



**Please ask for:** Steve Partridge  
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17 August 2022

Dear Councillor,

**Cabinet**

**6:00pm on Thursday 25 August 2022**

**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:

Lyons, O.	Leader of the Council
Jones, B.	Deputy Leader of the Council and Community Safety & Partnerships Portfolio Leader
Sutherland, M.	District and High Street Development Portfolio Leader
Johnson, J.P.	Environment and Climate Change Portfolio Leader
Jones, V.	Health, Wellbeing, and Community Engagement Portfolio Leader
Fitzgerald, A.A.	Housing, Heritage, and Leisure Portfolio Leader
Hughes, R.J.	Innovation and Resources Portfolio Leader

# 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 personal, pecuniary, or disclosable pecuniary interests in accordance with the Code of Conduct and any possible contraventions under Section 106 of the Local Government Finance Act 1992.

### 3. Updates from Portfolio Leaders

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

### 4. Minutes

To approve the Minutes of the Meeting held on 14 July 2022 (enclosed).

### 5. Forward Plan

Forward Plan of Decisions for August to October 2022 (Item 5.1 - 5.3).

### 6. Air Quality Status Report 2021-22

Report of the Head of Environment and Healthy Lifestyles (Item 6.1 - 6.94).

### 7. Economic Prosperity Strategy Refresh

Report of the Head of Economic Prosperity (Item 7.1 - 7.31).

### 8. Cannock Chase Local Plan 2018-2039: Regulation 19 Consultation

Report of the Head of Economic Prosperity (Item 8.1 - 8.194).

### 9. Elmore Park Public Toilets

Report of the Head of Economic Prosperity (Item 9.1 - 9.9).

### 10. Deed of Gift Agreement - Commemorative Beacons

Report of the Head of Economic Prosperity (Item 10.1 - 10.12).

### 11. Revenues and Benefits Collection Report - Quarter 1

Report of the Head of Finance (Item 11.1 - 11.24).

The Appendices to this report (Item 11.6 - 11.24) are confidential due to the inclusion of 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 14 July 2022 at 6:00 p.m.**

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

**Part 1**

**Present:**

Councillors:

Lyons, O.	Leader of the Council
Jones, B.	Deputy Leader of the Council and Community Safety & Partnerships Portfolio Leader
Sutherland, M.	District and High Street Development Portfolio Leader
Johnson, J.P.	Environment and Climate Change Portfolio Leader
Jones, V.	Health, Wellbeing, and Community Engagement Portfolio Leader
Fitzgerald, A.A.	Housing, Heritage, and Leisure Portfolio Leader
Hughes, R.J.	Innovation and Resources Portfolio Leader

**17. Apologies**

None.

**18. 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.

**19. Updates from Portfolio Leaders**

**(i) Leader of the Council**

The Leader updated in respect of the following:

- **Queen's Baton Relay and Commonwealth Games**

It was a pleasure to announce the route and timings of the Queen's Baton, which would be in the district on Saturday, 23 July, 2022.

The baton was scheduled to arrive at Wolseley Road in Rugeley at 3.26pm before passing through Rugeley Town Centre and finishing on Horsefair. Rugeley Town Council would be hosting an event in Rugeley Town Centre that would coincide with the opening of the Mindfulness Garden in Brook Square.

After leaving Rugeley, the baton would travel to Hednesford where it was scheduled to arrive at 3.59pm in Market Street before travelling through the Town and across to Hednesford Park Pavilion. Hednesford Town Council, in partnership with Hednesford in Partnership, Inspiring Healthily Lifestyles and Cannock Chase District Council would be hosting activities and entertainment throughout the Town and in the park. There would also be a Commonwealth Games themed competition for 'Best Dressed Bike'.

The final stop in the District was Cannock, where the baton was due to arrive at 4.59pm in Church Street and travel into Cannock Town Centre.

Each and every baton bearer had an incredible story and there was three inspirational local baton bearers, Craig Corrigan from Rugeley, Shaun Middleton from Hednesford and Councillor Lisa Wilson.

Additionally, Members were reminded that the Commonwealth Games Mountain Biking event would be taking place at Birches Valley, Cannock Chase, on Wednesday, 3 August, 2022.

- **Covid-19**

Unfortunately, cases of Covid-19 were once again increasing.

Fast-spreading sub variants of Omicron were driving some of the new infections, which were being seen mainly in the working age population; those aged between 35 and 54.

Currently cases in education settings were very low, and those cases that were being reported were found to be mainly in nurseries and special schools.

Vaccinations remained the best defence. Currently nine in ten people over the age of 12 had been vaccinated. Members were reminded that, as Councillors, they should continue to encourage vaccine uptake. Preparations for a further vaccination scheme in Autumn were underway.

- **Staffordshire Leaders Board**

Staffordshire Leaders had been meeting informally over the past year in order to establish the Board, but the first public meeting took place on Thursday, 23 June, 2022. As Cabinet would recall, a paper had previously been brought forward by the Leader to formalise the Council's membership.

The Board consisted of Leaders of all nine Principal Councils across Staffordshire and was chaired by Alan White, Leader of Staffordshire County Council. The aim was to maximise Staffordshire-wide opportunities for all nine councils and to ensure closer working together.

At the meeting, Council Leaders agreed on six initial areas of focus that included:

- (1) Climate Change: imperative for all.
- (2) Economic Development across the county
- (3) Addressing Health inequalities across Staffordshire
- (4) Developing a joint approach to waste and sustainability
- (5) Devolution and working towards a County Deal; and
- (6) A 'Single Front Door' for Staffordshire residents who need to contact their councils

The aim of a Staffordshire wide 'single front door' was to provide a single point of contact from which enquires can be correctly directed, in turn enabling issues to be dealt with in a more efficient manner and reducing duplication.

- **Shared Services Workshop**

As requested by Cabinet, representatives from the LGA were welcomed on Monday, 4 July 2022, to consider where the Council stands with the Shared Services business case. The workshop was facilitated by Cllr. William Nunn (Breckland DC and LGA Regional Peer) with whom the Cabinet are working closely.

Members found it very helpful and reflected on the key information to be included in the business plan and vision for further sharing of services, for example:

- What are the important hopes that further shared services should deliver?
- What concerns are there about sharing further services that should be addressed in the business plan?

Cabinet remained keen to hear cross-party feedback and listen to the perspective of all members.

Following the workshop., those Members that missed the workshop were e-mailed to advise what had been discussed and to seek their views on these matters. The Leader said she encouraged everyone to take the time to contribute as such feedback would ultimately determine the future path of the Council.

Further sessions were also to be arranged, and the Leader and Deputy Leader were happy to facilitate these.

(ii) **Community Safety and Partnerships**

The Portfolio Leader updated in respect of the following:

- **Levelling Up Project Board (LUPB)**

On 20 June 2022, the Portfolio Leader chaired the third meeting of the LUPB and matters were progressing in accordance with the agreed timescale and submissions to Government.

- **Staffordshire Police Operating Model**

On 27 June, 2022, the new Staffordshire Police Operating Model was introduced across Staffordshire. The new model provided for increased response numbers and a dedicated Neighbourhood Team. In Cannock Chase, a new Chief Inspector, Laura Morrey had been appointed as the new policing commander, and Inspector Chris Moss was to remain in post as her Deputy. It was understood that the new model had been well received by local policing staff and the Portfolio Leader believed it would result in an improved service for the people of Cannock Chase.

- **Regional Economic Growth Event**

The Portfolio Leader had attended a meeting, chaired by Andy Street (Mayor of the West Midlands Combined Authority), that brought together businesses and political leaders to discuss how best to generate growth across the West Midlands.

- **Joint Waste Management Board and the Staffordshire Sustainability Board**

The Portfolio Leader attended the above meetings on 11 July, 2022. The meetings brought together senior officers and political leaders across Staffordshire, to discuss ideas around effective waste management and best value for taxpayers, along with District / Borough progress towards achieving net zero status.

- **Community Safety Partnership Strategic Board**

The Portfolio Leader had, earlier that day, chaired this meeting that brought together all the Council's key partners to communicate ideas to continue to improve and enhance the safety of everyone across Cannock Chase.

**(iii) District and High Street Development**

The Portfolio Leader updated in respect of the following:

- **UK Shared Prosperity Fund (UKSPF)**

Cannock Chase District Council's allocation was £3.002m for the period 2022 to March 2025.

The overarching objective was to build pride in place and increase life chances, and the UKSPF identified three themes:

- Communities and place.
- Supporting local business.
- People and skills.

To date, 60+ proposals had been received and considered (offers and proformas). The fund was over-subscribed by 10 times the funds value and it would be necessary to evaluate proposals according to certain criteria:

- Strategic fit – did it address Cannock Chase needs
- Economic outcomes and growth potential - Impact
- Deliverability- timeframe, high level of input from the Council, extent of funding and resource required
- VFM - economies of scale, complement existing projects, offers something better value to similar proposals, the provider has a successful track record in delivery
- Geography and coverage – District wide

Amanda Milling, MP, had also been invited to be involved in the consultation, as this was a requirement for endorsement.

Final proposal was required to be submitted by 1 August, 2022.

- **McArthur Glen Designer Outlet West Midlands**

The Portfolio Leader had met with new General Manager, David Jackson, and discussed a variety of topics. There was to be a follow meeting with officers and the Portfolio Leader on 26 July, 2022.

- **Latest Government Universal Credit Claimant Count**

Out-of-work benefits claims data for May 2022 showed a slight reduction in the district, the rate of unemployment remained unchanged at 3.2%.

Staffordshire saw job vacancies increase by 6% between April and May, equivalent to over 900 more job vacancies, which was like the 7% rise seen nationally. Stoke-on-Trent saw a 10% rise, equivalent to just over 500 more job vacancies. This was reflective of the continued high demand for labour and skills across most parts of the economy to aid the recovery from the pandemic.

National and regional rates had both fallen, with Cannock Chase figures remaining below the West Midlands average (5%) and Great Britain average (3.9%) in the month. The rate of claims among younger people in Cannock Chase fell slightly between April and May, with 355 claiming out-of-work benefits.

**(iv) Environment and Climate Change**

The Portfolio Leader updated in respect of the following:

- **Dual Stream Recycling**

All collections were now being completed on the day and Biffa had confirmed, to help the crews complete the rounds, they had introduced a fifth vehicle which was likely to become permanent due to the increased time it was taking the crews to empty the bins and bags.

There had also been a noticeable reduction in tagging of blue bins and, overall, the contamination was getting better. Calls to the contact centre were back down to pre-implementation levels, and residents appeared to have adapted quickly to the necessary changes.

**(v) Health, Wellbeing, and Community Engagement**

The Portfolio Leader updated in respect of the following:

- **Health and Care Bill**

On 1 July, 2022, the new Health and Care Bill came into force and the six Staffordshire Clinical Commissioning Groups were abolished, to be replaced by the new Integrated Care System, which for the very first time had brought health and care under the same umbrella.

The new system consisted of an NHS Body to oversee forward planning and resource allocation and a Health and Care Partnership responsible for developing an integrated plan to meet the public health and social care needs of the population. All health and care services ranging from GPs and hospitals through to Social & Voluntary Care would then be commissioned together and delivered through Provider Collaboratives networked around local or "Place" Based areas.

This would provide an opportunity to share the resources of the Health, Social and Voluntary organisations across a stretched workforce. This would better reflect the fact that staying healthy required more than traditional hospital care with staff working together in networked teams to deliver local and personal care. District councils with their local responsibilities for health and wellbeing would need to ensure that they had a place around the table for the decisions that affected their residents.

**(vi) Housing, Heritage, and Leisure**

The Portfolio Leader updated in respect of the following:

- **Woodland Wonder Festival**

On 1 July, 2022, the Portfolio Leader had attended the Woodland Wonder Festival at Birches Valley when over 350 school children attended as part of the local Chase Community Games Initiative.

The children had the opportunity to experience lots of activities to celebrate the Commonwealth Games, including arts and crafts, circus skills, dancing and much more by visiting 3 wellness zones linked with the Cannock Chase Can programme.

Perry the Commonwealth Games mascot came along to see them with some fairies and other mascots.

The aim of the day was to promote how much fun Cannock Chase can be and to show how it can improve their quality of life.

- **Certificates of Achievement**

The Portfolio Leader had been delighted to present certificates of achievement to students from:

Cannock Campus and Rodbaston Campus of S Staffs College; and Littleton Green Community School for attending a day every week in the academic year.

Every student worked hard doing urban woodland planting for climate change, planting raised beds, lots of weeding and creating willow borders to protect the plants.

Each student also received a Jubilee medal for their work and ice creams afterwards.

**20. Minutes**

**Resolved:**

That the Minutes of the meeting held on 16 June, 2022 be approved.

**21. Forward Plan**

The Forward Plan of Decisions for the period July to September, 2022 (Item 5.1 – 5.2). was considered:

**Resolved**

That the Forward Plan of Decisions for the period July to September 2022 be noted.

**22. Housing Revenue Account - Creation of New Post**

Consideration was given to the Report of the Head of Housing and Partnerships (Item 6.1 - 6.4).

**Resolved:**

That the request for the new Electrical Qualified Supervisor role to be created and funded by the Housing Revenue Account be approved.



### **Reasons for Decision**

The Housing Maintenance team was currently understaffed to ensure the electrical safety of its employees and tenants. It was essential to recruit to a new Electrical Qualified Supervisor position so that the safety of Council employees and tenants was not compromised, and Housing Maintenance was adequately staffed to deliver its full array of services.

The introduction of this role would allow the duty holder responsibilities to be returned to the Electrical Qualified Supervisor, from the Housing Maintenance Manager, and would provide additional resilience into a team where resources had been stretched to capacity due to a high increase in disrepair claims.

### **23. Local Development Scheme 2022**

Consideration was given to the Report of the Head of Economic Prosperity (Item 7.1 - 7.16).

#### **Resolved:**

That Council, at its meeting to be held on 20 July 2022, be recommended to approve the revised Local Development Scheme covering the period July 2022 to April 2025 (as detailed in Appendix 1 of the report) and that it can be brought into effect on 1 August 2022.

### **Reasons for Decision**

Local Planning Authorities had a statutory duty to prepare an up-to-date Local Development Scheme (LDS) 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 would be prepared over the LDS timeframe, including details of the subject matter, geographical area referred to, and timetable for production.

A number of factors had delayed the progress of the Local Plan Review as set out in the LDS 2021. The Planning Policy team had carried a key vacancy whilst the Planning Policy Manager was seconded into the Planning Services Manager role. As a consequence, the Planning Policy Manager role was covered by the Principal Planner and Planning Services Manager. Staff capacity issues experienced in other parts of the Authority had delayed the timely delivery of critical evidence documents to support the Local Plan review.

### **24. Treasury Management Report - Increase in Money Market Funds**

Consideration was given to the Report of the Head of Finance (Item 8.1 - 8.4).

#### **Resolved:**

That monetary limits with Money Market Funds be increased from £6m to £9m.

### **Reason for Decision**

As cash balances were increasing, raising the limits on the Money Market Funds would allow greater cashflow management and avoid any breaches to the Treasury Management Strategy Statement.

## **25. Recommendations from Scrutiny Committees**

Consideration was given to recommendations referred from the Financially Resilient Council Scrutiny Committee held on 28 June 2022 (Item 9.1).

### **Resolved:**

That:

- (A) Consideration be given to the procurement of a dedicated Asset Management database for use by the Corporate Assets team, with an appropriate budget identified to ensure a bid could be developed.
- (B) Proactive discussions should take place with Stafford Borough Council to look at the purchase of a single database which could be utilised for the benefit of both Councils.
- (C) The Council's structure for the management of its assets be reviewed with consideration towards adopting a 'Corporate Landlord' approach.
- (D) A dedicated Asset Management Group be re-established to undertake strategic asset reviews.
- (E) On a wider basis, that the Council should actively focus on better shared / cross departmental working and move away from teams operating in silos.

### **Reasons for Decisions**

To improve the efficiency and effectiveness of the future management of the Council's assets.

The meeting closed at 6:45 p.m.

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**Leader**

## Forward Plan of Decisions to be taken by the Cabinet: August to October 2022

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.

Further information about key decisions and the Forward Plan can be found in Sections 10 and 28 of the Council's Constitution.

