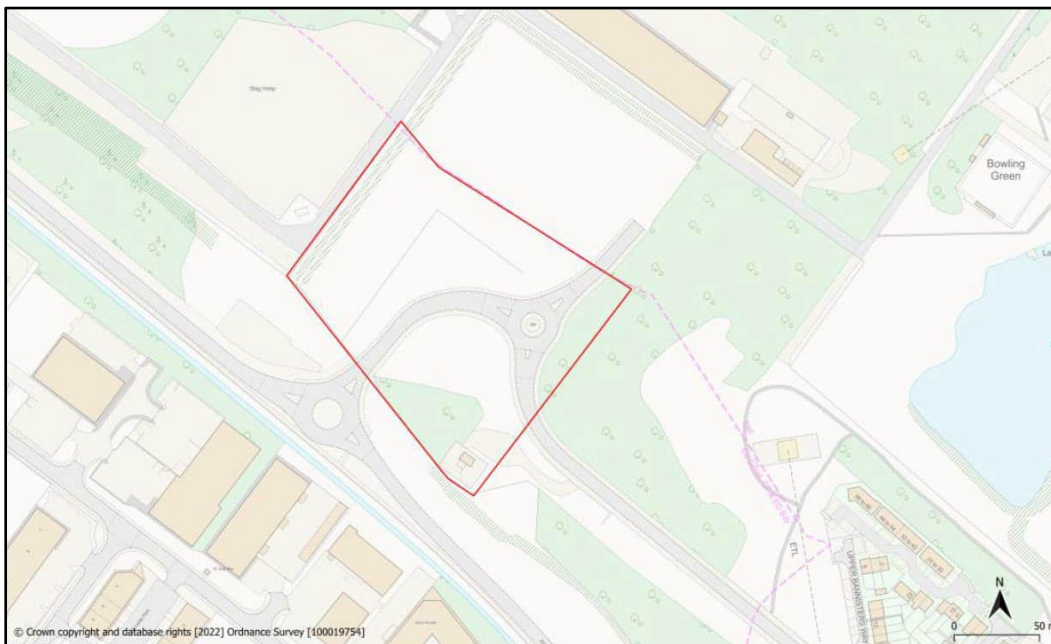
**Site Reference:** E4

**Address:** Former Power Station off A51 (adjacent to Towers Business Park), Rugeley

**Site Area (Hectares):** 2.1 hectares

**Proposed Use:** Employment

#### **Site Boundary**



#### **Site Specific Policy: E4**

##### Key Development Considerations:

- Provide access from A51
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



## 6. Local Plan Policy Options

### Site Allocations

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

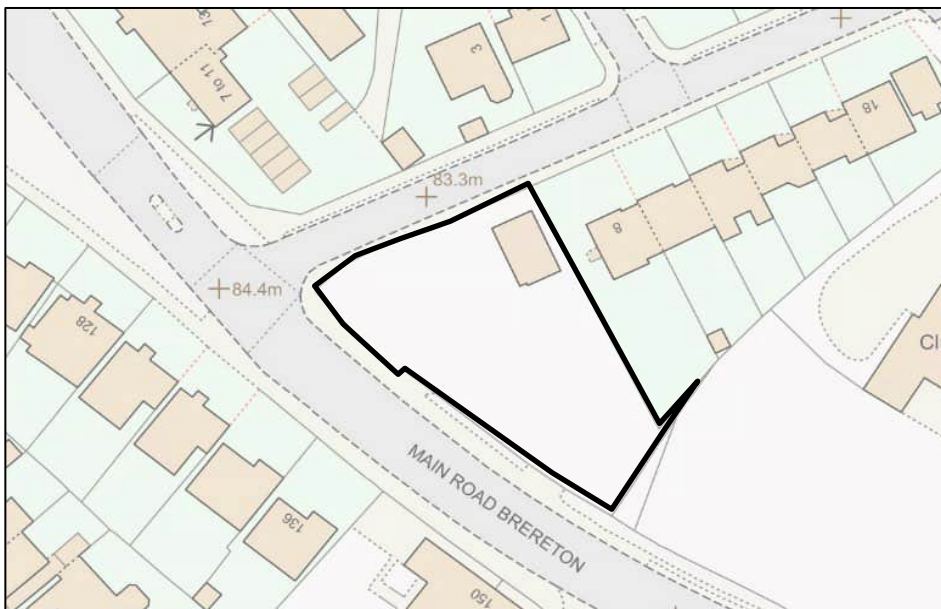
**Site Reference:** E6

**Address:** Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton

**Site Area (Hectares):** 0.14 hectares

**Proposed Use:** Employment

#### **Site Boundary**



#### **Site Specific Policy: E6**

##### Key Development Considerations:

- Provide access from Armitage Lane
- Incorporate existing trees and hedgerows where possible within the proposed development and provide suitable ecological mitigation and/or compensatory and enhancement measures within the site
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.240

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

**Site Reference:** E14

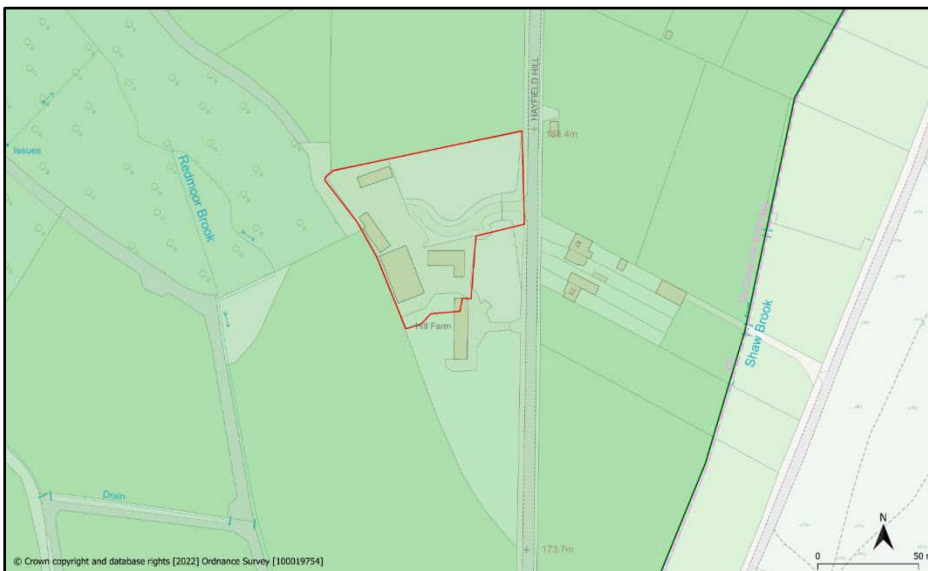
**Address:** Hill Farm, 84 Hayfield Hill, Cannock Wood, Rugeley

**Indicative Employment Yield:**

**Site Area (Hectares):** 0.55 hectares

**Proposed Use:** Employment

#### Site Boundary



#### Site Specific Policy: E14

##### Key Development Considerations:

- Provide access from Hayfield Hill
- Existing Forklift truck to be retained
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.241

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

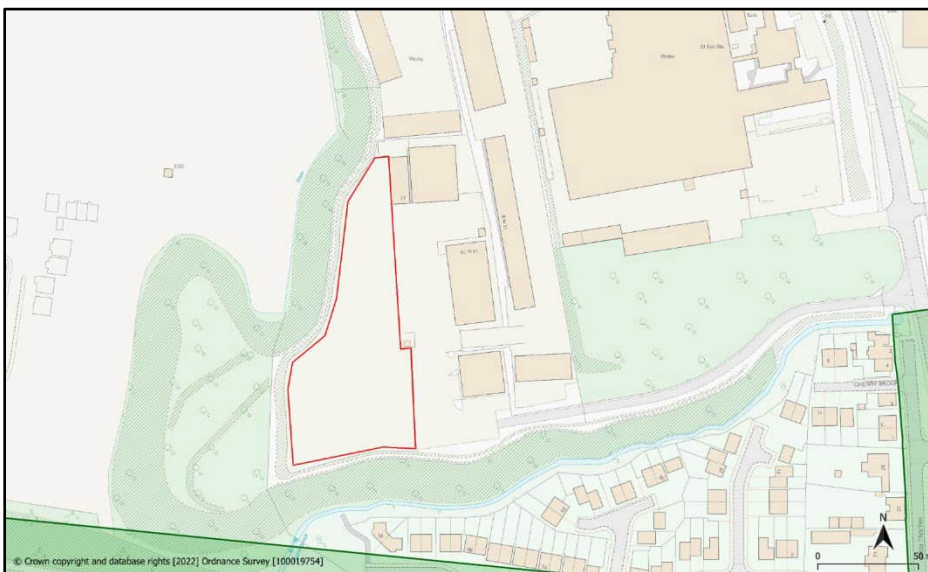
**Site Reference:** E16

**Address:** Land Off Norton Green Lane, Norton Canes

**Site Area (Hectares):** 0.56 hectares

**Proposed Use:** Employment

#### Site Boundary



#### Site Specific Policy: E16

##### Key Development Considerations:

- Provide access from Walsall Road
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity
- Incorporate suitable water harvesting and drainage systems on the site to minimise water use and limit water run-off from the site
- Include new or enhanced cycle and footpath linkages, including enhanced connections and alignments to existing Public Rights of Way where appropriate



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.242

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

**Site Reference:** GT1

**Address:** Land at Cannock Wood Road, Rawnsley

**Site Area (Hectares):** 0.4 hectares

**Proposed Use:** Gypsy Pitches

#### Site Boundary



#### Site Specific Policy: GT1

##### Key Development Considerations:

- Provide access from Cannock Wood Road
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity



## 6. Local Plan Policy Options

### Site Allocations

Item No. 12.243

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

**Site Reference:** GT2

**Address:** Land at Lime Lane, Little Wyrley

**Site Area (Hectares):** 0.13 hectares

**Proposed Use:** Gypsy Pitches

#### Site Boundary



#### Site Specific Policy: GT2

##### Key Development Considerations:

- Provide access from Lime Lane
- Incorporate existing trees and hedgerows where possible within the proposed development and provide ecological suitable mitigation and/or compensatory and enhancement measures within the site and green infrastructure connectivity

## **Delivery**

7.1 The delivery of the policies of the Cannock Chase Local Plan by the District Council and its partners will require proactive management and the co-ordinated investment of private and public resources. Delivery progress will be monitored closely through a variety of mechanisms, and will be summarised in the Authority Monitoring Report (AMR) prepared by the District Council.

7.2 Once the Local Plan has been adopted, the AMR will assess the extent to which the Strategic Objectives of the Local Plan are being achieved by monitoring the delivery of the Local Plan policies.

7.3 The Monitoring Framework presented on the following pages includes the proposed Indicators that will be used in the AMR to assess the progress in delivering each Local Plan policy.

## **Infrastructure**

7.4 An important part of Local Plan delivery is enabling infrastructure and investment in the right place, at the right time. This will be achieved by:

- Assessing the needs for infrastructure and investment to enable delivery;
- Co-ordinating the delivery of infrastructure and investment;
- Identifying risks to delivery of infrastructure and investment, and contingencies to deal with those risks.

7.5 A review of the Community Infrastructure Levy will follow the adoption of the Local Plan. The Infrastructure Delivery Plan (IDP) is a supporting document to the Local Plan. It identifies the physical, green and social and community infrastructure that will be required to support the delivery of the Local Plan. The IDP will be published alongside the Pre-Submission (Regulation 19) consultation draft of the Local Plan and subsequently reviewed regularly.

7.6 The Infrastructure Funding Statement (IFS) provides a summary of the financial and non-financial developer contributions (planning obligations) that will be sought by the District Council and its partners to deliver infrastructure. The developer contributions will be confirmed through the Community Infrastructure Levy (CIL) and Section 106 agreements (S106). The IFS will be prepared and subsequently reviewed in accordance with the Regulations.

## Appendix 1: Monitoring Framework

### Monitoring Framework

Policy	Indicator	Target	Data Source
<b>STRATEGIC OBJECTIVE 1: DELIVERING HIGH QUALITY DEVELOPMENT THAT IS DISTINCTIVE, ATTRACTIVE &amp; SAFE</b>			
SO1.1 Protecting, Conserving and Enhancing the Distinctive Local Historic Environment	Adopted conservation documents and condition of registered historic assets and areas.	All conservation areas have completed appraisals and management plans in place and no decline in the condition of designated areas over the plan period.  No heritage assets at risk in the District.	Conservation Appraisals and Management Plans (CCDC) Heritage at Risk Register (Historic England) Local List (CCDC) List of important historic buildings in Neighbourhood Plans (Parish Councils or designated Neighbourhood bodies)
SO1.2 Enhancing the Quality of the Built Environment	New developments well designed and maintained	Guidance produced by the Council to support the plan including supplementary guidance and design codes. Neighbourhood Plans adopted with design policies and accompanying guidance.	CCDC and Neighbourhood bodies
SO1.2 Enhancing the Quality of the Built Environment	Community and neighbourhood planning aspirations being addressed	Number of Neighbourhood Plans adopted and Neighbourhood Areas designated. Number of Community Assets designated for protection.	CCDC Planning and Democratic Services
SO1.3 Creating Safe Places which Deter Crime and Reduce the Fear of Crime	Crime and antisocial behaviour trends	A decrease in crime and anti-social behaviour over the plan period.	Police crime data
<b>STRATEGIC OBJECTIVE 2: CREATING COMMUNITY INFRASTRUCTURE AND HEALTHY LIVING OPPORTUNITIES ACROSS THE DISTRICT</b>			
SO2.1 Safeguarding the Provision of New Community Infrastructure	Community facilities retained and/or improved	Retain or replace facilities to maintain provision of community infrastructure and invest in new facilities to meet the needs of new development where this exceeds the capacity of existing facilities.	CCDC Planning Application and Completion records