Representations in respect of any of matters detailed below should be sent in writing to the contact officer indicated alongside each item c/o Democratic Services, Cannock Chase Council, PO Box 28, Beecroft Road, Cannock, WS11 1BG or via email at [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	Representation Received
<b>August 2022</b>						
Annual Air Quality Status Report 2021-22	Head of Environment and Healthy Lifestyles / Environment & Climate Change Portfolio Leader	25/08/22	No	No		N/A
Economic Prosperity Strategy Refresh	Head of Economic Prosperity / District and High Street Development Portfolio Leader	25/08/22	No	No		N/A
Cannock Chase Local Plan 2018-2039: Regulation 19 Consultation	Head of Economic Prosperity / District and High Street Development Portfolio Leader	25/08/22	No	No		N/A
Elmore Park Public Toilets	Head of Economic Prosperity / Innovation and Resources Portfolio Leader	25/08/22	No	No		N/A
Deed of Gift Agreement - Commemorative Beacons	Head of Economic Prosperity / District and High Street Development Portfolio Leader	25/08/22	No	No		N/A

**Item No. 5.2**

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representation Received
Revenues and Benefits Collection Report - Quarter 1	Head of Finance / Innovation and Resources Portfolio Leader	25/08/22	No	No	The Appendices to this Report are confidential due to the inclusion of: 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).	
<b>September 2022</b>						
Priority Delivery Plans 2022-26	Head of Governance and Corporate Services / Leader of the Council	15/09/22	No	No		N/A
Capital Programme Review	Head of Finance / Innovation and Resources Portfolio Leader	15/09/22	No	No		N/A
Proposed Improvements to Laburnum Avenue Public Open Space	Head of Environment and Healthy Lifestyles / Housing, Heritage, and Leisure Portfolio Leader / Environment and Climate Change Portfolio Leader	15/09/22	No	No		N/A
Housing Standards for Houses of Multiple Occupation	Head of Environment and Healthy Lifestyles / Housing, Heritage, and Leisure Portfolio Leader	15/09/22	Yes	No		N/A
Dog Control Orders	Head of Environment and Healthy Lifestyles / Environment and Climate Change Portfolio Leader	15/09/22	Yes	No		N/A

**Item No. 5.3**

<b>Item</b>	<b>Contact Officer / Cabinet Member</b>	<b>Date of Cabinet</b>	<b>Key Decision</b>	<b>Confidential Item</b>	<b>Reasons for Confidentiality</b>	<b>Representation Received</b>
Request for Flexible Retirement	Head of Housing and Partnerships / Housing, Heritage, and Leisure Portfolio Leader	15/09/22	No	No	Information relating to any individual. Information which is likely to reveal the identity of an individual.	
Levelling Up Fund - Compulsory Purchase Order	Head of Economic Prosperity / District and High Street Development Portfolio Leader	15/09/22	No	Yes	Information relating to the financial or business affairs of any particular person (including the Council).	
<b>October 2022</b>						
Non-Residential Property - Maintenance Strategy and Plan	Head of Economic Prosperity / Innovation and Resources Portfolio Leader	13/10/22	No	No		N/A
Lawn Tennis Association Proposal - Improvements to Tennis Courts Provision	Head of Environment and Healthy Lifestyles / Housing, Heritage, and Leisure Portfolio Leader	13/10/22	No	No		N/A
Bridges and Boardwalks	Head of Economic Prosperity / Innovation and Resources Portfolio Leader	13/10/22	No	No		N/A

<b>Report of:</b>	<b>Head of Environment &amp; Healthy Lifestyles</b>
<b>Contact Officer:</b>	<b>Robert Watson</b>
<b>Contact Number:</b>	<b>01543 464 202</b>
<b>Portfolio Leader:</b>	<b>Environment &amp; Climate Change</b>
<b>Key Decision:</b>	<b>No</b>
<b>Report Track:</b>	<b>Cabinet: 25/08/22</b>

**Cabinet**  
**25 August 2022**  
**Air Quality Status Report 2021-22**

**1 Purpose of Report**

- 1.1 To present the statutory Annual Status Report (ASR) that has been submitted to the Department of Environment, Food and Rural Affairs (DEFRA). The report containing air quality monitoring data from 2021 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 Recommendation(s)**

- 2.1 That Cabinet notes the statutory annual status report (the “ASR”) as set out in Appendix A.
- 2.2 That Cabinet delegates responsibility to the Head of Environment & Healthy Lifestyles to progress action towards appropriate Air Quality Action Planning and the review of local Air Quality Management Areas (AQMAs).

**3 Key Issues and Reasons for Recommendations**

**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 ([PG16](#)). The guidance (currently under review) gives particular focus to so-called ‘priority pollutants’ such as Nitrogen Dioxide (NO<sub>2</sub>) and so-called ‘Particulate Matter’ (PM<sub>10</sub> and PM<sub>2.5</sub>) which are relevant to both district and county councils. Local Authorities are required to submit an Annual Status Report

(ASR) to DEFRA, reporting progress being made in achieving reductions in emissions of relevant pollutants below air quality objective levels. Once submitted, DEFRA provide comments back, which the Council must 'have regard to'.

- 3.3 The ASR provides an overview of air quality in Cannock Chase District during 2021. It fulfils the requirements of Local Air Quality Management (LAQM). The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether 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 pursuit of the objectives. Production of the ASR is a statutory requirement. The ASR shows the strategies employed by Cannock Chase Council to improve air quality and any progress that has been made.

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

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 our impact on climate change

#### **5 Report Detail**

- 5.1 The main pollutant of concern in the Cannock Chase Council area is nitrogen dioxide (NO<sub>2</sub>). It is chemically related to nitrogen monoxide (NO) (also known as nitrogen oxide or nitric oxide). Together, NO and NO<sub>2</sub> are known as NO<sub>x</sub>. Nitrogen oxides are a mixture of gases that are non-flammable and colourless to brown at room temperature. NO<sub>x</sub> is released into the atmosphere when fuels are burned (for example, petrol or diesel in a car engine or natural gas in a domestic central heating boiler or power station).
- 5.2 Nitrogen dioxide can affect our health. There is evidence that high levels of it 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 affected. Nitrogen dioxide can also affect vegetation.
- 5.3 Road transport is the largest source of NO<sub>x</sub> emissions in the UK and is the main contributor to localised problems in Cannock Chase District.
- 5.4 Cannock Chase Council has monitored for nitrogen dioxide over a number of years. This monitoring has identified hotspots where national objectives have been exceeded, and where people are likely to be exposed to poor air quality for prolonged periods of time, and experience adverse health impacts.

These hotspots are at the following locations:

- A5 Watling Street in Bridgtown (AQMA No.1)
- A5 Watling Street (Churchbridge and the Turf Island) (AQMA No.2)
- A5190 Cannock Road, Heath Hayes (Five Ways Island) (AQMA No.3)

Three Air Quality Management Areas (AQMAs) have been declared to address these exceedances (shown in brackets above).

- 5.5 All three AQMAs have shown some reduced exceedances in recent years, primarily due to improvements in engine technology. An externally commissioned review of AQMAs has shown that AQMA 1 and 3 can now be revoked, and trends at AQMA 2 can be reviewed to determine whether that too can be revoked in the near future. The externally commissioned review can be viewed at page 66 onwards, Appendix 1 to the ASR (Appendix A to this report).
- 5.6 Air quality monitoring has been ongoing since 2014 and includes a number of diffusion tube sites and an Automatic Urban and Rural Network (AURN) monitor. Whilst air quality has improved significantly in recent decades and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.
- 5.7 There has been gradual year-on-year improvement in air quality over recent years. However, although 2020 saw more marked improvements due to Covid lockdown measures (which reduced road traffic significantly), relative improvements in air quality were maintained during 2021. This is encouraging and demonstrates that national policies are continuing to improve air quality (though changes in travel habits and work location may also play a part in this).
- 5.8 Updating of the Council's Air Quality Action Plan (AQAP) was deferred in light of the conclusions of the commissioned AQMA review. This Action Plan will be updated upon possible revocation of AQMAs which will be reported to Cabinet following completion of a statutory consultation process.

## **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**

The Council will continue to monitor air pollution and report on levels. This will take place 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 Equality & Diversity**

In recommending this proposal no potential impact has been identified on individuals or groups with protected characteristics as determined by the Act.

**6.6 Climate Change**

Successful review and reporting of the Air Quality issues will contribute towards all of the Council's corporate priorities. The collection of reliable air quality data is a vital part of this process, so that the Council and others can understand the scale, location, and trends in air quality objective exceedances.

Measures to improve local air quality will also reduce carbon emissions from transport. The recommendations of this report therefore align with and support the Council's carbon reduction target (carbon neutral by 2030).

<b>7 Appendices to the Report</b>
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Appendix A: Annual Status Report 2022 (includes AQMA review at Appendix 1).

**Previous Consideration**

None.

**Background Papers**

None.



# 2022 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995  
Local Air Quality Management

Date: June 2022

<b>Information</b>	<b>Cannock Chase Council Details</b>
<b>Local Authority Officer</b>	<b>Wayne Baillie</b>
<b>Department</b>	<b>Environmental Protection</b>
<b>Address</b>	<b>Civic Centre, Beecroft Road, Cannock, Staffordshire WS11 1BG</b>
<b>Telephone</b>	<b>01543 462621</b>
<b>E-mail</b>	<a href="mailto:Environmentalhealth@cannockchasedc.gov.uk"><u>Environmentalhealth@cannockchasedc.gov.uk</u></a>
<b>Report Reference Number</b>	<b>M/020413</b>
<b>Date</b>	<b>June 2022</b>

## Endorsement from the Director of Health and 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” continues through 2022 until March 2023. 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 will focus on reducing levels of NO and PM, which will be monitored at key locations.

In addition, Officers from Newcastle Borough Council, Stoke City Council and Staffordshire County Council are jointly working under Ministerial Direction to improve transport related air pollution in North Staffordshire.

Dr Richard Harling



**Director of Health and Care  
Staffordshire County Council**

[1 June 2022]

## 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 28,000 to 36,000 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>.

The main pollutant of concern in the Cannock Chase Council area is nitrogen dioxide. Nitrogen dioxide is a gas, with the chemical formula NO<sub>2</sub>. It is chemically related to nitric oxide (nitrogen monoxide), a colourless gas with the chemical formula NO.

Together, NO and NO<sub>2</sub> are known as NO<sub>x</sub>. NO<sub>x</sub> is released into the atmosphere when fuels are burned (for example, petrol or diesel in a car engine or natural gas in a domestic central heating boiler or power station). NO<sub>2</sub> can affect our health. There is evidence that high levels of it 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 affected. NO<sub>2</sub> can also affect vegetation.

NO<sub>x</sub> is produced when fossil fuels (coal, natural gas and so on) are burned. Road transport is the largest source of NO<sub>x</sub> emissions in the UK and is the main contributor to localised problems in Cannock Chase district. Strict European standards require emissions from vehicles to improve over time. This is achieved by improvements in engine design and fitting three-way catalysts to petrol cars. The importance of road transport is even greater in urban areas.

NO<sub>x</sub> emissions from burning fossil fuels are mainly as NO, although some sources can release a lot of NO<sub>x</sub> as NO<sub>2</sub>. Reactions in the atmosphere can subsequently turn NO into NO<sub>2</sub>.

Cannock Chase Council has monitored for nitrogen dioxide over a number of years, which has identified hotspots where national objectives have been exceeded, and people are likely to be exposed to poor air quality for prolonged lengths of time whereby health impacts could be experienced. These are at locations next to the following roads:

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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, July 2020

<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

- A5 Watling Street in Bridgtown ----- (AQMA No.1)
- A5 Watling Street between Churchbridge and the Turf Island --- (AQMA No.2)
- A5190 Cannock Road, Heath Hayes ----- (AQMA No.3)

Three Air Quality Management Areas (AQMAs) have been declared to address these exceedences:

AQMAs No. 1 and 2 cover the entire length of the A5 in the district between the eastern boundary with Walsall and western boundary with South Staffordshire.

AQMA No. 3 was declared in 2017 and located around the 'Five Ways Island' area of Heath Hayes.

Plans are shown in Appendix D: Map(s) of Monitoring Locations and AQMAs. Details have also been uploaded to the Defra website.

Levels in all AQMAs have decreased since 2016, which appeared to be a high pollution year. This is shown in Figure A.1.

All three AQMAs have shown some decrease in recent years, primarily due to improvements in engine technology. Prior to 2016 it had been hoped that if improved pollution levels were sustained, the AQMA designations for the A5 could be revoked. An external review of AQMAs has shown that AQMA 1 can now be revoked, and AQMA 2 to be reviewed in one to two years to determine whether that can be revoked also. Whilst dialogue has taken place with Highways England over the years, it has proved difficult to identify action plan measures. Improvements in air quality appear to be the result of improved fleet technology rather than local action.

Monitoring on the A5190 Cannock Road, Heath Hayes near Five Ways Island continues to decrease. Modelling of pollution levels at first floor level at the relevant receptor demonstrates that levels of NO<sub>2</sub> are below the objective, to the extent that revocation can be made. Traffic levels have returned to pre-covid levels, yet air quality remains similar to that experienced during lockdown to the extent that the annual mean NO<sub>2</sub> objective is now measured at ground floor level. Although the area is also subject to significant local plans, development allocations and the combination of improved engine technology (including uptake of electric vehicles) and planned infrastructure improvements will ensure that the objective will continue to be achieved.

Staffordshire County Council are undertaking studies on infrastructure changes to accommodate local plan growth, and air quality modelling is an integral part of that process. Air quality monitoring has been ongoing since 2014, and includes a number of diffusion tube sites, an AURN automatic monitor plus collocated diffusion tubes for bias adjustment purposes. Intensive school and business travel planning has taken place by Staffordshire County Council to address exceedance in this area.

## Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy<sup>5</sup> sets out the case for action, with goals even more ambitious than EU requirements to reduce exposure to harmful pollutants. The Road to Zero<sup>6</sup> sets out 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.

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<sup>5</sup> Defra. Clean Air Strategy, 2019

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

Action	Partner organisations	Impact
School and workplace travel planning	Staffordshire County Council	<p>School travel planning has had the more significant impact of the two streams.</p> <p>High level of engagement achieved at the Heath Hayes primary schools prior to lockdown.</p> <p>These projects delivered through the Air Aware project, coordinated by Staffordshire County Council, and includes several district councils on the management board, including CCDC.</p> <p>A business travel network was launched in Cannock to specifically engage with large employers in Cannock. This is aimed at sharing good practice amongst members, and benefit from collective action.</p> <p>A number of businesses are actively engaged in travel planning with Staffordshire County Council.</p> <p>A new (number 3) bus route was launched in 2021</p> <p>An anti-idling campaign was rolled out to businesses in the district in the bid to reduce tailpipe emissions.</p> <p>Schools in the Heath Hayes, Norton Canes and Great Wyrley have been engaged in the Air Aware project, which influences school commuting behaviour on the A5190 and A5, where air quality management areas are located. These schools have run anti-idling and active travel campaigns. County council colleagues have provided lesson plans and display signs to schools to promote these issues. Tailored travel plans have been provided to 4 schools in the district.</p>
Commencement of projects to promote uptake of low emission vehicles.	See below:	See below



Action	Partner organisations	Impact
(i) Taxis	CCDC Licencing Section Energy Savings Trust	<p>A taxi operator survey has been completed, which demonstrates that the current fleet is dominated by Euro 5 diesels, which have poor air quality performance and high carbon emissions. There is scope for improvement in this area if operators can be incentivised to change to cleaner alternatives.</p> <p>The Licensing Department will shortly consult on policy changes for the transition to an entirely ULEV (Ultra low emission vehicles) fleet by the early 2030s.</p>
(ii) On street charging	CCDC project officer	<p>A project is currently under way to secure a network of on street charging points in residential areas where it would otherwise be difficult for residents to charge electric vehicles at home, such as areas of terrace housing. Funding is currently available from the government's On Street Residential Charging Scheme ('ORCS'), but a detailed scheme needs to be prepared to access this funding stream. To further support this initiative, a green transport strategy is also being prepared, which aims to increase the uptake of active and green transportation, improve the provision of electric charging facilities and understanding the reasons and choices of travel in the district.</p> <p>A sustainable transport strategy is currently being developed.</p>
Local plans development in Heath Hayes / Wimblebury	CCDC planning policy and Staffordshire County Highways	To account for future allocated growth in and around AQMA 3 (Five Ways Island, Heath Hayes), Staffordshire County Council are considering the future transport infrastructure of the area and ensure that adverse air quality impacts are avoided.

## Conclusions and Priorities

The conclusions from this year's ASR are:

Conclusion	Summary
Exceedences of air quality objectives within or outside of AQMAs.	None
Significant trends	There has been a year-on-year improvement in air quality over recent years. However, although 2020 saw more marked reductions due to Covid lockdown measures (which reduced road traffic significantly), 2021 still maintained relatively low air quality levels. This is encouraging and demonstrates that nation policies are continuing to improve air quality.
Possibility of revoking AQMAs.	<p>A review of existing AQMAs has concluded that the following can be revoked:</p> <ul style="list-style-type: none"> <li>▪ AQMA 1</li> <li>▪ AQMA 3</li> </ul> <p>This is supported by air quality monitoring undertaken in 2021.</p> <p>Trends at AQMA 2 continue to indicate that this may be revoked in the near future, but due to the uncertainties associated with the impact of the covid pandemic, further monitoring and assessment is required to ensure that the decision is correct.</p>
New developments that may have an impact on air quality.	<p>A number of planning applications for major developments were identified in 2021. However, none of them are associated with significant operational impact on air quality. Most however, require mitigation to minimise the construction phase impact on air quality, which is primarily dust emission control. These applications are:</p> <p>CH/21/0366 &amp; CH/21/0405 - McArthur Glen Designer Outlet Village, Mill Green, Eastern Way, Cannock</p> <p>***</p>

Conclusion	Summary
	<p>SCC/21/0031, SCC/21/0075/EIA-SC, SCC/22/0021/VOC-ES</p> <p>&amp; SCC/22/0050/EIA-SCO (Staffordshire County Council applications) - Poplars Waste Disposal Site, Lichfield Rd., Cannock.</p> <p>***</p> <p>CH/21/0231 - Units 8 &amp; 9 Orbital Retail Park, Voyager Drive, Cannock</p>
Action Plan	<p>Updating AQAP was deferred in light of the conclusions of AQMA review and detailed assessment. Requires update upon possible revocation of AQMAs.</p>

## Local Engagement and How to get Involved

If residents and businesses reduce the amount of fuel and chemicals used, it will improve air quality. The following ways can help:

### Commute

- Visit [Air Aware Staffordshire](https://www.staffordshire.gov.uk/DoingOurBit/Get-Inspired/Clean-green-and-safe/Air-aware/Air-aware.aspx)<sup>7</sup> which includes:
  - Bulletins for inspiration and information on ways and initiatives to reduce pollution from travelling,
  - Pledge to leave the car at home one day a week. See also [http://www.staffssaferroads.co.uk/](https://www.staffssaferroads.co.uk/)<sup>8</sup>,
  - Turning off car engines,
  - Car share once per week,
  - Cycling / scooting,
  - Servicing vehicles,
  - Home working,
  - Public Transport,
  - Low / zero carbon vehicles,
  - Renewable energy use at home.

### Energy Efficiency

- Improving the energy efficiency of your home / school / workplace will help reduce energy bills, as well reducing the air pollution associated with power generation.
- For further information, please visit the [Energy Savings Trust \(EST\) website](https://energysavingtrust.org.uk/)<sup>9</sup>, which is a non-profit organisation that promotes energy savings, funded by the Government and private sector.

### Around The Home

- Use water-based or low solvent paints, glues, varnishes, and wood preservatives, look for brands with a low VOC content.
- Make sure your home is well ventilated especially during DIY or cleaning.
- Have your central heating system checked regularly to avoid risking exposure to toxic carbon monoxide.
- Keep wood stoves and fireplaces well maintained, and make sure that wood burners are [exempted](https://smokecontrol.defra.gov.uk/appliances.php?country=england)<sup>10</sup> for use in smoke control areas. Ready to use wood bought from a [Woodsure Certified Supplier](https://woodsuredirect.co.uk/)<sup>11</sup> will offer the following benefits:
  - Dry, Ready to Burn wood/logs & briquettes make any appliance more efficient.