**Appendix 1: Monitoring Framework**

SO2.1 Safeguarding the Provision of New Community Infrastructure	Access to cultural/formal and informal leisure facilities	Improvements to cultural and leisure facilities that improve access for all users and aim to increase visitor numbers.	CCDC Planning Application and Completion records  CCDC Leisure contractor annual/business reports
SO2.2 Safeguarding Health and Amenity	Improved sense of wellbeing	Maintain a general high level of wellbeing in the local population.	Health authority data
SO2.3 Providing Active Leisure and Sport Facilities	Open space targets being met	Maintain and improve access to open space, so that all parts of the District progress towards providing provision to the amount and types of open space recommended in the Open Spaces study.	CCDC Planning/Parks and Open Spaces
SO2.3 Providing Active Leisure and Sport Facilities	Reduce health inequalities gap	Monitor improvements in Obesity and life expectancy rates for adults and children.	Health authority data
SO2.4 Providing Opportunities for Healthy Living and Activity	Active Travel and Sustainable Transport targets being met	Monitor public transport provision to ensure a long term sustainable network is retained in the District.  Increase opportunities for active travel including an enhanced provision of walking and cycling routes	CCDC/SCC/Transport providers
SO2.5 Allotments and Community Food Growing	Improved health/longevity of residents.	Aim to increase sport and activity levels and reduce mortality rates from conditions such as cardiovascular diseases.  Provision or enhancement of allotment facilities.	CCDC Planning/Parks and Open Spaces  Health authority data
<b>STRATEGIC OBJECTIVE 3: PROVIDING FOR HOUSING CHOICE</b>			
SO3.1 Provision for New Homes	Average number of dwellings delivered each year	Monitor number of dwellings completed annually to ensure delivery of Local Plan targets are met during the plan period.	CCDC Planning Monitoring

## Appendix 1: Monitoring Framework

SO3.1 Provision for New Homes	5 year supply of deliverable housing sites	Aim to deliver a 5 years supply of housing land supply throughout the plan period.	CCDC Planning Monitoring and SHLAA
SO3.2 Housing Choice	The mix of housing size (number of bedrooms) and type (house or flat)	Annual delivery of housing type and size to ensure a balanced supply of housing.	CCDC Planning Monitoring
SO3.2 Housing Choice	Affordable home provision per annum	Delivery of affordable housing completions against targets.	CCDC Housing Strategy
SO3.4 Gypsies, Travellers and Travelling Show People	5 year supply of pitches for Gypsies and Travellers	Aim to deliver a 5 years supply of pitches to meet the identified demand during the plan period.	CCDC Planning Monitoring
<b>STRATEGIC OBJECTIVE 4: CREATING A VIBRANT LOCAL ECONOMY AND WORKFORCE</b>			
SO4.1 Safeguarding Existing Employment Areas for Employment Uses	Delivery of employment land	Delivery of employment land required over the plan period.	CCDC Planning Monitoring and ELAA
SO4.2 Provision for New Employment Uses			
SO4.3 Sustainable Tourism and the Rural Economy	Employment profile diversified to address structural issues, namely dependency upon vulnerable industrial and manufacturing sectors	Local and national employment rates.	CCDC Planning Monitoring and ELAA
SO4.4 Live Work Units		Planning permissions for the type and location of new employment developments.	
SO4.5 Provision for Local Employment and Skills	Improvements made towards improved job density in the District	Increase job density rates and reduce dependency on out of work benefits.	National Government data
<b>STRATEGIC OBJECTIVE 5: SUPPORTING THE PROVISION OF SUSTAINABLE TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE</b>			

## Appendix 1: Monitoring Framework

SO5.1 Accessible Development	Levels of recreational cycling	Maintain and increase levels of recreational cycling.	National Government data
SO5.1 Accessible Development	Number of people killed or seriously injured	Reduce the number of people killed or seriously injured to encourage the use of active travel through safer streets	National Government and Emergency Services data
SO5.2 Communication Technologies	Provision of communications infrastructure to facilitate digital connectivity to business and residential occupiers of major developments.	Ensure strategic communications infrastructure is improved through determination of appropriate infrastructure via the planning system	CCDC Planning Applications
SO5.3 Low and Zero Carbon Transport	Road transport emissions (CO2)	Reduce per capita road transport emissions	National Government data
SO5.4 Maintaining and Improving the Transport System	Transport Infrastructure identified in the Cannock Chase Integrated Transport Strategy	Monitor planning and delivery of identified projects.	SCC Integrated Transport Strategy and CCDC Planning Applications
SO5.5 Hatherton Canal Restoration Corridor	Route protected to safeguard the restoration of the Canal.	Ensure planning decisions actively protect the route of the canal for future restoration.	CCDC Planning Applications
SO5.6 Safeguarding Proposed Recreational Footpath and Cycle Routes	Recreational Footpath and Cycle Routes safeguarded.	Protect and develop routes identified on the Local Plan Map for improvement.	CCDC Local Plan Map and CCDC Planning Applications
SO5.7 Parking Provision	Major developments meeting the parking	Ensure planning decisions take parking needs and demand into account, balanced alongside the need to improve active and sustainable modes of travel.	CCDC Planning and Government parking guidance

**Appendix 1: Monitoring Framework**

	standards set out in the National/Local Design Guide.		
<b>STRATEGIC OBJECTIVE 6: CREATING ATTRACTIVE TOWN AND LOCAL CENTRES</b>			
SO6.1: Hierarchy of Town and Local Centres SO6.3: Safeguarding Existing Town Centre Services SO6.4: Town Centre Design Guide SO6.5: Cannock Town Centre Redevelopment Areas SO6.6: Rugeley Town Centre Redevelopment Areas SO6.7: Hednesford Town Centre Redevelopment Areas	Secured project delivery in Cannock, Hednesford and Rugeley town centres  Additional office floorspace across the District	Monitor major project completions and provision/loss of key service infrastructure in the three town centres to plan delivery of services to local people.  Monitor office completions/losses across the District, where this is the main building use.	CCDC Planning Applications
SO6.2 Thresholds and Impact Tests for Town Centre Services	Comparison and convenience floorspace in Cannock, Rugeley and Hednesford Town Centres	Net increase in comparison and convenience floorspace in Cannock, Rugeley and Hednesford Town Centres	CCDC Planning Applications
<b>STRATEGIC OBJECTIVE 7: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT</b>			
SO7.1 Protecting, Conserving and Enhancing Biodiversity and Geodiversity	No net loss in biodiversity or decline in condition over the plan period	% of SSSIs/SACs in favourable condition.  Maintaining Green Flag Awards for Council parks and green spaces.	CCDC Parks and Open Spaces
SO7.2 Biodiversity Net Gain	Delivery of regional and local Biodiversity and Geodiversity Action Plan targets assisted	Management reports for Council owned local wildlife sites continue to demonstrate positive management of sites.	CCDC Parks and Open Spaces

**Appendix 1: Monitoring Framework**

SO7.3 Special Areas of Conservation (SAC)	Deficiencies addressed in levels of provision of natural green spaces and enhance quality; including the delivery of the SAC Mitigation and Implementation Strategy	Continue to actively manage and provide access to natural green spaces for local residents  Ensure SAC governance structures for mitigation remain operational through continued membership of the Cannock Chase SAC Partnership.	CCDC Parks and Open Spaces  Cannock Chase SAC Partnership
SO7.4 Protecting, Conserving and Enhancing Landscape Character	Protection of Landscape Character in Planning	Progress on production of evidence base documents that define and assess Landscape Character across the District to aid decision making.	CCDC Planning Policy Local Plan and Neighbourhood Plans
SO7.5 Protecting, Conserving and Enhancing the Cannock Chase National Landscape	Development within the National Landscape	Quantity and type of National Landscape developments within the District.	CCDC Planning Policy Local Plan and Neighbourhood Plans  CCDC Planning Applications
SO7.6 Protecting, Conserving and Enhancing the Green Belt	Development within the Green Belt	Quantity and type of Green Belt developments within the District.	CCDC Planning Policy Local Plan and Neighbourhood Plans  CCDC Planning Applications
SO7.7 Amendments to the Green Belt	Green Belt amendments in the District	Changes in Green Belt extent monitored annually through Local Plan decisions and approved Planning Applications.	CCDC Planning Policy Local Plan and Neighbourhood Plans
SO7.8 Protecting, Conserving and Enhancing Green Infrastructure	Strategic Green Space Network and green spaces protected in Neighbourhood Plans	Maintain and Improve the Strategic Green Space Network and other connected green spaces	CCDC Parks and Open Spaces  Planning Policy Local Plan and Neighbourhood Plans
<b>STRATEGIC OBJECTIVE 8: SUPPORTING A GREENER FUTURE</b>			

## Appendix 1: Monitoring Framework

SO8.1 Low and Zero Carbon Energy and Heat Production	Contributions made towards national targets for renewable and low carbon energy generation	Planning applications for renewable and low carbon energy generation schemes.	CCDC Planning Applications
SO8.2 Achieving Net Zero Carbon Development	National and local per capita carbon emission reductions through development location and design	Reduction in per capita emissions.	Carbon emission data
SO8.3 Sustainable Design	Design guidance and/or codes to support the plan for future development in the District.	Progress towards producing design guidance and/or codes to support the plan for future development in the District.	CCDC Planning Policy and Local Development Scheme
SO8.4 Managing Flood Risk	Environmental Agency advice on flood risk and pollution hazards	Number of planning applications granted contrary to Environmental Agency advice on grounds of flood risk and pollution hazards minimised	Environmental Agency
SO8.5 Avoiding Air, Water, Soil, Noise and Light Pollution  SO8.8 Managing Waste	Contributions made to the achievement of the Staffordshire and Stoke-on-Trent Joint Waste Management Strategy	Increase in recycling rates and decrease in residual waste per household.	Staffordshire and Stoke-on-Trent Joint Waste Management Strategy and monitoring
SO8.5 Avoiding Air, Water, Soil, Noise and Light Pollution	Levels of pollution, particularly air quality hotspots (including AQMAs)	Reduction in Air Quality at monitoring stations.  Water Quality assessments show an improvement.	CCDC Environmental Health Air Quality and Contaminated Land Reports

## Appendix 1: Monitoring Framework

<p>SO8.6 Brownfield and Despoiled Land and Under-Utilised Buildings</p>	<p>and water quality risks.</p>	<p>Number of sites identified as contaminated land within the district.  Brownfield Land availability.</p>	<p>CCDC Planning Policy Brownfield Land Register  Environment Agency and Water Company Reports</p>
<p>SO8.7 Safeguarding Mineral Reserves</p>	<p>Contributions made to the achievement of the Staffordshire and Stoke-on-Trent Joint Minerals Plan</p>	<p>Ensure delivery of planning permissions for Minerals facilities in appropriate locations and protect minerals safeguarding areas where appropriate.</p>	<p>Staffordshire and Stoke-on-Trent Joint Minerals Plan and monitoring</p>

## Appendix 2: Glossary

Phrase	Abbreviation	Definition
Active frontages		An active frontage means that buildings have ground (and sometimes upper) floors with windows and doors facing onto the street, creating interest and activity.
Air Quality Management Area	AQMA	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines
Local Air Quality Action Plan		A plan to tackle air pollution, particularly focused on AQMAs designated within a local authority.
Area Action Plan	AAP	An optional Development Plan Document. It is aimed at establishing a set of proposals and policies for the development of a specific area (such as a town centre or an area of new development).
Authority Monitoring Report	AMR	An annual report produced by the local authority that monitors the effectiveness of Local Plan policies e.g. number of new houses built, amount of new open spaces.
Birmingham City Council		The local Government body responsible for managing the City of Birmingham, including the Planning services.
Brownfield Land		Brownfield (also known as Previously Developed Land) is Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Brownfield Development		Site available for re-use which has been previously developed and is abandoned or underused.
Brownfield Land Registers		Registers of previously developed land that local planning authorities consider to be appropriate for residential development,
Building Better Building Beautiful Commission		An independent body that advised government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods
Call for Sites		The process of collecting and collating information on potential development sites.
Cannock Chase District Council	CCDC / CCC	The Local Planning Authority for Cannock, Rugeley, Hednesford, Norton Canes and neighbouring villages.
Community Infrastructure		The facilities and services – including education, transport, health, emergency services, leisure and sports – that are needed to support new homes and businesses.
Community Infrastructure Levy	CIL	A charge on new developments that can be levied by local authorities (or other authorities with charging powers e.g. Mayor of London) to fund infrastructure projects. The