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<sup>7</sup> <https://www.staffordshire.gov.uk/DoingOurBit/Get-Inspired/Clean-green-and-safe/Air-aware/Air-aware.aspx>

<sup>8</sup> <https://staffssaferroads.co.uk/>

<sup>9</sup> <https://energysavingtrust.org.uk/>

<sup>10</sup> <https://smokecontrol.defra.gov.uk/appliances.php?country=england>

<sup>11</sup> <https://woodsuredirect.co.uk/>

- Burning dry wood instead of wet wood is part of the solution to reducing the impact on our environment.
  - Burning wet wood increases emissions and has a greater impact on air quality.
  - Any appliance and chimney system will suffer from smoke produced from wet wood, which increases maintenance and repair requirements, making it harder for chimney sweeps to keep systems in safe, effective condition.
  - Burning waste and treated wood (e.g., old furniture) can emit harmful fumes.
- Before organising days out, check the [air pollution forecast](#)<sup>12</sup>.
  - Purchase "Green Power" for the electricity in your home. (Contact your power supplier).
  - Be energy efficient- make sure your house is well insulated and use energy efficient appliances ([link](#)<sup>13</sup>).
  - Use trigger sprays rather than aerosols.
  - Don't light bonfires or barbecues when air pollution levels are high.
  - Never burn household waste, especially plastics, rubber, and treated timber.

Cannock Chase Council's air quality reports and action plan documents are accessible from the following [link](#)<sup>14</sup>.

For enquires or suggestions on how to improve air quality please use one of the following:

Write to:	The Environmental Protection Section, Cannock Chase Council, Beecroft Road, Cannock, Staffordshire. <b>ST18 0YS</b>
Email:	<a href="mailto:Environmentalhealth@cannockchasedc.gov.uk">Environmentalhealth@cannockchasedc.gov.uk</a>
Telephone	01543 462621

For general information and air quality forecasts, Defra provide information at the [link](#)<sup>15</sup>. Forecasting uses a user-friendly index band to quickly demonstrate general short term

<sup>12</sup> <https://uk-air.defra.gov.uk/forecasting/>

<sup>13</sup> <http://energysavingtrust.org.uk/energy-at-home/>

<sup>14</sup> <https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/air-quality-management>

<sup>15</sup> <https://uk-air.defra.gov.uk/>

air levels in a localised area, and supplements this with advice for 'at risk individuals' and the general public.

## Local Responsibilities and Commitment

This ASR was prepared by the environmental health department of Cannock Chase Council with the support and agreement of the following officers and departments:

Wayne Baillie - Lead Officer

Stephen Moore - Technical support

This ASR has been approved by:

Joss Presland - Head of Environment and Healthy Lifestyles

This ASR has been signed off by a Director of Public Health

If you have any comments on this ASR, please send them to Mr W. Baillie at:

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Civic Centre,

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# 1 Local Air Quality Management

This report provides an overview of air quality in Cannock Chase District during 2021. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) 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 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 pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Cannock Chase 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

### 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 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

A summary of AQMAs declared by Cannock Chase Council can be found in Table 2.1. The table presents a description of the 3 AQMAs that are currently designated within Cannock Chase. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO<sub>2</sub> annual mean.

We propose to revoke AQMAs No.1 and No.3 (see additional document: AQMA Review: Cannock Chase, April 2021 in Appendix C).

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	Name and Date of AQAP Publication	Web Link to AQAP
Cannock Chase Council AQMA 1	Declared 2006	NO <sub>2</sub> Annual Mean	A5 Watling Street, Longford & Bridgtown + Wolverhampton Road, Wedges Mills	YES	44.7	27	Action Plan for AQMA No 1 & 2	<a href="http://www.cannockchasedc.gov.uk/business/environmental-health/environmental-protection/local-air-quality-management">http://www.cannockchasedc.gov.uk/business/environmental-health/environmental-protection/local-air-quality-management</a>
Cannock Chase Council AQMA 2	Declared 2014	NO <sub>2</sub> Annual Mean	A5 Watling Street, Churchbridge to Norton Canes	YES	36.2	27.1	Action Plan for AQMA No 1 & 2	<a href="http://www.cannockchasedc.gov.uk/business/environmental-health/environmental-protection/local-air-quality-management">http://www.cannockchasedc.gov.uk/business/environmental-health/environmental-protection/local-air-quality-management</a>
Cannock Chase Council AQMA 3	Declared 2017	NO <sub>2</sub> Annual Mean	Sections of roads serving 'Five Ways Island', Heath Hayes.	NO	45.9	32.5	E.g., Action Plan for AQMA No. 3	

Cannock Chase Council confirm the information on UK-Air regarding their AQMA(s) is up to date.

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

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

Defra's appraisal of last year's ASR concluded;

Appraisal Comment	CCDC comment
Tables A6 to A9 have been included, although there is no data to be reported. Suggest that these tables are removed from future ASRs.	Noted and addressed in this report.
The report states the Council's intention to progress the revocation of AQMA 1 and continue to assess the status of AQMAs 2 and 3 following further monitoring and analysis. This is supported in the independent AQMA review undertaken, which has been supplied as supporting evidence.	This measure has not been progressed, however is still relevant.
The QA/QC section has duplication when referring to the bias adjustment methodology, with conflicting and incorrect information presented.	Noted and addressed in this document.
The value calculated for the local bias adjustment factor is different from the value reported in the Diffusion Tube Data Processing Tool;	Noted and addressed in this document.
The value for the national bias adjustment factor given in Table C.1 is incorrect;	Noted and addressed in this document.
No clear justification for the use of the national bias adjustment factor over the local. The Council should include a clear justification of the reasons for selecting one factor over another;	Noted and addressed in this document
Diffusion tube mapping is robust and clearly demonstrates the extent of the monitoring network. It would be beneficial if the maps were larger on the page.	Size restricted due to standardised in house formatting.

Cannock Chase Council, with partnering organisations, have taken forward a number of direct measures during the current reporting year of 2021 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. nine measures are included within Table 2.2, with the type of measure and the progress Cannock Chase Council and Staffordshire County Council have made during the reporting year of 2021 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures are not currently detailed in their respective action plans for reasons explained elsewhere in this document.

Key completed measures are

Measure being taken	Commentary
<p>Review of air quality management areas and detailed assessment by independent expert consultants. This has identified compliance with two out the three AQMAs. This in turn has caused further delay in producing an action plan, as identifiable measures are primarily aimed at the two compliant AQMAs</p>	<p>This report was completed in 2021 and provided in full elsewhere in this document.</p> <ul style="list-style-type: none"> <li>• Evidence for revocation of AQMA 1 is that ‘Based on the measured annual mean nitrogen concentrations having been below the objective in 2017, 2018 and 2019, and less than 90% of the objective in 2018 and 2019, combined with recent trends in the data, it is recommended that this AQMA is revoked’.</li> <li>• ‘The detailed assessment has, therefore, demonstrated that there were no exceedances of the annual mean nitrogen dioxide objective at locations of relevant exposure within AQMA 3 in 2019, and therefore this AQMA can also be revoked.</li> </ul> <p>Concentrations of nitrogen dioxide in future years are likely to reduce further due to changes to the vehicle fleet, as demonstrated by the monitoring trends presented in this report. However, increases in traffic will be introduced as large developments identified in Local Plans materialise. This will be countered by improved junction / road network. The implications require further quantification.</p>
<p>Cannock Chase Council have worked closely with Staffordshire County Council on connectivity projects (under the name ‘Air Aware’) aimed at improving air quality</p>	<ul style="list-style-type: none"> <li>• Partnership working with the local transport authority remains a high priority to deliver air quality improvements and will be an ongoing process.</li> </ul>

Measure being taken	Commentary
<p>in and around its AQMAs. These are as follows:</p> <ul style="list-style-type: none"> <li>• Workplace travel planning. The Cannock Business Travel Network is a grant funded project aimed at larger businesses in Cannock and involves local government, travel providers and business.</li> <li>• School travel plans. Largely aimed at schools in and around AQMA 3 in Heath Hayes.</li> <li>• Intensive active travel campaign and infrastructure in AQMAs. This is particularly aimed at parents that habitually drive children to school.</li> <li>• Public events to promote EV vehicle uptake</li> </ul>	<p><u>Business support</u></p> <ul style="list-style-type: none"> <li>• The launch of the business travel plan in Cannock was attended by 2 businesses, 2 public service operators and local government officers</li> <li>• 4 businesses have now been engaged with individually.</li> <li>• Travel surveys have been completed with two large employers in Cannock</li> <li>• Initiative proposals due to be presented in 2022, consisting of: <ul style="list-style-type: none"> <li>○ Launch of 'number 3' bus route</li> <li>○ Focus on rail and bus travel due to existing cycle infrastructure</li> <li>○ 6 business locations now support the Staffordshire County Council Anti-Idling Campaign</li> </ul> </li> </ul> <p><u>School Support</u></p> <ul style="list-style-type: none"> <li>• 6 schools engaged in the Air Aware project within the district, 3 in Heath Hayes area, 3 in Norton Canes area and 1 near the A5 at Great Wyrley.</li> <li>• Schools have run an anti-idling campaign to promote air quality awareness and encourage parents directly to switch off their engines around schools. This campaign is delivered by the pupils themselves with support of staff.</li> <li>• All schools promoting a series of campaigns throughout the school year to promote active travel and raise awareness of air quality. These include Clean Air Day, Walk to School Week, Walk to School Month, Bike Week, Sustrans Big Walk and Wheel, etc.</li> </ul>

Measure being taken	Commentary
	<ul style="list-style-type: none"> <li>• Lesson plans available for schools to access promoting air quality and awareness of pollution.</li> <li>• Assemblies in schools to raise awareness of air pollution.</li> <li>• Signage for schools to remind parents/residents of anti-idling.</li> <li>• Travel Plans for schools, currently 4 schools with active travel plans.</li> <li>• Parking buddies allocated to 4 schools to keep cars from parking immediately outside school.</li> </ul> <p>See case study in Figure 2.</p>
<p>Projects to support uptake of ultra-low emission vehicles (ULEVs) - Taxis</p>	<p>CCDC Licensing Section and Energy Savings Trust (EST).</p> <p>Completion of taxi operator survey, conducted by EST. The findings being:</p> <p>Provision of data and explanations to help the council understand the current mix of vehicles in the taxi fleet and assist with policy decisions.</p> <p>There are a large number of Euro 5 diesel vehicles in the fleet, which is a common problem across the UK, as it leads to poor air quality and high carbon emissions.</p> <p>Recommendation that the council should act now to encourage the switch to electric as soon as possible, taking comfort in the fact that at least 86 vehicles in the fleet should be able to do this easily.</p> <p>Many drivers have already chosen hybrid vehicles, meaning the industry is open to alternatives. Further incentives may be required to ensure the council meets its climate change and air quality targets.</p>

Cannock Chase Council expects the following measures to be completed over the course of the next reporting year, and prioritised in order:



Priority level	Measure to be taken	Commentary
1	Revoke AQMAs 1 and 2	This was a priority last year. However, staffing resource pressures interrupted the formal process. However, this process will be resurrected this year.
2	Ongoing Review of monitoring results in AQMA 2	This report demonstrates ongoing compliance with the annual mean NO <sub>2</sub> objective. A further year of compliance should be sufficient to allow consideration to revoke the current AQMA.
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.
4	Continue with current air quality monitoring	To support LAQM process. No changes planned. This is essential to evaluate air quality in the district.
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).
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 council's website.

Priority level	Measure to be taken	Commentary
7	Partnership working with Staffordshire County Council (Air Aware)	<p>As detailed above.</p> <p>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.</p>
8	Produce policies and procedures for developer contributions towards air quality mitigation measures.	<p>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.</p>
9	Green Transport Strategy	<p>Development of this strategy is ongoing and being led by CCDC's Project Manager (Capital). The aims of the document will be to:</p> <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> <p>Though development of planning policies and strategic projects.</p>

Priority level	Measure to be taken	Commentary
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.

Cannock Chase Council worked to implement these measures in partnership with the following stakeholders during 2021:

- Staffordshire County Council
- Energy Savings Trust
- Staffordshire Air Quality Forum - consisting of:
  - district / borough / city / county councils in Staffordshire and Stoke, including representations from Environmental Health, Public Health, Highways and Connectivity departments
  - UK Health Security Agency

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

- Staff changes
- Partnership working to deliver outcomes
- Funding to deliver sustainable / active transport infrastructure

Progress on the following measures has been slower than expected due to:

Staff changes in Environmental Health has created resource pressures and reduction in specialist knowledge. This impacted delivery of last year's priorities. However, arrangements are now in place to overcome this hurdle for 2022/23.

Cannock Chase Council anticipates that the measures stated above and in Table 2.2 will achieve compliance in AQMAs 1,2 and 3.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	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	Junction Improvements: Watling Street / Walkmill Lane / North Street	Transport Planning and Infrastructure	Other		2019	Highways England					Aborted				Detailed Assessment report demonstrates that AQMA now complying with standards. Process of revocation underway.
2	Develop procedures to secure developer contributions towards mitigation measures	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance		2022/23	CCDC		No			Planning		Developer contributions likely to utilised towards sustainable transport infrastructure (esp. cycling). - The A5 corridor is a particular focus, affecting AQMAs 1 & 2. - Policies already in place but would benefit from further enhancement of details.	Draft planning guidance document prepared.	Staff time
3	Develop a common Air Quality SPD / Air Quality Developer Guide	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance		2022	CCDC	N/A	No	Not funded		Planning		Completion of document and made available online.	Draft document completed.	Staff time
4	Travel plans for businesses within AQMAs	Promoting travel alternatives	Workplace travel planning	2018	2023	Staffordshire County Council	Defra	Yes	Funded	£100k - £500k (county wide)	Implementation	Not measured	<ul style="list-style-type: none"> <li>Number of businesses engaged.</li> <li>Number of travel surveys completed</li> <li>Number of businesses supporting anti-idling campaign</li> </ul>	Phase 1 complete (2018-20), Phase 2 2021-23)	Phase 1 completed, phase 2 is targeting new businesses in Cannock area through current networks. New electric vehicle leased to demonstrate to businesses in phase 2. Performance indicator statistics cited above.
5	Travel Plans for Schools within AQMAs	Promoting travel alternatives	School travel plans	2018	2023	Staffordshire County Council	Defra / Public Health	Yes	Partially funded	£100k - £500k (county wide)	Implementation	Variable amongst schools. See Figure 1	Diffusion tube monitoring  Number of schools engaged in Air Aware project	Phase 1 complete (2018-20), Phase 2 2021-23)	Ongoing monitoring of travel plans for schools

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	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
													Number of schools with travel plans		
6	Anti-idling campaigns at schools in vicinity of AQMAs	Promoting travel alternatives	Intensive active travel campaign & Infrastructure	2019	2023	Staffordshire County Council	Defra /SCC	Yes	Partially funded	<£10k (county wide)	Implementation	Yes, during the campaign	Number of drivers idling outside the schools who have run the campaign have fallen	6 schools have taken part	Awareness Campaign to all parents who drive to school. Parents sign pledge to receive reminder emails (legacy)
7	Public awareness campaigns	Public information	Via leaflets	2018	2023	Staffordshire County Council	Defra	Yes	Funded	£50k - £100k (county wide)	Implementation	Not measured	Surveys and consultations	Some public events to raise awareness in phase 1, further planned for phase 2	Public events held in Cannock in phase 1 and more planned for phase 2 with new EV to promote electric vehicles. Also comms campaigns targeted at AQMA areas in Cannock
8		Promoting low emission transport	Other	2021		CCDC and Energy Savings Trust			Not funded		Implementation	Not measured	Number of ULEV taxis	Trade comments noted on trade willingness to engage with EV's and proposals for charging points	Taxi policies to ensure transition to ULEVs by early 2030s under development and due for consultation.  "Driver's day" was provided in 2021.
9		Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2021		CCDC& Energy Savings Trust			Not funded		Planning	Not measured	Number of on street EV charging points	Commencing scoping exercise Draft green transport strategy prepared.	Aim to apply for ORCS funding towards on street charging infrastructure

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

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), 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. PM<sub>2.5</sub> and Mortality in Staffordshire & Stoke-On-Trent

Although the levels of PM<sub>2.5</sub> within the Cannock Chase District is below the 2020 EU Limit value, the impact on adult mortality directly attributable to PM<sub>2.5</sub> is nonetheless still an important public health issue. This is revealed in data obtained from Public Health England used to inform Public Health Outcomes Framework indicator D017, as shown below.

The estimated percentage number of deaths attributable to PM<sub>2.5</sub> in adults over 30 has been translated into the estimated number of attributable deaths and are shown in Figure 2. Data for other Staffordshire and England are also shown for comparison. The data presented to 2020 is the latest data available at time of publication of this report.

Approximately on average 6.2% of deaths between 2018 to 2020 within the Cannock Chase District can be attributed to PM<sub>2.5</sub>. (Note the method for calculating this figure has changed we only have the data for 2018,2019 & 2020 using this new method).