**Appendix 2: Glossary**

<b>Phrase</b>	<b>Abbreviation</b>	<b>Definition</b>
		charging rates are set locally and vary from one area to another e.g. on the types of development charged and the value of those charges. In Cannock Chase, the charges are currently £40 per sqm for residential development and £60 per sqm for out of town and all large foodstore retail development (subject to increases due to indexation).
Comparison		Comparison goods relate to items not obtained on a frequent basis, these include clothing, footwear, household and recreational goods.
Conservation Area		Protected areas of special architectural or historic interest.
Conservation Area Management Plans		Plans that set out how Conservation Areas should be managed to protect their historic assets and integrity.
Convenience		Convenience goods relate to everyday essential items including confectionary, food, drinks, newspapers and magazines.
County Council	CC	The upper tier of two-tier authorities covering a county wide area.
Density		The amount of development that a site can accommodate (often measured in dwellings per hectare for residential development)
Dwellings Per Hectare	DPH	Unit of land measurement relative to the amount of dwellings it could accommodate.
Design Supplementary Planning Document	Design SPD	A document providing additional planning information and guidance on design issues for development in Cannock Chase District.
Development Plan Document	DPD	Sets out the Local Planning Authority's policies and proposals for the development and status of land. It can include a Local Plan, Site Allocations and Area Action Plan documents amongst others.
Developer Contributions and Housing Choices SPD		A document providing additional planning information and guidance on developer contributions and housing provision within Cannock Chase District.
District Council	DC	The lower tier of two-tier authorities, responsible for local services.
Duty to Cooperate		This is a legal test that requires cooperation between local planning authorities and other public bodies to ensure Local Plan policies effectively address strategic issues e.g. infrastructure, housing. It is separate from but related to the Local Plan test of soundness.
Economic Development Needs Assessment	EDNA	An assessment of the amount and type of employment land required in the District, taking into account a range of factors including the existing and potential future economic trends in the District and several forecast models for future needs.
Employment Land Availability Assessment	ELAA	A database of sites put forward by stakeholders including the Council and land owners to be assessed for their suitability for future employment uses.

## Appendix 2: Glossary

Phrase	Abbreviation	Definition
The Government White Paper 'Planning for the Future'	The White Paper	Planning consultation document which proposes reforms of the planning system to streamline and modernise the planning process.
Greater Birmingham & Black Country Housing Market Area	GBBCHMA	A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the links between places where people live and work. This HMA is based on the wider Birmingham & Black Country (Dudley, Sandwell, Walsall, Wolverhampton) area.
Greater Birmingham and Solihull Local Enterprise Partnership	GBSLEP	The Local Enterprise Partnership (see definition below) for this area, covering a number of local authorities including Cannock Chase District.
Green Belt		A policy and land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighbouring urban areas.
Green Belt Review		A process that sets out the methodology and mechanism for potential possible alterations to the Green Belt boundaries.
Green Space of High Value to Adjacent Urban Communities		A network of linked green infrastructure within Cannock Chase District that links urban areas to the countryside.
Gross Value Added	GVA	The value generated by any unit engaged in the production of goods and services. GVA per head is a useful way of comparing regions of different sizes.
Gypsy, Traveller and Travelling Showpeople	GTTS	National Planning Policy defines 'Gypsies and Travellers' as 'persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group or travelling showpeople or circus people travelling together as such'. 'Travelling Showpeople' are defined as 'members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and travellers as defined above'.
Gypsy, Traveller and Travelling Showpeople Accommodation Assessment	GTAA	An assessment of the accommodation needs of gypsy, traveller and travelling showpeople for the plan period. This is then used to identify how many new sites may be needed for such accommodation in the District.
H1		A monitoring period for the first half of the year, January to June.

**Appendix 2: Glossary**

<b>Phrase</b>	<b>Abbreviation</b>	<b>Definition</b>
Habitats Regulation Assessment	HRA	The Habitats Regulations Assessment is a tool to identify whether there are likely to be any harmful effects from minerals and waste policies and development proposals on internationally important nature sites. The HRA considers how significant any impacts are likely to be, and identifies whether they can be reduced (mitigated) to protect these sites or whether it is not possible to offset any likely adverse effects. Internationally important nature sites include Special Areas of Conservation (SAC) which have important habitat features and Special Protection Areas (SPAs) which relate to important bird populations (both of which form the national site network) and Ramsar sites which are internationally important wetlands.
Hectare	HA	A unit of land measurement.
Housing and Planning Act 2016		An Act of Parliament that introduced changes to housing policy and the planning system.
Housing Delivery Test		An annual test (by central Government) of the extent to which a local authority is meeting its local housing requirements. Where the amount of new homes being built does not meet requirements there are different penalties dependent upon the level of under delivery.
Housing Needs Assessment		An assessment of the amount and type of housing accommodation required in the District, focused particularly upon affordable needs.
Indoor and Outdoor Sports Facilities Assessment		An assessment of the current quantity and quality of the local authority areas' facilities and an assessment of the future needs for indoor and outdoor sports provision (in quantity and quality terms), taking account of future population changes.
Industrial Strategy		A strategy document which aims to boost productivity by backing businesses to create good jobs and increase the earning power of people throughout the UK with investment in skills, industries and infrastructure
Infrastructure Delivery Plan	IDP	A plan to identify and aid implementation of the necessary social, physical and green infrastructure required to create sustainable communities.
Imperative reasons of overriding public interest		Imperative reasons of overriding public interest include: <ul style="list-style-type: none"> <li>• the requirement to maintain the nation's health, safety, education, environment (sustainable development, green energy, green transport);</li> <li>• complying with planning policies and guidance at a national, regional and local level;</li> <li>• requirements for economic or social development (Nationally Significant Infrastructure Projects, employment, regeneration, mineral extraction, housing, pipelines, .etc.)</li> </ul>
Landscape Character Assessment		A detailed study that analyses and sets out different types of landscape within an area and their historical context.
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of