Table 3: Public Health Outcomes Framework Indicator 3.01 - Fraction of annual all-cause mortality attributable to anthropogenic (human made) particulate air pollution (measured as fine particulate matter, PM<sub>2.5</sub>) for Staffordshire Authorities 2018 to 2020

Area	Percentage
Cannock Chase district	6.2
Staffordshire	6.0
England	6.6

Table 4: Estimated percentage of deaths by local authority area attributable to PM<sub>2.5</sub> within Staffordshire for adults over 30, 2018 to 2020

District/County	2018			2019			2020		
	Deaths - all causes persons 30+	%*	Estimated attributable deaths	Deaths - all causes persons 30+	%*	Estimated attributable deaths	Deaths - all causes persons 30+	%*	Estimated attributable deaths
Cannock Chase	976	6.4	60	908	7.2	70	1046	5.1	50
Staffordshire	8798	6.1	530	8692	7.0	610	10227	4.9	500

**Table 5: Measures being taken by Cannock Chase Council to address PM<sub>2.5</sub>**

Measure	Impact on NOx and PM <sub>10</sub>	New or existing measure	Comment
Urban Traffic Control	Yes - low	Existing & evolving	In Cannock Town Centre Update - Junction operational improvements
20 mph zones	Yes - low	Existing	In Brereton, Hednesford & Rugeley.
Road user charging	Yes - low	Existing	For M6 Toll
Workplace travel planning	Yes - low	Existing	See Table 2.2 <a href="#">link</a> <sup>16</sup> <a href="#">link</a> <sup>17</sup>
School travel planning	Yes - low	Existing	See Table 2.2 <a href="#">Link</a> <sup>18</sup>

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<sup>16</sup> <https://www.staffordshire.gov.uk/Transport/Air-quality/Businesses.aspx>

<sup>17</sup> <https://www.staffordshire.gov.uk/Transport/Air-quality/Air-quality-overview.aspx>

<sup>18</sup> <https://www.staffordshire.gov.uk/Transport/Air-quality/Schools.aspx>



Measure	Impact on NOx and PM10	New or existing measure	Comment
Encourage / facilitate home working	Yes - low	Existing & evolving	<p>Whilst the Council adopted a Homeworking Policy in January 2013, this policy was to address ad hoc requests for homeworking by individual employees and has not been used as the route to extend homeworking arrangements in response to the coronavirus pandemic. Instead, the Council is shortly to begin a trial of a role / worker type approach to work location, which will see individual roles assessed based on service need to determine how and where each role works. The model includes both dual (home and office based) and mixed (home / office / site) categories.</p> <p>It is anticipated that the results of the trial will inform the Council's longer-term approach to work locations with the expectation that homeworking will remain a key feature of the working week for those roles where this is appropriate.</p>
Promotion of cycling	Yes - low	Existing & evolving	<p><a href="#">Link</a><sup>19</sup></p> <p><a href="#">Link</a><sup>20</sup></p>

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<sup>19</sup> <https://www.staffordshire.gov.uk/Transport/cycling/Home.aspx>

<sup>20</sup> <https://www.chasefit.co.uk/activity/cycling.html>

Measure	Impact on NOx and PM10	New or existing measure	Comment
Promotion of walking	Yes - low	Existing & evolving	<a href="#">Link</a> <sup>21</sup> <a href="#">Link</a> <sup>22</sup> Update -  New and improved pedestrian facilities including controlled crossings.  Improved access to rail stations for walking and cycling
Staffordshire Share-a-lift scheme	Yes - low	Yes	<a href="#">Link</a> <sup>23</sup> <a href="#">Link</a> <sup>24</sup>
Promote use of rail and inland waterways	Yes - medium	Yes	<a href="#">Staffordshire County Council rail strategy</a> <sup>25</sup>
Local Transport Plans & District Strategies	Yes - medium	Existing & evolving	<a href="#">Link</a> <sup>26</sup> <a href="#">Link</a> <sup>27</sup>
Public cycle hire	Yes - low	Yes	In-house cycle to work scheme via <a href="#">Link</a> <sup>28</sup>

<sup>21</sup> <https://www.staffordshire.gov.uk/environment/RightsOfWay/PromotedRoutes/home.aspx>

<sup>22</sup> <https://www.chasefit.co.uk/activity/walking.html>

<sup>23</sup> <https://www.staffordshire.gov.uk/Transport/Car-sharing.aspx>

<sup>24</sup> <https://www.staffordshire.gov.uk/DoingOurBit/Get-Inspired/Clean-green-and-safe/Air-aware/Hop-in-a-car.aspx>

<sup>25</sup> <https://www.staffordshire.gov.uk/Transport/transportplanning/documents/Rail-strategy/Documents/Rail-Strategy.pdf>

<sup>26</sup> <https://www.staffordshire.gov.uk/Transport/transportplanning/documents/Documents/Cannock-Transport.pdf>

<sup>27</sup> [https://www.cannockchasedc.gov.uk/sites/default/files/infrastructure\\_delivery\\_plan\\_2019\\_update.pdf](https://www.cannockchasedc.gov.uk/sites/default/files/infrastructure_delivery_plan_2019_update.pdf)

<sup>28</sup> <https://www.cyclescheme.co.uk/>

Measure	Impact on NOx and PM10	New or existing measure	Comment
Cycle network	Yes - low	Existing & evolving	<a href="#">Link</a> <sup>29</sup> Update - Active Travel Fund measures – Hednesford Rd, Cannock
Bus route improvements	Yes - medium	Evolving	<a href="#">Link</a> <sup>30</sup> Recent introduction of the number 3 bus service between Cannock and Brownhills. This will run through Kingswood Lakeside development park and has initial S106 funding for five years. This has direct benefits for AQMAs in Cannock.
Planning applications to require assessment of exposure / emissions for development requiring air quality impact assessment.	Yes - high	Yes	Local plan policies ( <a href="#">under review</a> <sup>31</sup> ) Current policy CP16. <a href="#">Link</a> <sup>32</sup>
Planning guidance for developers	Yes	Yes	<a href="#">Link</a> <sup>33</sup>
Developer contributions based on damage cost calculation	Yes - high	Yes	<a href="#">Link</a> <sup>34</sup>

<sup>29</sup> <https://www.staffordshire.gov.uk/Transport/cycling/Documents/Cycling-in-Cannock-Chase-Issue-8.pdf>

<sup>30</sup> <https://www.staffordshire.gov.uk/Transport/buses/Plan-your-journey/Cannock-and-Rugeley.aspx>

<sup>31</sup> <https://www.cannockchasedc.gov.uk/residents/planning/planning-policy/cannock-chase-local-plan>

<sup>32</sup> [http://www.cannockchasedc.gov.uk/sites/default/files/local\\_plan\\_part\\_1\\_09.04.14\\_low\\_res.pdf](http://www.cannockchasedc.gov.uk/sites/default/files/local_plan_part_1_09.04.14_low_res.pdf)

<sup>33</sup> <http://www.cannockchasedc.gov.uk/residents/planning/planning-policy/supplementary-planning-policy-documents>

<sup>34</sup> [http://www.cannockchasedc.gov.uk/sites/default/files/local\\_plan\\_part\\_1\\_09.04.14\\_low\\_res.pdf](http://www.cannockchasedc.gov.uk/sites/default/files/local_plan_part_1_09.04.14_low_res.pdf)

Measure	Impact on NOx and PM10	New or existing measure	Comment
Public vehicle procurement - prioritising uptake of low emission vehicles	Yes - medium	Existing & evolving	Waste fleet vehicles comply with Euro VI. Vehicle fleet audit by Energy Savings Trust.
Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel Recharging.	Yes - high	Existing & evolving	Currently a single CCDC owned charging facility at Hednesford Park, Hednesford WS12 1QR. CCDC currently commencing an ORCS funding bid to acquire on street charging facilities for appropriate areas of the district. Similar considerations being taken at Staffordshire County Council.
Taxi licensing conditions	Yes medium	Yes	All vehicles are less than 3.5 years when first licensed, resulting in some benefit from the Euro 6 standards
A5 & M6 Partnerships	Yes - low	Yes	<a href="#">Link</a> <sup>35</sup>
Domestic smoke control and enforcement	Yes - high	Yes	<a href="#">Link</a> <sup>36</sup>
Garden bonfires - advice and nuisance	Yes - localised PM <sub>10</sub> benefit	Yes	<a href="#">Link</a> <sup>37</sup>

<sup>35</sup> [https://www.hinckley-bosworth.gov.uk/info/10020/strategies\\_plans\\_and\\_policies/1272/a5\\_partnership](https://www.hinckley-bosworth.gov.uk/info/10020/strategies_plans_and_policies/1272/a5_partnership)

<sup>36</sup> <https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/smoke-control>

<sup>37</sup> <https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/nuisances-bonfires>

Measure	Impact on NOx and PM10	New or existing measure	Comment
Commercial burning advice and enforcement	Yes	Yes	<a href="#">Link</a> <sup>38</sup>

### 2.1.1 PM<sub>2.5</sub> in Staffordshire & Stoke-On-Trent - Next Steps

As PM<sub>2.5</sub> is an issue requiring collaboration between the district, county and city authorities within Staffordshire, the following actions are proposed in addition to those outlined in the action plan. Progress on these and the action plan will be detailed in the 2022 ASR. This has been delayed due to the Covid Pandemic

- To agree a target for reducing the fraction of All-Cause Mortality from PM<sub>2.5</sub> in each district, city, and county authority by 2020 this was delayed due to disruption caused by the Covid Pandemic
- To agree a target for reducing PM<sub>2.5</sub> exposure (calculated from PM<sub>10</sub> exposure / background maps / local monitoring where available) this was delayed due to disruption caused by the Covid Pandemic
- To maintain compliance with the 2020 EU limit value of 25µg/m<sup>3</sup>
- To include Public Health Outcome Framework Indicator D01 in the Staffordshire and District Authority and City Council Joint Strategic Needs Assessment for 2019/2020 onwards and to report progress to the relevant Health and Wellbeing Boards. This was delayed due to disruption caused by the Covid Pandemic
- To continue to identify risks affecting PM<sub>2.5</sub> which need to be addressed at a national level e.g.
- A number of authorities within Staffordshire are receiving applications for STOR (Short Term Operating Reserve) sites to supplement power to the National Electricity Grid at times of peak demand. These sites typically operate during the autumn / winter months and can be high emitters of PM.

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<sup>38</sup> <https://www.cannockchasedc.gov.uk/residents/environmental-health/environmental-protection/nuisances-bonfires>

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

This section sets out the monitoring undertaken within 2021 by Cannock Chase Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2017 and 2021 to allow monitoring trends to be identified and discussed.

### Summary of Monitoring Undertaken

#### 3.1.1 Automatic Monitoring Sites

Cannock Chase District Council undertook automatic (continuous) monitoring at 1 site during 2021. Table A.1 in Appendix A shows the details of the automatic monitoring sites. The [UK Air](#)<sup>39</sup> page presents automatic monitoring results for Cannock Chase Council.

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 Council undertook non-automatic (i.e., passive) monitoring of NO<sub>2</sub> at 15 sites during 2021. 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: Map\(s\) of Monitoring Locations and AQMAs](#). 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](#).

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<sup>39</sup> [https://uk-air.defra.gov.uk/data/flat\\_files?site\\_id=CANK](https://uk-air.defra.gov.uk/data/flat_files?site_id=CANK)

## 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.

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

Table A.3 and Table A.4 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 2021 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.5 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.

Exceedences	No exceedences of either NO <sub>2</sub> objectives were recorded in 2021.
Conclusions	<p>2021 can be considered as being more representative than 2020.</p> <p>Whilst traffic levels returned to pre-covid values, air quality remained at low levels.</p> <p>This strengthens the previous conclusions that AQMAs 1 and 3 now comply with the annual mean NO<sub>2</sub> objective.</p> <p>AQMA 3 appears to also comply, but a further year's data will be necessary to provide a high level of certainty.</p>
Monitoring network	No changes are proposed.

### 3.1.4 Particulate Matter (PM<sub>10</sub>)

No PM<sub>10</sub> monitoring was undertaken in 2021.

### 3.1.5 Particulate Matter (PM<sub>2.5</sub>)

No PM<sub>2.5</sub> monitoring was undertaken in 2020.

### 3.1.6 Sulphur Dioxide (SO<sub>2</sub>)

No SO<sub>2</sub> monitoring was undertaken in 2020.

## 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;	32	6	1.5

**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	397540	309767	NO <sub>2</sub>	No	0.0	n/a	No	2.7
BTL-B	Bridgtown Traffic Lights - Bungalow	Roadside	397952	308567	NO <sub>2</sub>	AQMA 1	0.0	5.0	No	1.8
67 WS	67 Watling Street, Bridgtown	Roadside	398051	308512	NO <sub>2</sub>	AQMA 1	0.0	7.8	No	1.1
54 WS	54 Watling Street, Bridgtown	Roadside	398250	308428	NO <sub>2</sub>	AQMA 1	0.0	5.2	No	1.2
HF	Horsefair, Rugeley	Roadside	404465	317741	NO <sub>2</sub>	No	0.0	7.2	No	2.4
268 WS	268 Watling Street	Roadside	400731	307419	NO <sub>2</sub>	AQMA 2	0.0	3.8	No	2.3
HHFW	Five Ways Island, Heath Hayes	Roadside	401563	309940	NO <sub>2</sub>	AQMA 3	0.0	1.6	No	2.4
CNKRd	Cannock Road, Heath Hayes	Roadside	401421	309965	NO <sub>2</sub>	AQMA 3	1.5	2.0	No	2.4
268 WSA	268 Watling Street A	Roadside	400635	307479	NO <sub>2</sub>	AQMA 2		3.5	No	2.0
268 WSB	268 Watling Street B	Kerbside	400863	307385	NO <sub>2</sub>	AQMA 2		<1	No	2.0
LICH RD	A5190 Lichfield Road, Cannock	Kerbside	398976	309866	NO <sub>2</sub>	No	14.0	1.0	No	2.0
HH01	Outside Heath Hayes Academy,	Roadside	401629	310590	NO <sub>2</sub>	AQMA 3	6.8	2.0	No	3.0

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)
	Wimblebury Road, Heath Hayes									
FW01	Outside Five Ways Academy, Hednesford Road, Heath Hayes	Roadside	400900	310607	NO <sub>2</sub>	AQMA 3	31.0	2.0	No	3.0
GM01	Outside Gorsemoor Primary School, Gorsemoor Road, Heath Hayes	Roadside	400723	310189	NO <sub>2</sub>	No	35.0	5.0	No	3.0
HHMS1, HHMS2, HHMS3	Cannock A5190 Roadside Monitoring Site	Roadside	401392	309954	NO <sub>2</sub>	AQMA 3	32.0	6.0	Yes	1.5

**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.3 – 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 2020 (%) <sup>(2)</sup>	2017	2018	2019	2020	2021
Cannock A5190 Roadside	401392	309954	Roadside	96.7	96.7	22.7	17.5	21.5	14.4	15.7

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16

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.TG16 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.4 – 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 2020 (%) <sup>(2)</sup>	2017	2018	2019	2020	2021
MORT	397540	309767	Urban Background	100	100.0	16.1	22.4	16.1	13.2	15.6
BTL-B	397952	308567	Roadside	100	100.0	34.0	24.6	25.6	25.6	27.0
67 WS	398051	308512	Roadside	100	100.0	32.7	25.0	33.8	17.9	20.1
54 WS	398250	308428	Roadside	92	99.7	37.5	34.3	31.2	24.7	21.9
HF	404465	317741	Roadside	100	100.0	31.7	29.8	23.3	24.1	25.8
268 WS	400731	307419	Roadside	100	100.0	36.9	39.0	37.0	27.6	27.1
HHFW	401563	309940	Roadside	100	100.0	<b>49.5</b>	<b>44.5</b>	<b>43.9</b>	31.4	32.5
CNKRd	401421	309965	Roadside	100	100.0	29.6	25.2	34.2	25.0	25.7
268 WSA	400635	307479	Roadside	100	100.0		<b>41.8</b>	<b>41.5</b>	28.2	29.0
268 WSB	400863	307385	Kerbside	100	100.0		<b>50.0</b>	<b>57.0</b>	31.6	18.4
LICH RD	398976	309866	Kerbside	100	100.0			19.4	23.4	26.2
HH01	401629	310590	Roadside	100	100.0			19.4	14.1	17.6
FW01	400900	310607	Roadside	92	99.7			13.0	18.3	25.1
GM01	400723	310189	Roadside	100	100.0			15.4	12.9	16.1
HHMS1, HHMS2, HHMS3	401392	309954	Roadside	100	100.0	16.8	17.2	31.2	16.2	19.3

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

☒ 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  $\mu\text{g}/\text{m}^3$ .

Exceedances of the  $\text{NO}_2$  annual mean objective of  $40\mu\text{g}/\text{m}^3$  are shown in **bold**.