## Appendix 2: Glossary

Phrase	Abbreviation	Definition
		creating or improving the conditions for economic growth in an area.
Local Design Guides		A set of design requirements that provide specific, detailed parameters for the physical development of a site or area.
Local Green Space	LGS	Local Green Space designation is a way to provide special protection for green areas of particular importance to local communities.
Local List		A list of buildings or sites that make a positive contribution to an areas character. These may not be nationally designated.
Local Nature Reserve	LNR	Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally. There are over 1280 LNRs in England covering almost 40,000 ha
Local Plan		A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the <a href="#">Planning and Compulsory Purchase Act 2004</a> . A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority	LPA	The authority responsible for planning functions within a District, County or any other type of administrative area.
Local Plan (Part 1)	LPP1	The adopted 2014 Development Plan Document that sets out the strategic planning policies and context for Cannock Chase District.
Mineral Consultation Area		A geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development.
Mineral Safeguarding Areas		An area of land protected from development due to the presence of minerals within a site that could be required for future extraction.
Minerals Plan		A planning document that sets out future minerals needs within an area and protects mineral extraction sites to meet that demand.
Mitigation and Implementation Strategy		A framework that aims to provide protection against a potential threat and provide practical solutions or alternatives to solve the problem.
The National Design Guide		This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
<b>National Landscape</b>		A statutory National Landscape designation to provide special protection to defined areas of natural beauty.
National Planning Policy Framework	NPPF	This document sets out the Governments planning policies for England and how they should be applied.
National Planning Practice Guidance	NPPG	The Government planning advice that accompanies the National Planning Policy Framework.
Nationally Described		This sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor

## Appendix 2: Glossary

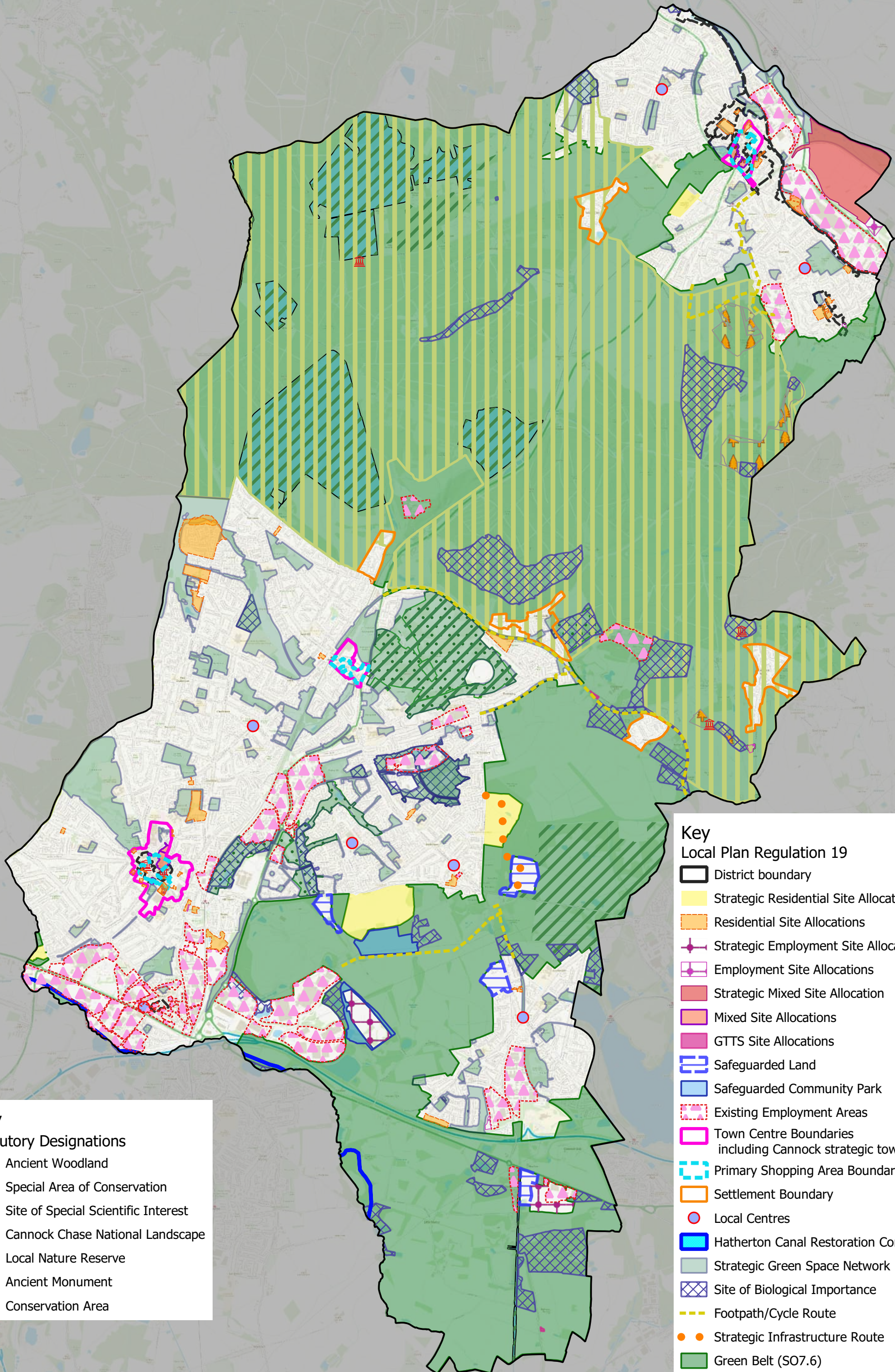
Phrase	Abbreviation	Definition
Space Standards		areas and dimensions for key parts of the home.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a designated Neighbourhood Area.
Open Space Assessment		An assessment of the current quantity and quality of the local authority areas' open spaces and an assessment of the future needs for open space provision (in quantity and quality terms),
Parking Standards, Travel Plans and Developer Contributions for Sustainable Transport SPD		A document providing additional planning information and guidance on transport related matters within Cannock Chase District.
Playing Pitch Strategy & Action Plan		The document provides guidance and support to local authorities who are looking to understand and assess the need for playing pitches and improve provision.
Policies Map		A map that shows the location of planning designations, which are usually also set out in written planning policies.
Partner Authorities		The Government bodies working together as a team on a contract or project.
Retail and Leisure Study		A study on retail and leisure uses within Cannock Chase District, including existing and future capacity.
Safeguarded Land		Land that is protected for a specific future, often longer term, land use.
SAC Zone of Influence		An area within which new residential development must provide mitigation measures to avoid harm to Cannock Chase Special Area of Conservation.
Self Build Register		A register of people who are interested in building their own dwelling within Cannock Chase District.
Self Build and Custom Housebuilding Act 2015		An Act of Parliament that sets out legislation on self build and custom house building.
Site Assessment Matrix		A framework for assessing whether a site is suitable for a proposed use or designation.
South Staffordshire District Council	SSDC	The Local Planning Authority for South-West Staffordshire. It covers areas including Great Wyrley, Cheslyn Hay and Huntington.
Special Area of Conservation	SAC	Special Areas of Conservation (SACs) are protected sites designated under the Conservation of Habitats and Species Regulations 2017 (as amended). They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
Stafford Borough Council	SBC	The Local Planning Authority for the Stafford area. It includes the northern part of Cannock Chase National Landscape, Brocton and Great/Little Haywood.