$\text{NO}_2$  annual means exceeding  $60\mu\text{g}/\text{m}^3$ , indicating a potential exceedance of the  $\text{NO}_2$  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.TG16 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

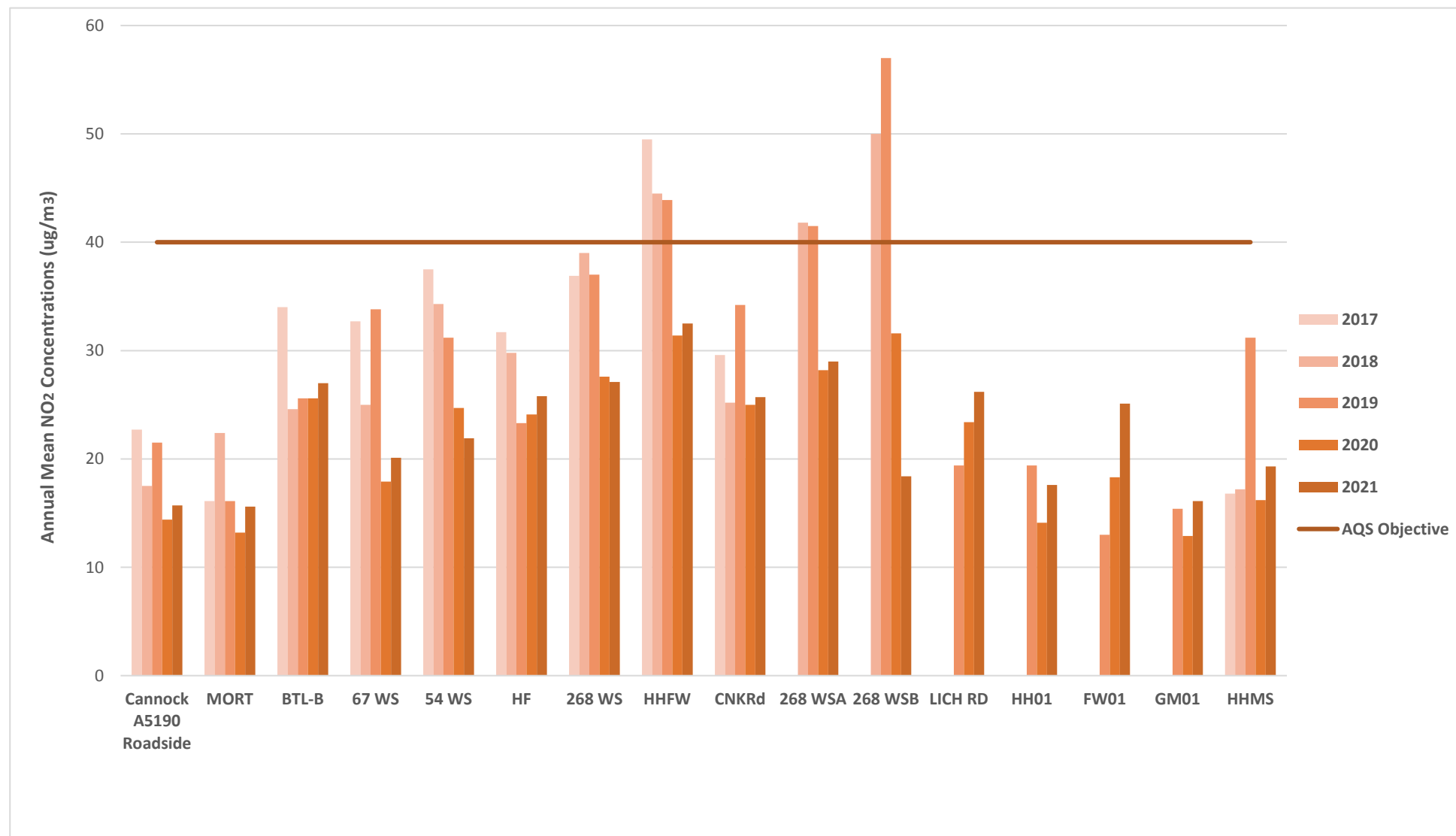


Figure 1: Annual mean NO<sub>2</sub> at school gate roadside locations, and comparison with indicative exceedance of 1-hour objective levels

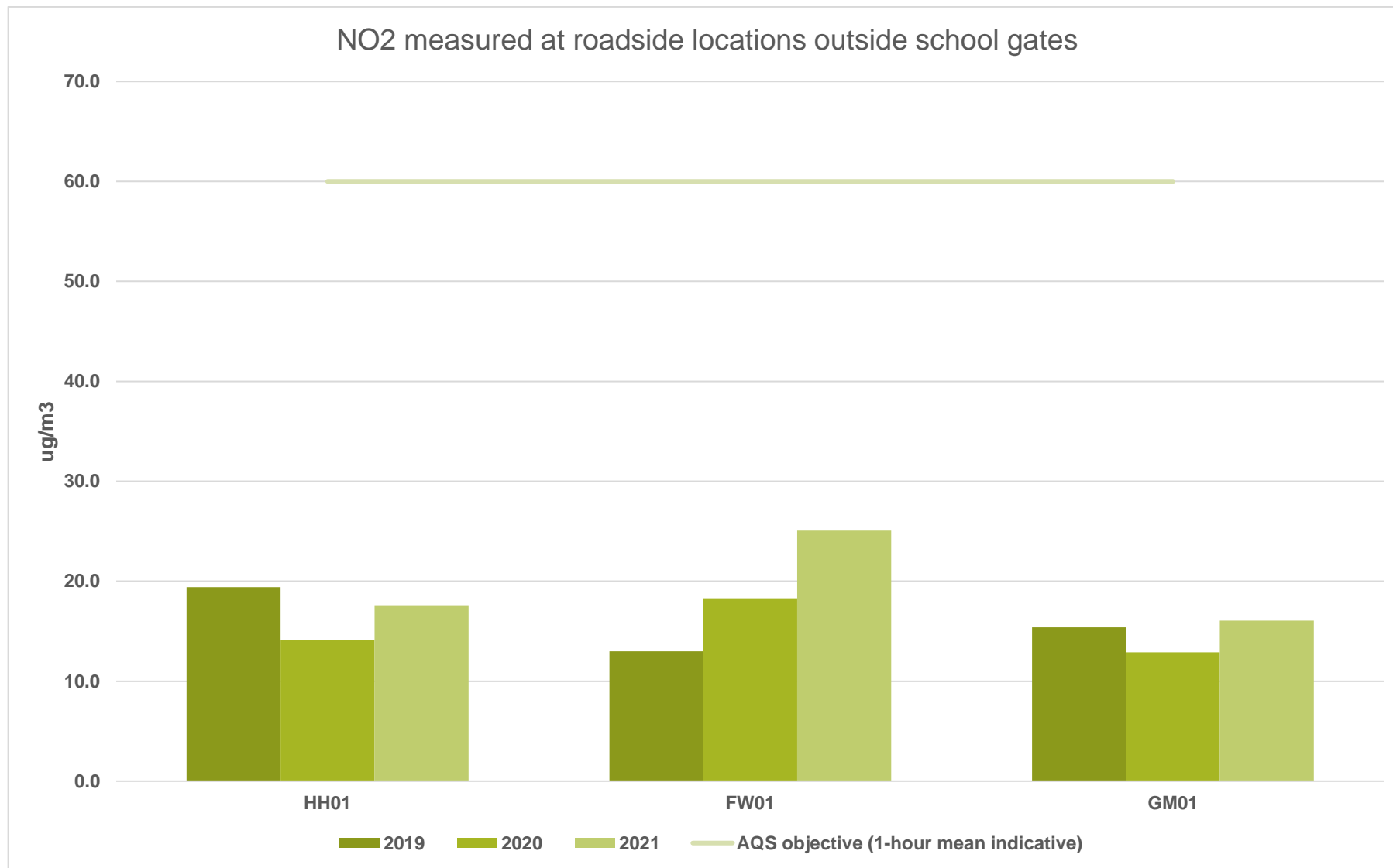


Table A.5 – 1-Hour Mean NO<sub>2</sub> Monitoring Results, Number of 1-Hour Means > 200µg/m<sup>3</sup>

Site ID	X OS Grid Ref (Eastin g)	Y OS Grid Ref (Northin g)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2020 (%) <sup>(2)</sup>	2017	2018	2019	2020	2021
Cannock A5190 Roadside	401392	309954	Roadside	96.7	96.7	0	0 (95.7)	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%).



**Figure A.2 – Trends in Number of NO<sub>2</sub> 1-Hour Means > 200µg/m<sup>3</sup>**

Not applicable all results zero.

**Table A.6 – Annual Mean PM<sub>10</sub> Monitoring Results (µg/m<sup>3</sup>)**

Not Monitored.

**Figure A.3 – Trends in Annual Mean PM<sub>10</sub> Concentrations**

Not applicable.

**Table A.7 – 24-Hour Mean PM<sub>10</sub> Monitoring Results, Number of PM<sub>10</sub> 24-Hour Means > 50µg/m<sup>3</sup>**

Not Monitored.

**Figure A.4 – Trends in Number of 24-Hour Mean PM<sub>10</sub> Results > 50µg/m<sup>3</sup>**

Not applicable.

**Table A.8 – Annual Mean PM<sub>2.5</sub> Monitoring Results (µg/m<sup>3</sup>)**

Not Monitored.

**Figure A.5 – Trends in Annual Mean PM<sub>2.5</sub> Concentrations**

Not applicable.

**Table A.9 – SO<sub>2</sub> 2021 Monitoring Results, Number of Relevant Instances**

Not Monitored.

## Appendix B: Full Monthly Diffusion Tube Results for 2021

Table B.1 – NO<sub>2</sub> 2021 Diffusion Tube Results (µg/m<sup>3</sup>)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.86	Annual Mean: Distance Corrected to Nearest Exposure	Comment
MORT	397540	309735	20.9	21.2	14.2	8.5	10.6	9.3	11.7	12.3	16.2	14.4	18.4	18.1	18.1	15.6	-	
BTL-B	397952	308567	40.6	36.7	33.4	30.1	31.8	28.0	32.9	28.6	35.6	27.6	33.2	30.9	31.4	27.0	-	
67 WS	398051	308512	29.3	26.4	22.9	19.6	19.5	18.6	21.3	20.6	25.9	20.4	25.7	23.1	23.4	20.1	-	
54 WS	398250	308428	37.1	36.9	30.2	I/S	34.0	28.9	32.8	31.6	35.5	28.3	33.9	24.7	25.5	21.9	-	
HF	404465	317741	35.1	28.8	31.2	21.1	29.9	26.3	45.4	26.4	33.7	29.4	36.5	29.7	30.0	25.8	-	
268 WS	400731	307419	38.6	37.5	30.3	35.7	35.8	35.3	42.6	37.7	42.6	29.2	40.4	31.0	31.5	27.1	-	
HHFW	401563	309940	43.6	41.8	37.4	51.2	42.9	41.9	53.5	45.5	49.7	39.2	53.0	37.3	37.8	32.5	-	
CNKRd	401421	309965	37.9	34.9	30.7	29.5	30.0	31.5	35.7	34.8	39.5	29.0	42.8	29.3	29.9	25.7	-	
268 WSA	400635	307479	35.5	37.1	34.6	33.5	35.2	30.4	35.3	31.8	42.3	35.2	44.7	33.6	33.8	29.0	-	
268 WSB	400863	307385	2.2	41.2	49.7	37.0	41.0	24.2	62.5	51.3	57.9	14.8	57.3	21.9	21.5	18.4	-	
LICH RD	398976	309866	35.7	19.7	27.0	19.9	29.6	24.8	30.0	31.0	36.2	29.8	34.2	30.3	30.5	26.2	-	
HH01	401629	310590	23.7	18.5	15.4	11.5	14.5	13.1	15.0	14.7	11.8	20.1	24.6	20.4	20.5	17.6	-	
FW01	400900	310607	31.2	23.8	26.3	I/S	21.0	16.3	18.1	15.6	24.2	24.8	31.5	29.2	29.1	25.1	-	
GM01	400723	310189	23.9	19.2	16.0	9.0	11.6	10.8	11.1	12.4	16.4	16.7	21.9	18.5	18.7	16.1	-	
HHMS1	401392	309954	27.5	21.7	20.3	18.7	16.8	15.4	18.7	18.2	23.3	18.3	26.2	23.6	-	-	-	Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only
HHMS2	401392	309954	28.6	23.5	20.4	17.9	17.0	15.6	18.5	18.1	22.8	18.6	25.1	21.4	-	-	-	Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only
HHMS3	401392	309954	27.0	25.3	21.3	19.5	17.3	15.5	18.1	19.3	22.7	16.2	25.5	21.8	22.5	19.3	-	Triplicate Site with HHMS1, HHMS2 and HHMS3 - Annual data provided for HHMS3 only

- 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.TG16.
- 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 confirm that all 2021 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.

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

### New or Changed Sources Identified Within Cannock Chase Council During 2021

The following table provides information on identified new sources with a potential to impact air quality. This includes sources that are operational, have planning permission granted or have been identified at an earlier stage of the planning process:

**Table 6 - Significant Planning Applications 2021**

Planning Reference	Location	Planning Proposal	Comments
CH/21/0366	McArthur Glen Designer Outlet West Midlands, Mill Green, Eastern Way, Cannock, WS11 7JZ	EIA Screening Opinion: Erection of up to 13,055 sq. m (GEA) of commercial units comprising retail uses at ground floor (Class A1), erection with associated access and hard/soft landscaping (all matters reserved except access)	Air quality impact limited to the construction phase only. Controlled by a construction environment management plan
SCC/21/0031/ (Staffordshire County Council)	Poplars Waste Disposal Site, Lichfield Road, CANNOCK, WS11 8NQ	Request for an EIA scoping opinion in connection with proposals to retain the Poplars Anaerobic Digestion facility approved under planning permission CH.13/09/721 MW after the cessation of landfilling at Poplars to make the facility permanent - Poplars Waste Disposal Site, Lichfield Road, CANNOCK, WS11 8NQ	An environmental statement addendum to clarify air quality mitigation measures to be provided.
CH/21/0405	McArthur Glen Designer Outlet West Midlands, Mill Green, Eastern Way, Cannock, WS11 7JZ	Environmental Impact Development - Outline Planning Application for the construction of a multi storey car park, increasing the overall level of car parking spaces up to 2,500 across the McArthur Glen Designer	Air quality impact is limited to the construction phase only. Controlled by a construction environment management plan. No additional traffic

		Outlet West Midlands, realignment of existing service road and all other works with all matters reserved except scale.	generation above that predicted during the original planning application for the designer outlet village.
SCC/21/0075/EIA-SC (Staffordshire County Council)	Poplars Waste Disposal Site, Lichfield Road, CANNOCK, WS11 8NQ	Request for an EIA scoping opinion - proposed modifications to the consented operations at Poplars Landfill Site, including a revised restoration profile	An environmental statement addendum to clarify air quality mitigation measures to be provided. Air quality impact is restricted to the construction phase only.
SCC/22/0021/VOC-ES (Staffordshire County Council)	Poplars Landfill Site, Lichfield Road, CANNOCK, WS11 8NQ	Application to vary conditions 2 (approved plans), 3 (finished levels) and 23 (restoration and aftercare) of permission CH.446/88 (as amended by CH.446/88/721 MW D10 (revised restoration scheme) and CH.446/88 PWA (4) D3 (phasing)) to relocate landfill void space, to revise the restoration profile and surface water management, and to update the phasing of the operations.	Air quality concerns scoped out.
SCC/22/0050/EIA-SCO	Poplars Landfill Site, Lichfield Road, CANNOCK, WS11 8NQ	Request for an EIA Scoping Opinion for additional changes to existing infrastructure in the original planning application including: 1. Provision of a 6th Digester tank, to be the same height and volume as the existing tanks positioned in the footprint of the tank farm; 2. New coolers relocated to the east of Digester 1 to move them away from the main office building and to provide for easier maintenance; and, 3. Installation of a larger gas container on the existing	An environmental statement addendum to clarify air quality mitigation measures to be provided. The additional tank is to be provided in order to improve efficiency of processing the current feedstock quantities. The net effect should reduce emissions to air.

		footprint to reduce the need to flare excess gas which cannot be stored, thus maximising electricity generation	
CH/21/0231	Units 8 & 9 Orbital Retail Park, Voyager Drive, Cannock, WS11 8XP	External alterations to elevations associated with the amalgamation of Units 8 and 9 to accommodate a food store, relaxation of the range of goods currently restricted under Planning Permissions CH/97/0377 and CH/10/0454, to allow the sale of food and drink, other associated works	Air quality assessment provided which demonstrated that air quality within the adjacent AQMA will be negligible.

## Additional Air Quality Works Undertaken by Cannock Chase Council During 2021

Cannock Chase Council commissioned an AQMA review and detailed assessment of AQMA. In summary, the findings are:

*It is recommended that Cannock Chase AQMA (AQMA 1) is revoked. This recommendation is based on measurements representing the worst-case locations of relevant exposure within the AQMA being under the objective and either remaining steady or decreasing over the last three years.*

*It is recommended that CCDC AQMA 2 remains in place at this time and existing monitoring continues. If measured concentrations at the only monitoring site representative of relevant exposure (268WS) remain below the objective in the near future, then the AQMA should be revoked. It is, however, recommended that the spatial extent of the AQMA is amended to only include the properties that are directly adjacent to the A5 in the vicinity of the monitoring sites; properties further afield are set back considerably further from the road and will not experience objective exceedances.*

*Detailed dispersion modelling has been carried out for AQMA 3, which has demonstrated that there were no exceedances of the annual mean nitrogen dioxide objective at locations of relevant exposure within AQMA 3 in 2019, and therefore this AQMA should also be revoked.*

**The full report is appended as Appendix 1 below.**

## AQMA Review : Cannock Chase

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April 2021



Experts in air quality  
management & assessment



<b>Client</b>	Cannock Chase Council	<b>Principal Contact</b>	Stephen Moore
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<b>Job Number</b>	J4433
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<b>Report Prepared By:</b>	
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J4433A/1/F1	16 April 2021	Final	

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## 1 introduction

1.1 This note sets out a review of the three Air Quality Management Areas (AQMAs) in Cannock Chase District and includes detailed modelling of AQMA 3. It has been carried out by Air Quality Consultants Ltd on behalf of Cannock Chase District Council (CCDC) to determine whether any of the AQMAs can be amended or revoked. It has been prepared taking account of the requirements set out in LAQM.TG(16)<sup>40</sup> for amending or revoking AQMA orders. The professional experience of the Consultants who have undertaken the review is summarised in Appendix A1.

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<sup>40</sup> Defra (2018) Local Air Quality Management Technical Guidance (TG16).

## 2 Review of AQMAs

2.1 CCDC has declared three AQMAs for exceedances of the annual mean nitrogen dioxide (NO<sub>2</sub>) objective, as a result of emissions from traffic. AQMAs 1 and 2, declared in 2006 and 2014, respectively, encompass properties adjacent to the A5. AQMA 3 was declared in 2017 and encompasses the 'Five Ways Island' area of Heath Hayes. The AQMAs are shown in Figure 1.