## Appendix 2: Glossary

Phrase	Abbreviation	Definition
Staffordshire County Council	SCC	The upper- tier in a two tier Local Authority system County wide Planning Authority for Highways, Minerals and Waste planning matters.
Statement of Community Involvement	SCI	A statement of how Cannock Chase Council will consult the local community when preparing planning documents and consulting on planning applications.
Strategic Flood Risk Assessment and Water Cycle Study	SFRA/WCS	SFRA – An assessment of flood risk across the District taking into account the most up to date data on flooding from various sources e.g. rivers and surface water.  WCS- An assessment of water resources across the District to identify if there is sufficient supply to support future developments and/or what upgrades to infrastructure may be required.
Strategic Housing Land Availability Assessment	SHLAA	A database of sites put forward by stakeholders including the Council and land owners to be assessed for their suitability for future residential uses.
Stoke-on-Trent & Staffordshire Local Enterprise Partnership	SSLEP	The economic body for the Staffordshire County Council and Stoke On Trent Government areas. See LEP definition.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental, and social effects of a plan.
Town and Country Planning Regulations 2012		Regulatory framework
Town Centre Services		Commercial, Business and Service' (Class E), Learning and Non-Residential Institutions' (Class F1), Local Community' (Class F2) Uses, Hotels (Class C1); drinking establishments, hot food takeaways, cinemas, concert halls, dance halls and bingo halls.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

## Appendix 2: Glossary

Phrase	Abbreviation	Definition
Viability Assessment		An assessment of whether or not development is likely to be financially viable, taking into account a range of relevant factors including land values and costs, development costs, financing costs and developer profit. These assessments can be undertaken at a Local Plan level (i.e. how will Local Plan policies affect the financial viability of developments in the District generally) and at a site-specific/development level.
West Midlands Combined Authority	WMCA	A recently constituted authority formed of local authorities and Local Enterprise Partnerships (LEPs) chaired by the Mayor for the West Midlands. It enables the transfer of powers on decision making and funding from central Government to the West Midlands on specified areas (as set out within devolution agreements) e.g. transport, housing.



**Key**  
**Statutory Designations**

- Ancient Woodland
- Special Area of Conservation
- Site of Special Scientific Interest
- Cannock Chase National Landscape
- Local Nature Reserve
- Ancient Monument
- Conservation Area

**Key**  
**Local Plan Regulation 19**

- District boundary
- Strategic Residential Site Allocations
- Residential Site Allocations
- Strategic Employment Site Allocations
- Employment Site Allocations
- Strategic Mixed Site Allocation
- Mixed Site Allocations
- GTTS Site Allocations
- Safeguarded Land
- Safeguarded Community Park
- Existing Employment Areas
- Town Centre Boundaries including Cannock strategic town centre boundary
- Primary Shopping Area Boundaries
- Settlement Boundary
- Local Centres
- Hatherton Canal Restoration Corridor
- Strategic Green Space Network
- Site of Biological Importance
- Footpath/Cycle Route
- Strategic Infrastructure Route
- Green Belt (SO7.6)





## Revenues and Benefits Collection Report - Quarter 2 (2023/24)

<b>Committee:</b>	Cabinet
<b>Date of Meeting:</b>	14 December 2023
<b>Report of:</b>	Deputy Chief Executive – Resources
<b>Portfolio:</b>	Resources and Transformation

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### 1 Purpose of Report

- 1.1 To inform Cabinet of the performance of the Revenues and Benefits Service as regards:
- collection of Council Tax during the first half of the financial year.
  - collection of Business Rates during the first half of the financial year.
  - the recovery of overpaid Housing Benefit during the first half of the financial year.
- 1.2 To seek approval to the write-off of the arrears listed in the **CONFIDENTIAL APPENDICES**.

### 2 Reason(s) for Appendices being 'Not for Publication'

- 2.1 In accordance with the provisions of Schedule 12A of the Local Government Act 1972 (as amended), the Appendices to the report are considered 'not for publication' under the following categories of exemption:
- Exempt Paragraph 1 – Information relating to any individual.
  - Exempt Paragraph 2 – Information which is likely to reveal the identity of an individual.
  - Exempt Paragraph 3 – Information relating to the financial or business affairs of any particular person (including the Council).

### 3 Recommendations

- 3.1 That the information regarding collections be noted.
- 3.2 That the arrears listed in the **CONFIDENTIAL APPENDICES** be written off.

#### Reasons for Recommendations

- 3.3 Efficient collection of the Council's revenues is of major importance to the funding of Council services and those provided by our preceptors.
- 3.4 Whilst our collection rates are traditionally good, regrettably not all of the monies owed to the Council can be collected and this report contains a recommendation to write off bad debts which cannot be recovered.

## 4 Key Issues

- 4.1 Council Tax due for the 2023/2024 year amounts to £63.1M of which some **54.7%** was collected by the end of September. This is slightly better than last year's performance in the same period (54.1%).
- 4.2 Business Rates due for the current year amounts to £37.0M of which some **55.0%** was collected by the end of September, showing a decrease on the previous year (56.6%). Reasons for this are explained below.

## 5 Relationship to Corporate Priorities

- 5.1 Not applicable.

## 6 Report Detail

### 6.1 Council Tax

- 6.1.1 Council Tax is collected on behalf of the District Council, Parish Councils and our Major Preceptors (Staffordshire County Council and Commissioner for Police, Crime, Fire and Rescue). The effect of the Collection fund arrangements means that Cannock Chase Council retains around 12.4% of the council tax collected.
- 6.1.2 Council Tax due for the current year amounts to £63.1M and we have collected 54.7% within the first half of the year. This compares well to the 54.1% at the corresponding time last year and whilst lower than pre-pandemic levels indicates (55.1%) improvement towards the levels that we would want to achieve.
- 6.1.3 In accordance with the Council's approved policies, all reasonable and lawful attempts are made to recover all amounts due. In the first instance this involves the issue of bills, reminders and final notices, followed by Summonses in the Magistrates Court where the warning notices are not effective. At all stages of this process, debtors are encouraged to engage in voluntary arrangements to repay their arrears, to prevent the need for formal action.