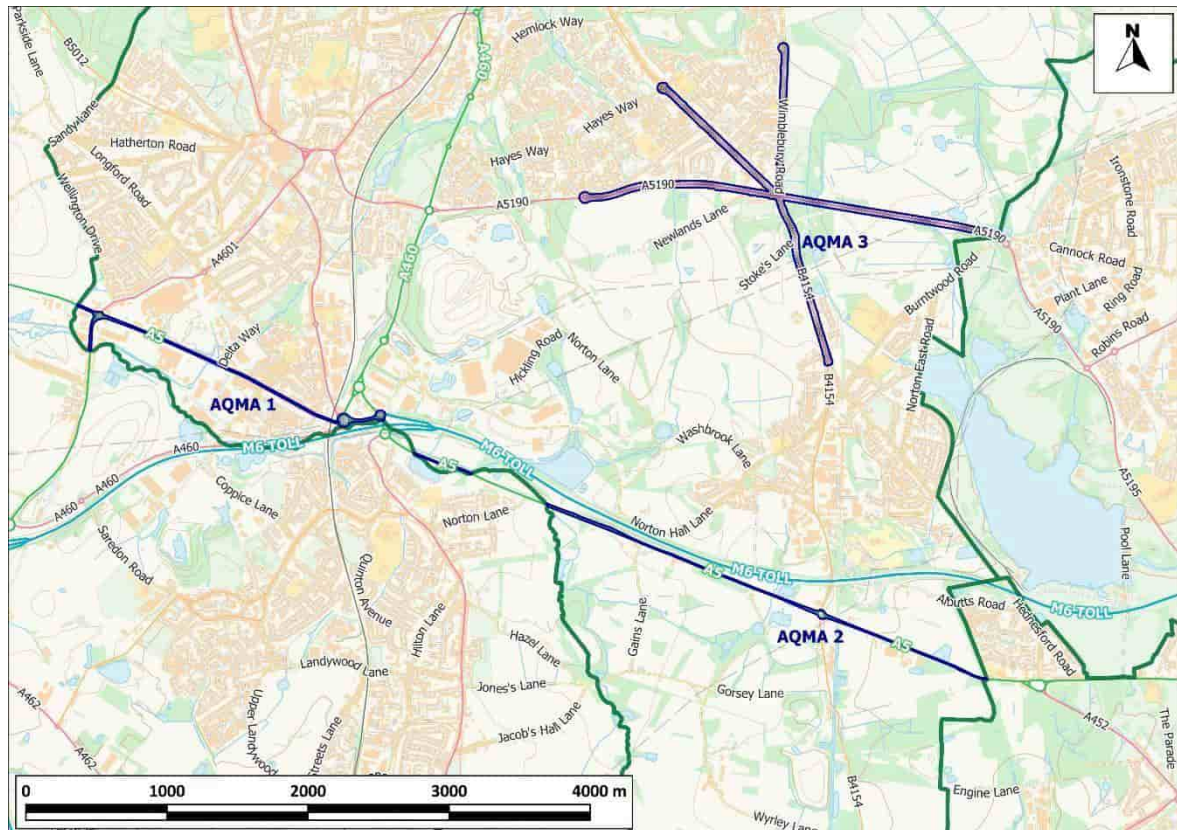


Figure 1: AQMAs in Cannock Chase District

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2.2 The following sections present monitoring data for each of the AQMAs shown in Figure 1

### Cannock Chase AQMA (AQMA 1)

2.3 Monitoring is carried out using diffusion tubes at three locations within AQMA 1 (BTL-B, 67WS and 54WS); Figure 2 shows the locations of the monitors and the 2019 annual mean concentrations. The monitors are representative of worst-case exposure in the AQMA, being located at the façades of the residential properties nearest the A5.

2.4 As shown in Figure 3 and Table 1, concentrations of nitrogen dioxide increased between 2014 and 2016 at all three sites. Exceedances of the objective were recorded at site BTL-B in 2015 and 2016, and at site 54WS in 2016. Since 2016 there has been a decreasing trend in annual mean concentrations at sites BTL-B and 54WS. Except for a drop in measured concentrations in 2018, generally steady concentrations have been measured at site 67WS since 2016, with all years being below the objective.

2.5 Based on the measured annual mean nitrogen concentrations having been below the objective in 2017, 2018 and 2019, and less than 90% of the objective in 2018 and 2019, combined with recent trends in the data, it is recommended that this AQMA is revoked.



Figure 2: Air Quality Monitoring in Cannock Chase AQMA (AQMA 1)

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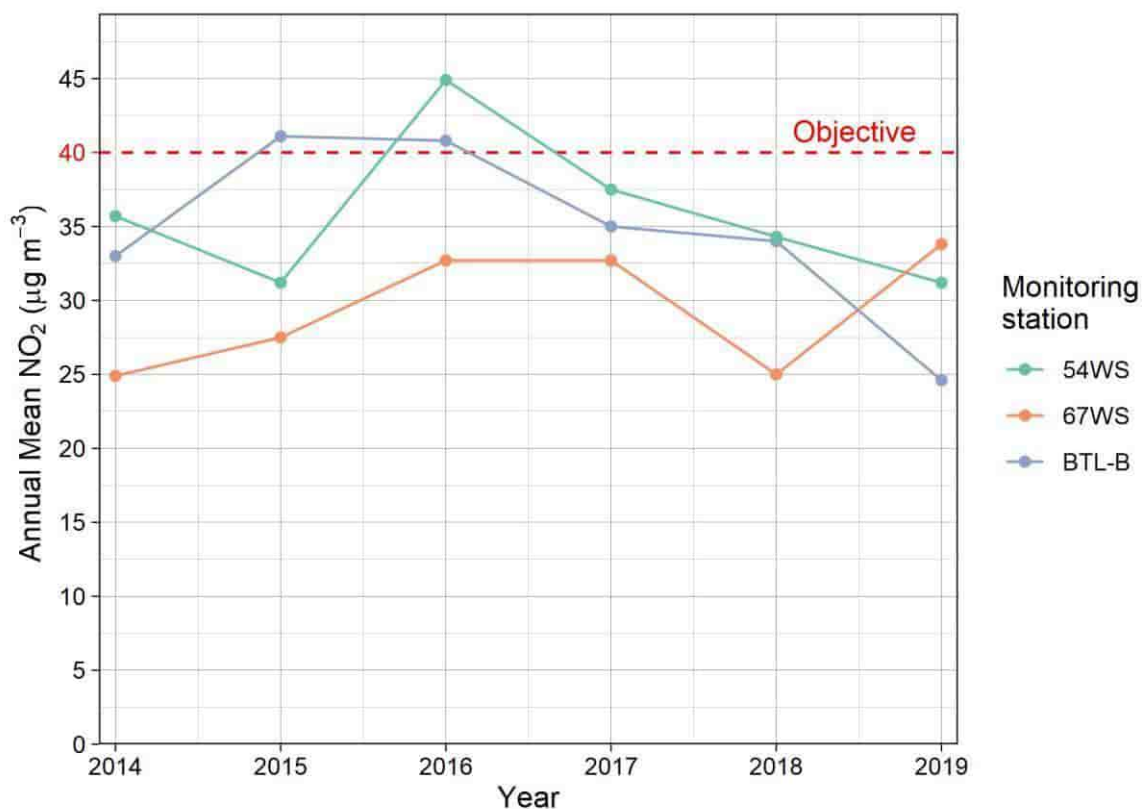


Figure 3: Annual Mean NO<sub>2</sub> Concentrations in Cannock Chase AQMA (AQMA 1)

Table 1: Summary of Nitrogen Dioxide Monitoring (2014-2019) in Cannock Chase AQMA (AQMA 1) (µg/m<sup>3</sup>)

Site	Site Type <sup>b</sup>	Location	Distance to kerb (m)	R <sup>c</sup>	2014	2015	2016	2017	2018	2019
BTL-B	RS	Bridgetown Traffic Lights - Bungalow	5	Yes	33.0	<b>41.1</b>	<b>40.8</b>	35.0	34.0	24.6
67WS	RS	67 Watling Street, Bridgtown	7.8	Yes	24.9	27.5	32.7	32.7	25.0	33.8
54WS	RS	54 Watling Street, Bridgtown	5.2	Yes	35.7	31.2	<b>44.9</b>	37.5	34.3	31.2

<sup>a</sup> Exceedances of the objective are shown in bold.

<sup>b</sup> RS = Roadside.

<sup>c</sup> Site representative of relevant exposure?

## CCDC AQMA 2

2.6 Monitoring is carried out using diffusion tubes at three locations within AQMA 2 (268 WS, 268 WSA and 268 WSB), as shown in Figure 4 and Table 2. While there are three sections to this AQMA, only the section where monitors are installed has relevant exposure near to the road, and only monitoring

site 268 WS is representative of relevant exposure for the annual mean objective; the site is located on the lamppost immediately to the west of the residential property that is nearest to the A5 in the area, with the tube at approximately the same distance from the road as the building façade. Site

268 WS is also the only site with long-term measurements; the annual mean concentrations between 2014 and 2019 are shown in Figure 5.

- 2.7 Measured nitrogen dioxide concentrations increased between 2014 and 2016, when an exceedance of the objective was recorded. Concentrations have been below the objective in all years since, but within 10% of it (i.e., not below  $36 \mu\text{g}/\text{m}^3$ ). Considering the uncertainty associated with diffusion tube measurements, it is possible that the objective may have been exceeded in recent years. However, it should be expected that, with the ongoing uptake of cleaner vehicles with demonstrably lower emissions, concentrations will reduce in the near future, thus it is considered unlikely that an objective exceedance will be measured at site 268 WS in years beyond 2019.
- 2.8 Measurements at sites 268 WSA and 268 WSB suggest higher concentrations on the north side of the A5, which would be expected given that prevailing winds usually have a southerly element, and the sites are closer to the M6. However, there is no relevant exposure on this side of the road, thus these measurements cannot be relied upon to determine the need for an AQMA in a purely qualitative review.
- 2.9 It is judged that there is not enough evidence available at this time to determine whether AQMA 2 should be revoked, but it is considered that there would be little benefit to undertaking detailed dispersion modelling of concentrations here. Instead, it is recommended that monitoring is continued at site 268 WS; if the post-pandemic annual mean concentrations continue to be below the objective, then at that time the AQMA should be revoked. It would also be reasonable to amend the spatial extent of the AQMA to cover only those few properties that are directly adjacent to the southern side of the road in the vicinity of the monitoring sites; properties further afield are set back considerably further from the road and will not experience objective exceedances.

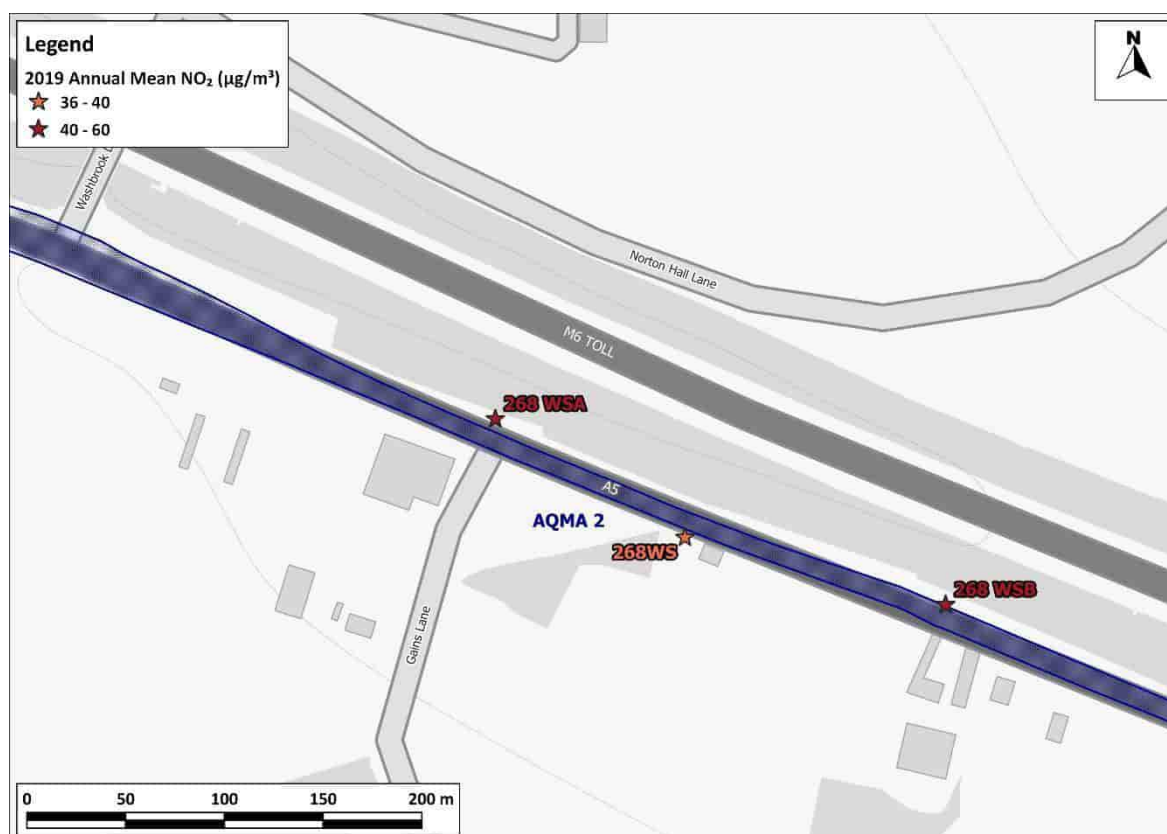


Figure 4: Air Quality Monitoring in CCDC AQMA 2

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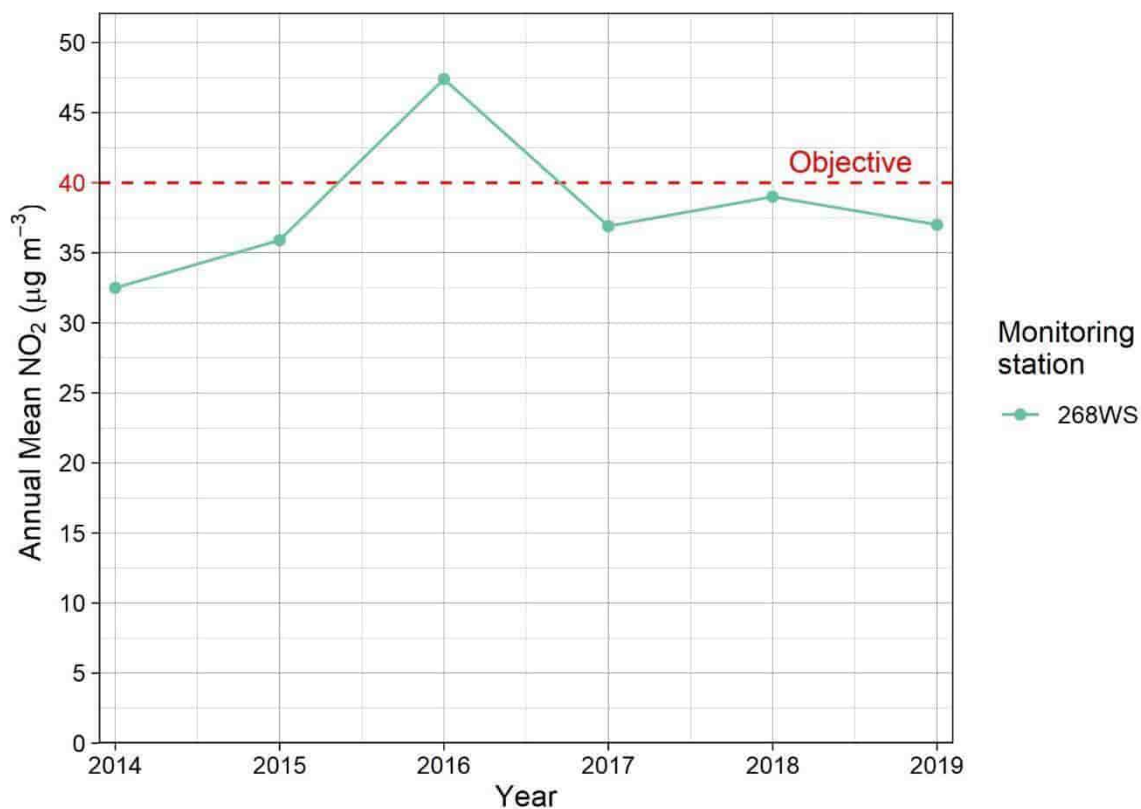


Figure 5: Annual Mean Nitrogen Dioxide Concentrations in CCDC AQMA 2

Table 2: Summary of Nitrogen Dioxide Monitoring (2014-2019) in CCDC AQMA 2 (µg/m<sup>3</sup>)

Site	Site Type <sup>b</sup>	Location	Distance to kerb (m)	R <sup>c</sup>	2014	2015	2016	2017	2018	2019
<b>268 WS</b>	RS	268 Watling Street	3.75	Yes	32.5	35.9	<b>47.4</b>	36.9	39.0	37.0
<b>268 WSA</b>	RS	268 Watling Street A	3.5	No	-	-	-	-	-	<b>41.5</b>
<b>268 WSB</b>	KS	268 Watling Street B	<1	No	-	-	-	-	-	<b>57.0</b>

<sup>a</sup> Exceedances of the objective are shown in bold.

<sup>b</sup> RS = Roadside, KS = Kerbside.

<sup>c</sup> Site representative of relevant exposure?

### AQMA 3 (Five Ways Island)

- 2.10 Monitoring is carried out using one automatic monitoring station (HHMSAuto) and nine diffusion tubes (HHFW, CNKRD, HFRDRD, HH01, HH02, FW01, FW02, GM01 and GM02) within and around AQMA 3 (Five Ways Island), as shown in Figure 6. Long-term monitoring has been carried out at the automatic monitoring station and three diffusion tube sites (Figure 7 and Table 3).
- 2.11 Site HHFW has recorded exceedances of the objective in each of the past six years. Measurements at site CNKRD were above the objective in 2015 and 2016, but not in any year since, despite being on the same side of the road as HHFW, suggesting that the extent of any exceedances is likely limited to the immediate vicinity of the roundabout. Measurements at the sites first deployed in 2019 have all been well below the objective.
- 2.12 It should be noted that monitoring site HHFW is located on the façade of a public house, which would not normally represent relevant exposure in terms of the annual mean objective. While some public houses may have permanent residents, the residential parts of the building would tend to be at first floor level, where concentrations will be lower, and likely below the objective. As such and given that concentrations at site CNKRD have been below the objective in recent years, there may be no relevant exposure to the annual mean objective exceedances in AQMA 3.
- 2.13 It is recommended that detailed dispersion modelling of traffic emissions in the vicinity of the roundabout is carried out to determine whether any properties that are representative of relevant exposure are likely to have experienced an objective exceedance in 2019. This analysis has been undertaken and is presented in section 3 of this report.

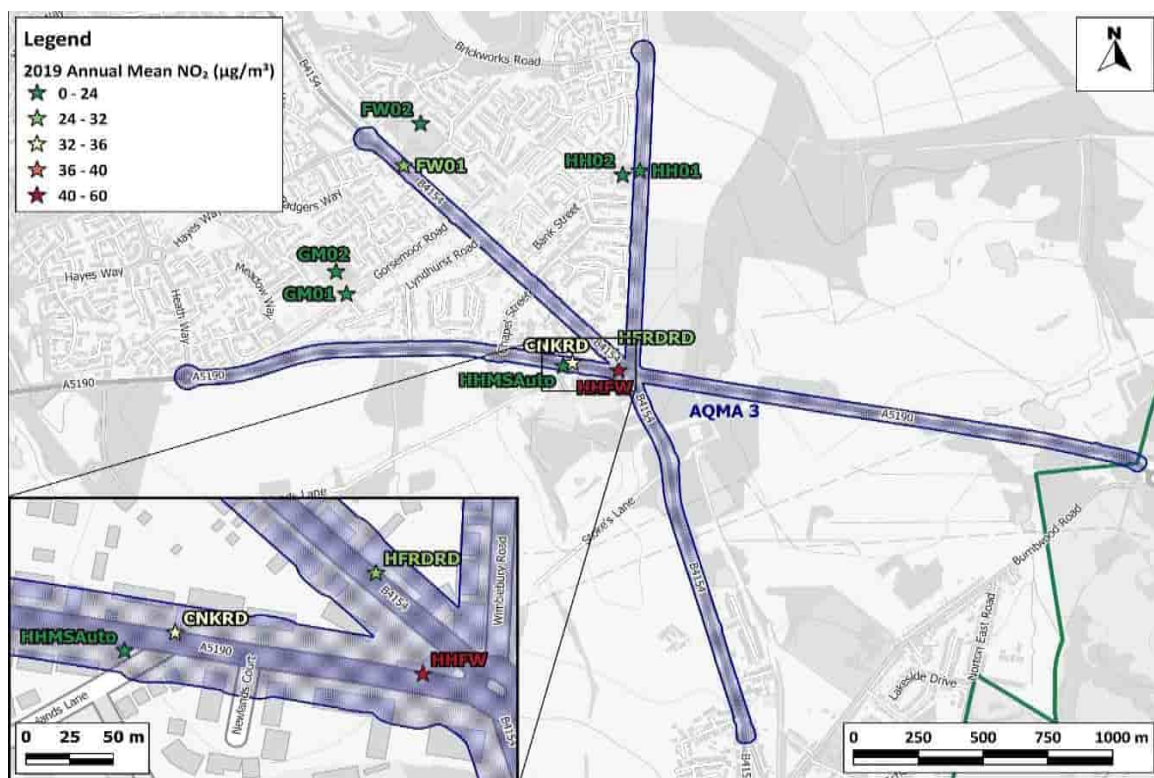


Figure 6: Air Quality Monitoring in AQMA 3 (Five Ways Island)

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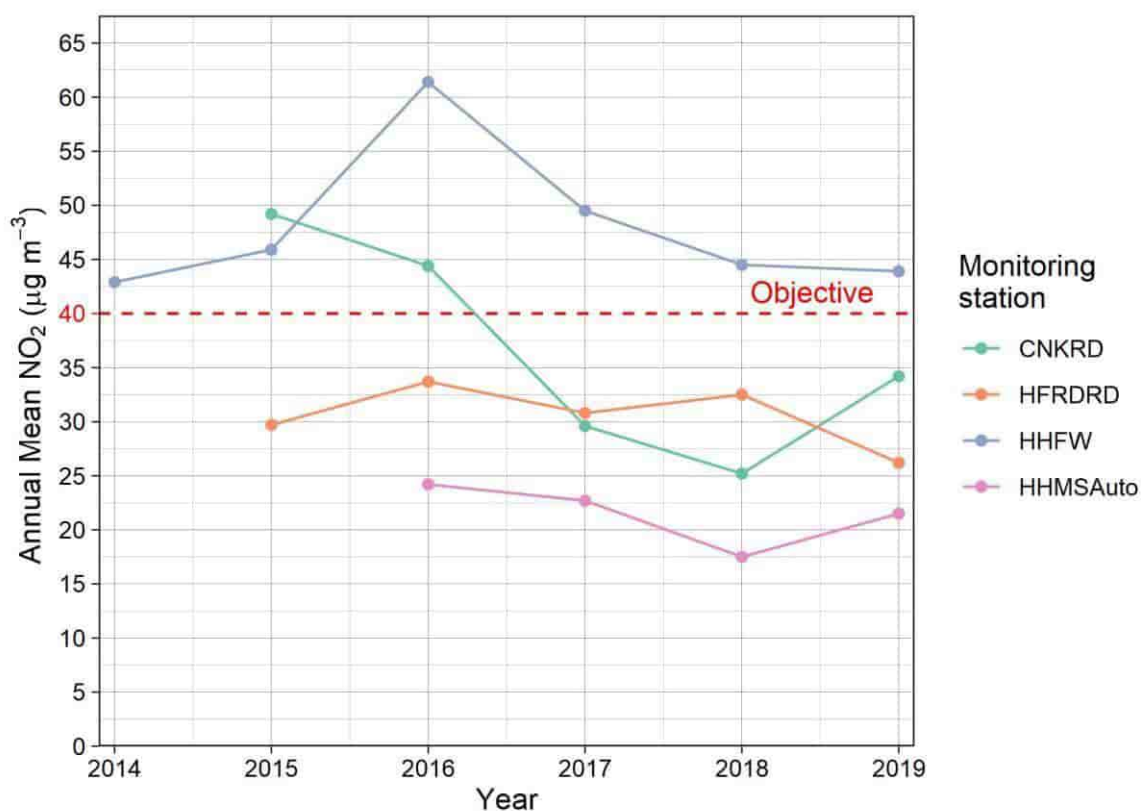


Figure 7: Annual Mean Nitrogen Dioxide Concentrations in AQMA 3 (Five Ways Island)

Table 3: Summary of Nitrogen Dioxide Monitoring (2015-2019) in AQMA 3 (Five Ways Island) ( $\mu\text{g}/\text{m}^3$ )

Site	Site Type <sup>b</sup>	Location	Distance to kerb (m)	R <sup>c</sup>	2014	2015	2016	2017	2018	2019
HHMSAuto	RS	Cannock A5190	6	No	-	-	24.2	22.7	17.5	21.5
HHFW	RS	Five Ways Island	1.6	Yes	42.9	45.9	61.4	49.5	44.5	43.9
CNKRD	RS	Cannock Road	2		-	49.2	44.4	29.6	25.2	34.2
HFRDRD	RS	Hednesford Road	3.2	Yes	-	29.7	33.7	30.8	32.5	26.2
Site	Site Type <sup>b</sup>	Location	Distance to kerb (m)	R <sup>c</sup>	2014	2015	2016	2017	2018	2019
HH01	RS	Heath Hayes Academy	2	No	-	-	-	-	-	19.4
HH02	UB	Heath Hayes Academy	54	N/A	-	-	-	-	-	13.0

<b>FW01</b>	RS	Five Ways Academy	2	No	-	-	-	-	-	28.7
<b>FW02</b>	UB	Five Ways Academy	97	N/A	-	-	-	-	-	15.4
<b>GM01</b>	RS	Gorsemoor Primary School	5	No	-	-	-	-	-	16.9
<b>GM02</b>	UB	Gorsemoor Primary School	82	N/A	-	-	-	-	-	14.0

<sup>a</sup> Exceedances of the objective are shown in bold.

<sup>b</sup> RS = Roadside, UB = Urban Background.

<sup>c</sup> Site representative of relevant exposure?

### 3 Detailed Assessment of AQMA 3

- 3.1 Annual mean concentrations of nitrogen dioxide in 2019 throughout AQMA 3 have been predicted using the ADMS-Road's dispersion model, with vehicle emissions derived using Defra's Emission Factor Toolkit (EFT) (v10.1). Full details of the approach, including the model inputs and the model verification, are provided in Appendix A2.
- 3.2 Figure 8 presents a contour plot of 2019 annual mean nitrogen dioxide concentrations at Five Ways Island Roundabout; it was only in the vicinity of this roundabout that concentrations above  $40 \mu\text{g}/\text{m}^3$  were predicted in the vicinity of locations of relevant exposure.

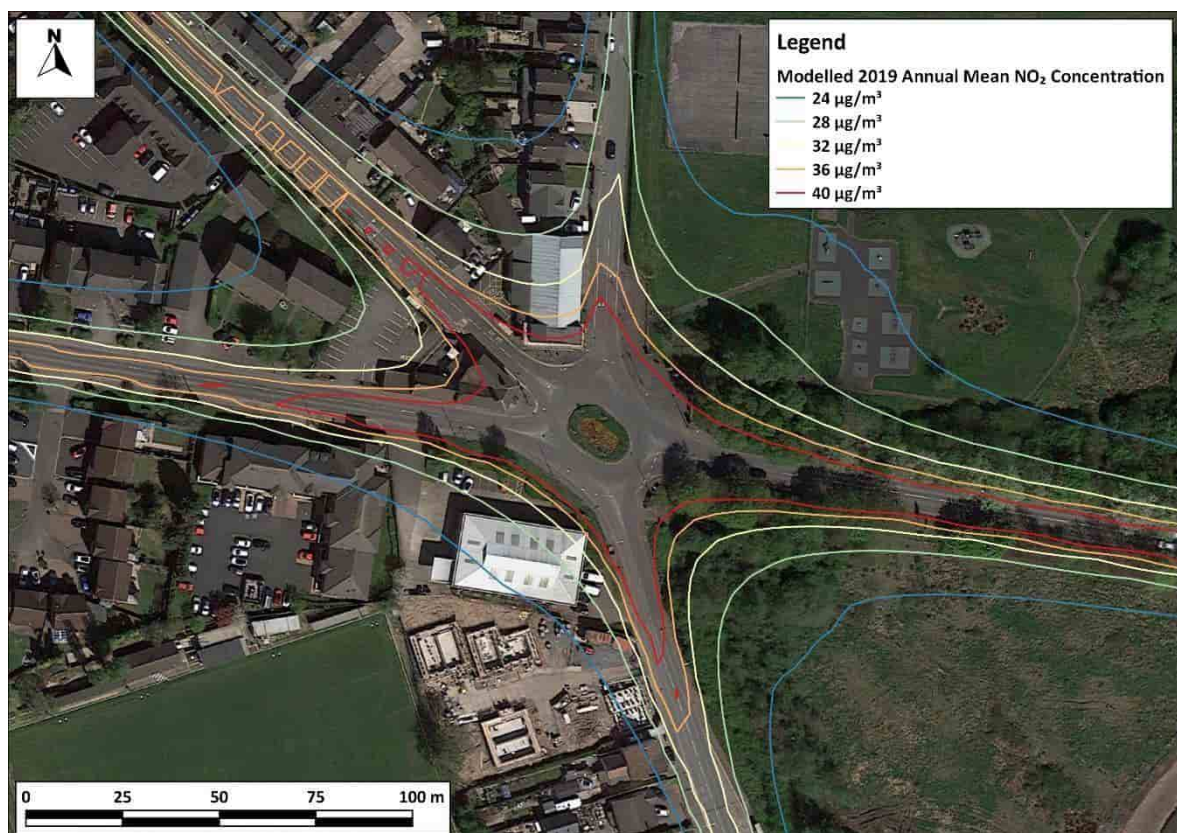
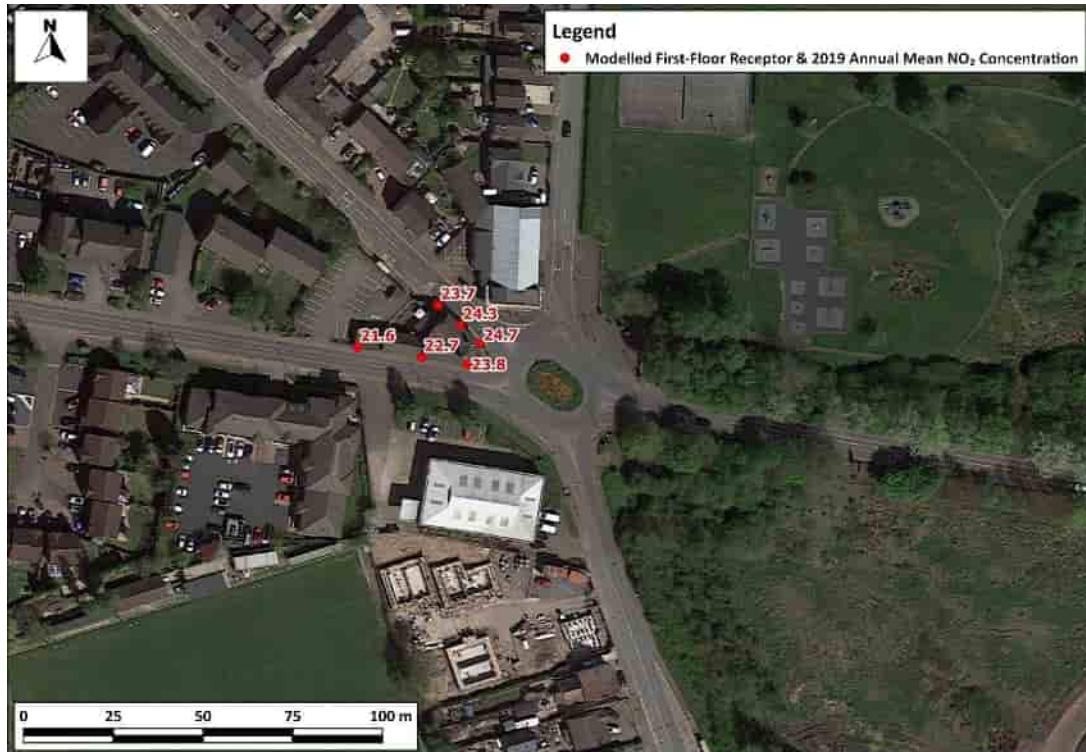


Figure 8: Modelled 2019 Annual Mean  $\text{NO}_2$  Concentrations in AQMA 3

Imagery ©2021 Google.

- 3.3 Figure 8 demonstrates that there are only two buildings within the area of exceedance of the annual mean objective; one is a carpet and bed showroom to the north of the roundabout, which is not relevant exposure (and hence the air quality objectives are not applicable), and the other is the Five Ways Inn to the west, which does not include relevant exposure at ground-floor level but may include permanent residential accommodation at first-floor level. Modelled annual mean nitrogen dioxide concentrations at receptors located on the first-floor level façade of the Five Ways Inn are presented in Figure 9. The concentrations are all well below the objective.



**Figure 9: Modelled 2019 Annual Mean NO<sub>2</sub> Concentrations at First-Floor Level of the Five Ways Inn**

Imagery ©2021 Google.

- 3.4 The detailed assessment has, therefore, demonstrated that there were no exceedances of the annual mean nitrogen dioxide objective at locations of relevant exposure within AQMA 3 in 2019, and thus that this AQMA can also be revoked. Concentrations of nitrogen dioxide in future years are likely to reduce further due to changes to the vehicle fleet, as demonstrated by the monitoring trends presented in this report.
- 4 **Summary**
- 4.1 It is recommended that Cannock Chase AQMA (AQMA 1) is revoked. This recommendation is based on measurements representing the worst-case locations of relevant exposure within the AQMA being under the objective and either remaining steady or decreasing over the last three years.
- 4.2 It is recommended that CCDC AQMA 2 remains in place at this time and existing monitoring continues. If measured concentrations at the only monitoring site representative of relevant exposure (268WS) remain below the objective in the near future, then the AQMA should be revoked. It is, however, recommended that the spatial extent of the AQMA is amended to only include the properties that are directly adjacent to the A5 in the vicinity of the monitoring sites; properties further afield are set back considerably further from the road and will not experience objective exceedances.
- 4.3 Detailed dispersion modelling has been carried out for AQMA 3, which has demonstrated that there were no exceedances of the annual mean nitrogen dioxide objective at locations of relevant exposure within AQMA 3 in 2019, and therefore this AQMA should also be revoked.

5 Appendices

A1	Professional Experience .....	16
A2	Modelling Methodology .....	17

## A1 Professional Experience

### ██████████ BSc (Hons) MSc PhD CSci MIEEnvSc MIAQM

██████████ is an Associate Director with AQC, with more than 20 years' relevant experience. She has been involved in air quality management and assessment, and policy formulation in both an academic and consultancy environment. She has prepared air quality review and assessment reports, strategies and action plans for local authorities and has developed guidance documents on air quality management on behalf of central government, local government, and NGOs. She has led on the air quality inputs into Clean Air Zone feasibility studies and has provided support to local authorities on the integration of air quality considerations into Local Transport Plans and planning policy processes.

██████████ has appraised local authority air quality assessments on behalf of the UK governments and provided support to the Review and Assessment helpdesk. She has carried out numerous assessments for new residential and commercial developments, including the negotiation of mitigation measures where relevant. She has also acted as an expert witness for both residential and commercial developments. She has carried out BREEAM assessments covering air quality for new developments. ██████████ has also managed contracts on behalf of Defra in relation to allocating funding for the implementation of air quality improvement measures. She is a Member of the Institute of Air Quality Management, Institution of Environmental Sciences and is a Chartered Scientist.

### ██████████, BSc (Hons) CSci MIEEnvSc MIAQM

██████████ is a Principal Consultant with AQC with over nine years' relevant experience. He has undertaken air quality assessments for a wide range of projects, assessing many different pollution sources using both qualitative and quantitative methodologies, with most assessments having included dispersion modelling (using a variety of models). He has assessed road schemes, airports, energy from waste facilities, anaerobic digesters, poultry farms, urban extensions, rail freight interchanges, energy centres, waste handling sites, sewage works and shopping and sports centres, amongst others. He also has experience in ambient air quality monitoring, the analysis and interpretation of air quality monitoring data, the monitoring and assessment of nuisance odours and the monitoring and assessment of construction dust. He is a Member of the Institute of Air Quality Management and is a Chartered Scientist.