Where necessary and when Liability Orders are granted by Magistrates, the Council uses its powers to make deductions from earnings and benefits of debtors, where it can, and instructs Enforcement Agents where such deductions are not possible or appropriate.

In the most severe cases and for debts exceeding £5,000, the Council will consider personal bankruptcy action against individuals.

- 6.1.4 The recovery powers available to the Council are considerable but not completely infallible. Some of the limitations which lead to debts being written off are described below.
- 6.1.5 Statutory safeguards such as Debt Relief Orders, Individual's Voluntary Arrangements exist to protect debtors suffering hardship, to attempt to the expensive, stressful and sometimes ineffective process of personal bankruptcy. Where a debt is included in such an instrument, or when a debtor is bankrupt, our ordinary recovery powers cannot be used.

6.1.6 For any of our powers to be effective we need to know the whereabouts of a debtor and this is not always the case. Where debtors abscond we will use all reasonable endeavours to trace them and are often successful in doing so. Unfortunately, on occasions this is not so and we must submit a debt for write off.

Our trace procedures include:

- Checking our internal Council systems, and following any information which may help us to trace the debtor.
- Use of credit reference agency data.
- Trace and collect facilities offered by our Enforcement Agencies
- Visits to the last known address by the Council's Property Inspector and use of external tracing agents.

Unfortunately, legislation does not currently permit access to DWP or HMRC records to trace Council Tax debtors or their employers, though a Cabinet Office project is currently reviewing this.

Data protection legislation allows us to receive information as to a debtor's whereabouts but we cannot disclose information to other creditors. Reciprocal arrangements with utility companies and similar are not therefore workable.

6.1.7 13 Irrecoverable council tax debts in the sum of £34,155.95 are listed in the **confidential appendix 1** to this report.

## 6.2 Business Rates

6.2.1 Business rates income forms a part of the Council's core funding, with around 29% of receipts being retained by this Council. The remainder is collected on behalf of Central Government and our major preceptors.

6.2.2 Business Rates due for the current year amounts to £37.0M of which some **55.0%** was collected by the end of September. This represents a decrease on last year's performance of 56.6%). The reasons for this are related to activity in September 2022, which boosted the collection rate in that month. Government funded rate relief known as Covid Additional Relief Funding (CARF) was applied to a number of rate accounts in September 2022. This had the effect of reducing the collectable debit by 1.7% and so increasing the collection rate by a similar amount. had this not happened our 2023 half-year performance would have been on a par with last year, as has been the case throughout the year.

6.2.3 The recovery powers available to us are again contained in the Council's approved policies and are used in full. Those powers and our procedures are similar to the council tax powers described above, with the exception that deduction from individuals' benefits and earnings are not permissible, even if the debtor is an individual.

6.2.4 Where rates are owed by an individual, similar safeguards exist for the debtors and trace facilities are used by the Council for absconding debtors, as described above.

6.2.5 Additionally, in the case of business rates, as has been reported to Cabinet previously, our collection efforts are sometimes frustrated by weaknesses in legislation. Rates are due from the occupiers rather than the owners of property

and where the occupier is a company, we can only recover from that company. Some proprietors will strip a company of its assets, or dissolve the company before we have had an opportunity to implement our recovery procedures. A new company is then formed in a similar style, to trade from the same premises.

Central Government has previously undertaken to review the loopholes that exist in rating and company legislation, though no changes have yet been received. Your officers continue to actively monitor these issues.

6.2.6 7 Irrecoverable business rates debts in the sum of £24,005.25 are listed in the **confidential appendix 2** to this report.

### 6.3 Housing Benefit Overpayments

6.3.1 The Council manages the Housing Benefit scheme on behalf of the Department for Work and Pensions, who fund the cost of benefits paid to claimants.

6.3.2 Sometimes a claimant will be paid too much Housing Benefit, for example when the Council does not become aware of a change of circumstances until after the claimant has been paid the benefit. This is called an Overpayment of Housing Benefit. The Council is expected to recover these overpayments from the claimant in all but a few limited circumstances. DWP will fund only 40% of benefit which is overpaid as a result of claimant error or fraud.

6.3.3 Where an overpayment occurs as a result of a local authority error, DWP will provide 100% funding provided our error rate remains below a threshold of 0.48% of benefit paid, as it has routinely done for many years.

6.3.4 Recovery of overpaid Housing Benefit continues to progress well, with some £119,833.67 being collected into the Council's General Fund in the first half of the financial year.

6.3.5 There are 6 irrecoverable Benefit Overpayment debts totalling £28,597.55 included in the **confidential appendix 3** to this report.

## 7 Implications

### 7.1 Financial

Under the Business Rates Retention Scheme, business rates write offs will no longer be offset against the National Non-Domestic Rating Pool. Write offs will now form part of the costs of collection of business rates.

Council Tax write offs are losses to the Collection Fund and, as such, form part of the cost of collection incurred by this Council. The Council Tax write-offs on this report are 13 cases totalling £34,155.95. This represents approximately 0.05% of the outstanding collectable debit as at the 1 April 2023.

The amounts being recommended are well below the value of the bad debt provision, which the Council includes within its accounts in expectation that some amounts owed will not be paid and cannot be recovered.

The cost of collecting the debts has been considered as part of the decision to put them forward for write off. If further information does come forward about the

whereabouts of any of the individual debtors the Council will pursue recovery action.

Cabinet are asked to write off the debts as they are considered to be irrecoverable for the reasons given in the appendices. The debts remain legally due to the Council and should the circumstances causing the write off in any particular case, subsequently change, recovery action may be recommenced.

## **7.2 Legal**

Cabinet are asked to write off the debts as they are considered to be irrecoverable for the reasons given in the appendices. The debts remain legally due to the Council and should the circumstances causing the write off in any particular case, subsequently change, recovery action may be recommenced.

## **7.3 Human Resources**

None

## **7.4 Risk Management**

The risk issues contained in this report are not strategic and therefore should not be included in the Strategic Risk Register.

## **7.5 Equalities and Diversity**

None

## **7.6 Health**

None

## **7.7 Climate Change**

None

## **8 Appendices**

Confidential Appendix 1: Council Tax write offs over £1,000

Confidential Appendix 2: Business Rate write offs over £1,000

Confidential Appendix 3: Housing Benefit Overpayment write offs over £1,000

## **9 Previous Consideration**

None

## **10 Background Papers**

None

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**Ward Interest:** None

**Report Track:** Cabinet (14/12/2023)

**Key Decision:** No.