### ██████████, BSc (Hons)

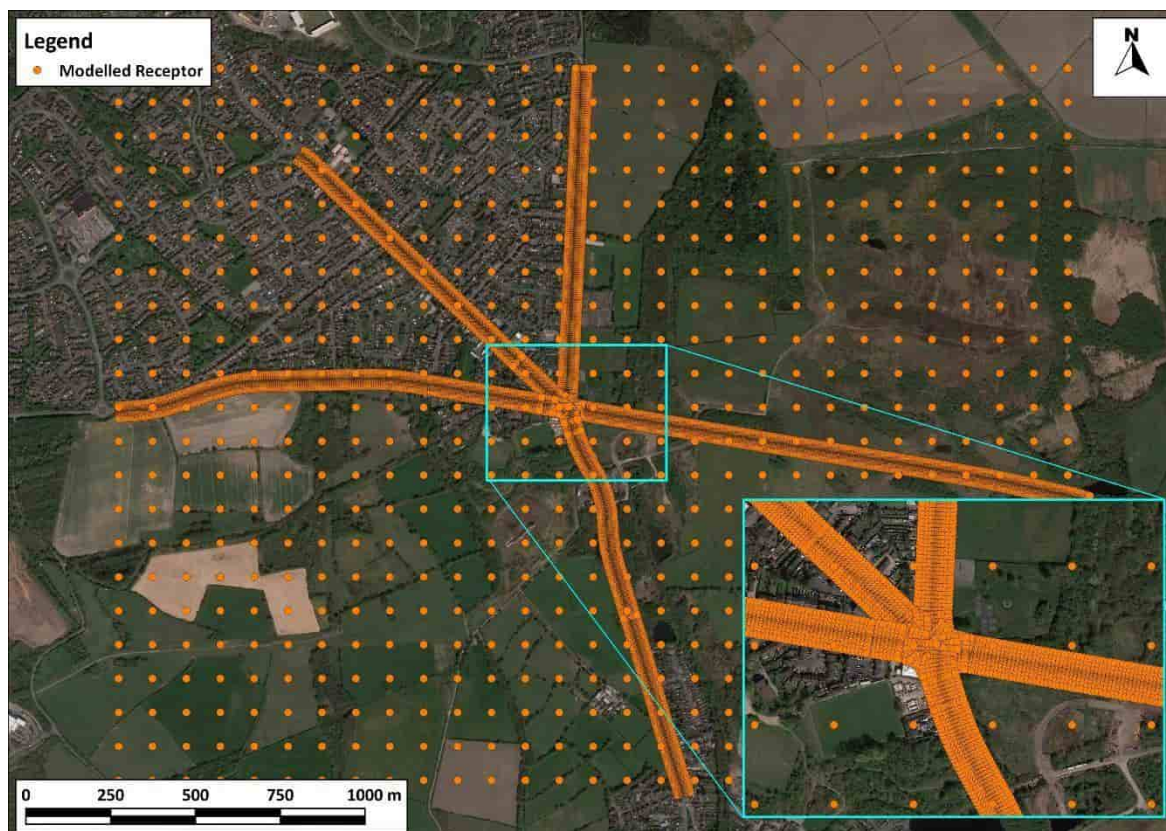
██████████ is an Assistant Consultant with AQC, having joined in September 2020. He holds a BSc in Meteorology and Climate Science from the University of Leeds and is currently finishing his PhD at the University of Edinburgh, which investigates population exposure to air pollution and its inequality in the UK. ██████████ has a keen interest in modelling and data science. He is now gaining experience in the field of air quality monitoring and assessment.

## A2 Modelling Methodology

### Receptors

#### A2.1

Concentrations of annual mean nitrogen dioxide have been predicted across a source-oriented grid of receptors, along with a background Cartesian grid, to enable the production of contour plots. The receptor grid has been modelled at a height of 1.5 m above ground level and is shown in Figure A2.1. Additional receptors have been modelled at the façade of the Five Ways Inn at the locations shown in Figure 9, to reflect first-floor level exposure; these receptors have been modelled at 4.5 m height. Concentrations have also been modelled at the automatic and diffusion tube monitoring sites located within AQMA 3, in order to verify the model outputs.



**Figure A2.1: Gridded Receptors**  
Imagery ©2021 Google.

## Background Concentrations

A2.2 Background concentrations have been defined using Defra's 2018-based background maps (Defra, 2021a), calibrated against local measurements made at the HH02, FW02 and GM02 background diffusion tube monitoring sites. The locations of the monitoring sites are shown in Figure 6. The measured nitrogen dioxide concentrations at these sites in 2019 were, on average, 1.18 times higher than the 2019 mapped background concentrations. All mapped background nitrogen dioxide concentrations for the grid squares covering the study area have therefore been calibrated by applying a factor of 1.18. Background concentrations at individual receptors were interpolated from the grid of calibrated background concentrations, to avoid step changes in concentrations between background grid squares.

## Model Inputs

A2.3 Predictions have been carried out using the ADMS-Road's dispersion model (v5). The model requires the user to provide various input data, including emissions from each section of road and the road characteristics (including road width). Vehicle emissions have been calculated based on vehicle flow, composition and speed data using the EFT (Version 10.1) published by Defra.

A2.4 Vehicle flows and fleet composition data have initially been taken from a classified count carried out at the Five Ways Island roundabout in 2017. The peak hour (7:30-9:30 AM + 4-6 PM) movements from the count data have been factored to AADT flows by comparison with 2019 DfT count data for the A5190<sup>41</sup>. The

<sup>41</sup> DfT (2021) Road traffic statistics, Available: <http://www.dft.gov.uk/matrix/>.

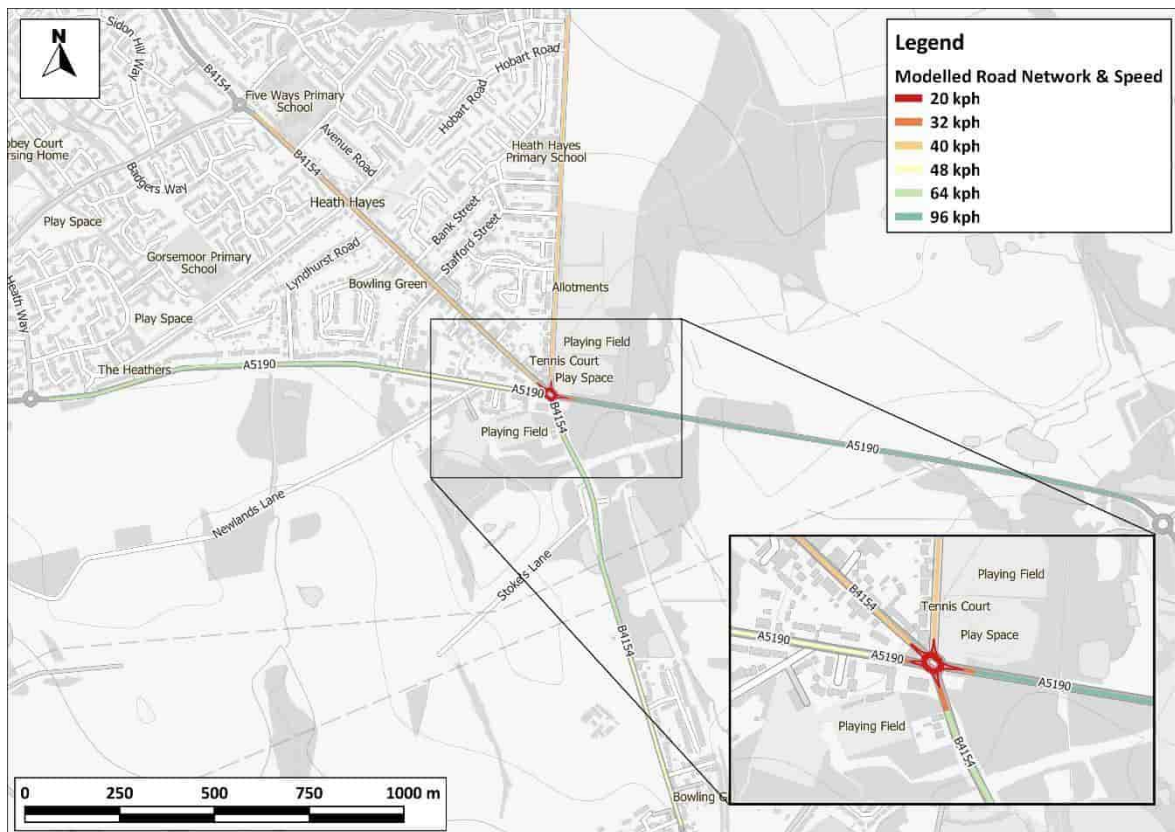
traffic data used in this assessment are summarised in Table A2.1. Diurnal and monthly flow profiles for the traffic have been derived from the national profiles published by DfT<sup>42</sup>.

**Table A2.1: Summary of Traffic Data used in the Assessment (AADT Flows)**

Road Link	AADT	% Car	% LGV	% Rigid HGV	% Artic HGV	% Bus/Coach	% Motorcycle
<b>A5190 West</b>	13,191	82.7	12.9	3.0	0.6	0.3	0.5
<b>B4154 North</b>	10,644	83.5	13.7	1.3	0.0	1.0	0.6
<b>Wimblebury Road</b>	4,819	83.1	13.7	2.5	0.2	0.1	0.5
<b>A5190 East</b>	17,821	83.0	13.2	2.6	0.5	0.1	0.5
<b>B4154 South</b>	10,018	84.1	12.3	1.7	0.1	1.1	0.6

A2.5 Figure A2.2 shows the road network included within the model, along with the speed at which each link was modelled. Traffic speeds have been estimated based on professional judgement, taking account of the road layout, speed limits and the proximity to a junction.

<sup>42</sup> DfT (2020) DfT Road traffic statistics (TRA03), Available: <https://www.gov.uk/government/statistical-data-sets/roadtraffic-statistics-tra>.



**Figure A2.2: Modelled Road Network & Speed**

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- A2.6 Hourly sequential meteorological data in sectors of 10 degrees from Coleshill for 2019 have been used in the model. The Coleshill meteorological monitoring station is located 30 km to the southeast of Heath Hayes. It is deemed to be the nearest monitoring station representative of meteorological conditions in the vicinity of Heath Hayes; both are located at inland locations in the West Midlands where they will be influenced by the effects of inland meteorology over relatively flat-lying topography. A wind rose for the site for the year 2019 is provided in Figure A2.3. The station is operated by the UK Met Office. Raw data were provided by the Met Office and processed by AQC for use in ADMS. Meteorological model input parameters are summarised in Table A2.2 and, where considered necessary, discussed further below.



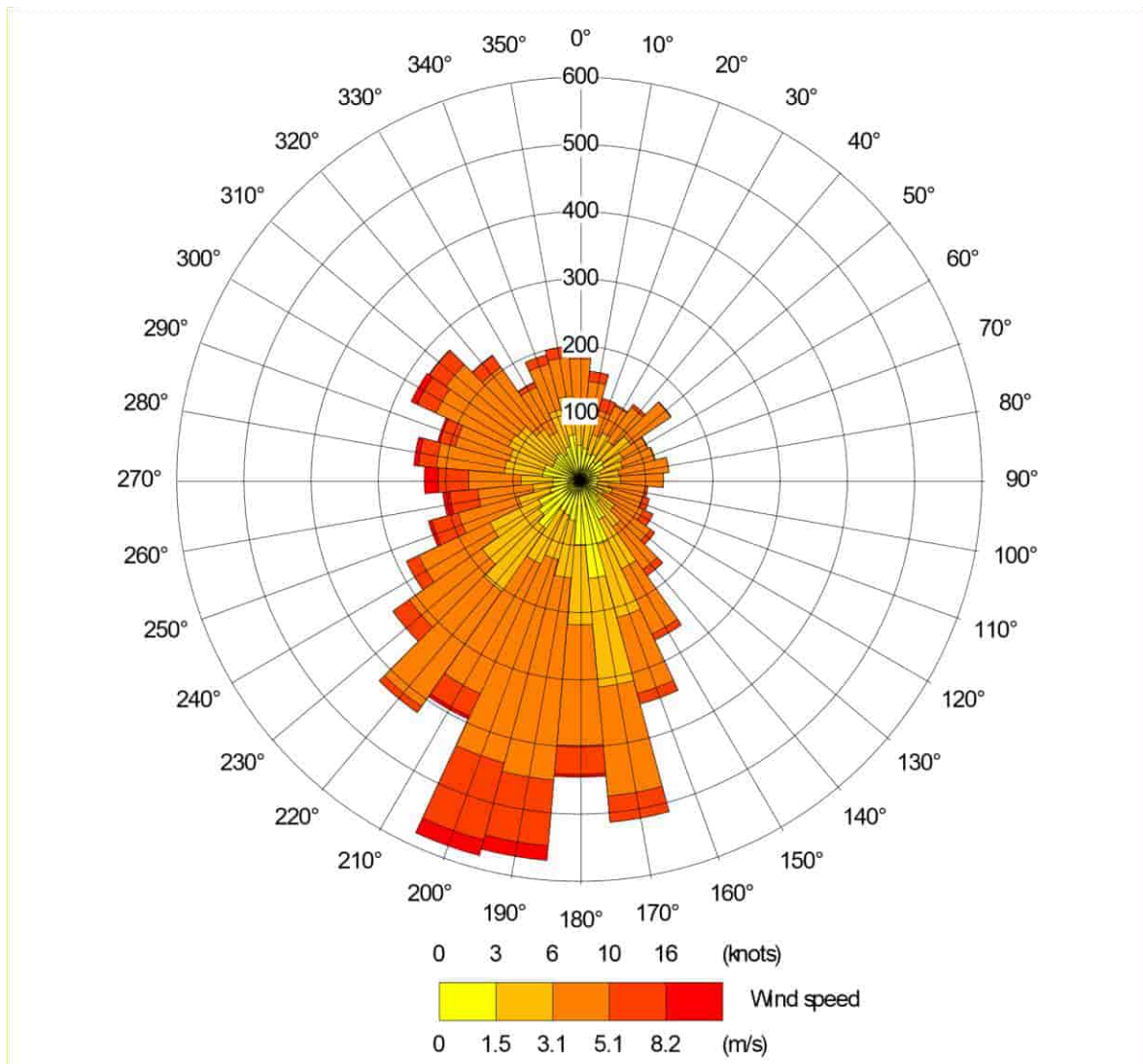


Figure A2.3: Coleshill 2019 Wind Rose

Table A2.2: Summary of Meteorological Model Inputs

Model Parameter	Value Used
Meteorological Monitoring Site	Coleshill
Meteorological Data Year	2019
Dispersion Site Surface Roughness Length (m)	0.5
Dispersion Site Minimum MO Length (m)	10
Met Site Surface Roughness Length (m)	0.2
Met Site Minimum MO Length (m)	1

## Model Verification

A2.7 In order to ensure that ADMS-Roads accurately predicts local concentrations, it is necessary to verify the model against local measurements. The model has been run to predict the annual mean concentrations during 2019 at the HHMS automatic and HFRDRD, CNKRD, HHFW, FW01 and HH01 diffusion tube monitoring sites within AQMA 3. The locations of the monitoring sites are shown in Figure 6.

- A2.8 Most nitrogen dioxide (NO<sub>2</sub>) is produced in the atmosphere by reaction of nitric oxide (NO) with ozone. It is therefore most appropriate to verify the model in terms of primary pollutant emissions of nitrogen oxides (NO<sub>x</sub> = NO + NO<sub>2</sub>).
- A2.9 The model output of road-NO<sub>x</sub> (i.e., the component of total NO<sub>x</sub> coming from road traffic) has been compared with the 'measured' road-NO<sub>x</sub>. Measured road-NO<sub>x</sub> has been calculated from the measured NO<sub>2</sub> concentrations and the predicted background NO<sub>2</sub> concentration using the NO<sub>x</sub> from NO<sub>2</sub> calculator (Version 8.1) available on the Defra LAQM Support website.
- A2.10 The unadjusted model has under predicted the road-NO<sub>x</sub> contribution; this is a common experience with this and most other road traffic emissions dispersion models. An adjustment factor has been determined as the slope of the best-fit line between the 'measured' road contribution and the model derived road contribution, forced through zero (Figure A2.4). The calculated adjustment factor of 2.339 has been applied to the modelled road-NO<sub>x</sub> concentration for each receptor to provide adjusted modelled road-NO<sub>x</sub> concentrations.
- A2.11 The total nitrogen dioxide concentrations have then been determined by combining the adjusted modelled road-NO<sub>x</sub> concentrations with the predicted background NO<sub>2</sub> concentration within the NO<sub>x</sub> to NO<sub>2</sub> calculator. Figure A2.5 compares final adjusted modelled total NO<sub>2</sub> at each of the monitoring sites to measured total NO<sub>2</sub> and shows a close agreement.

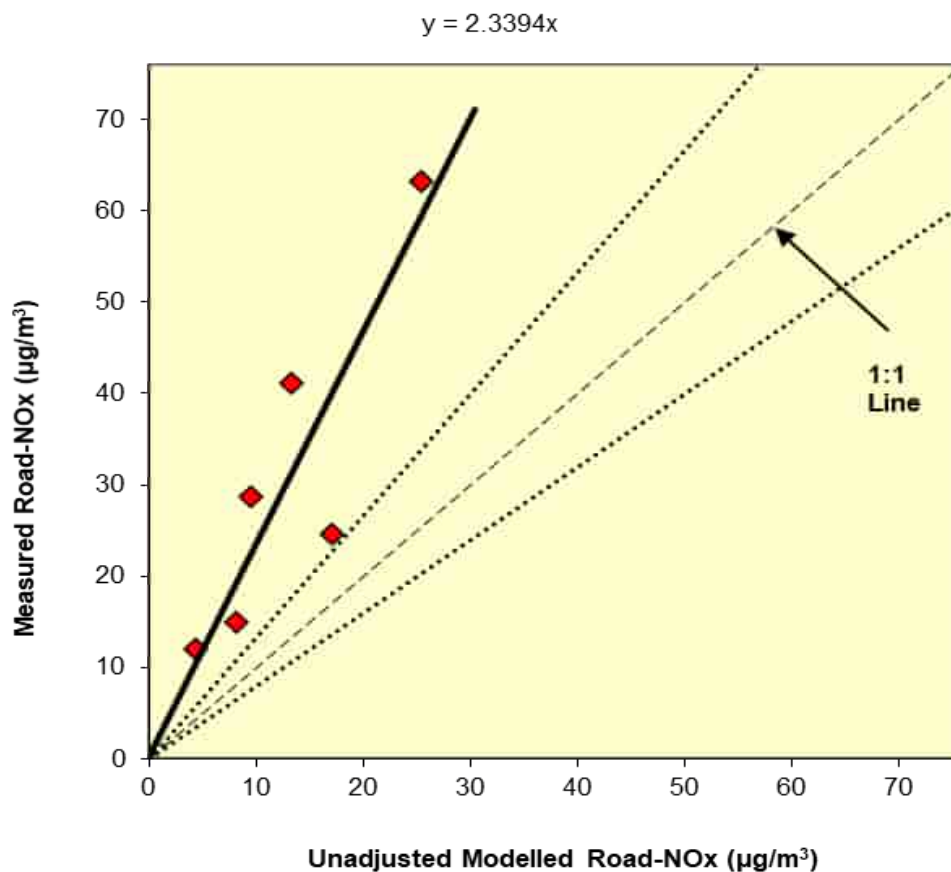
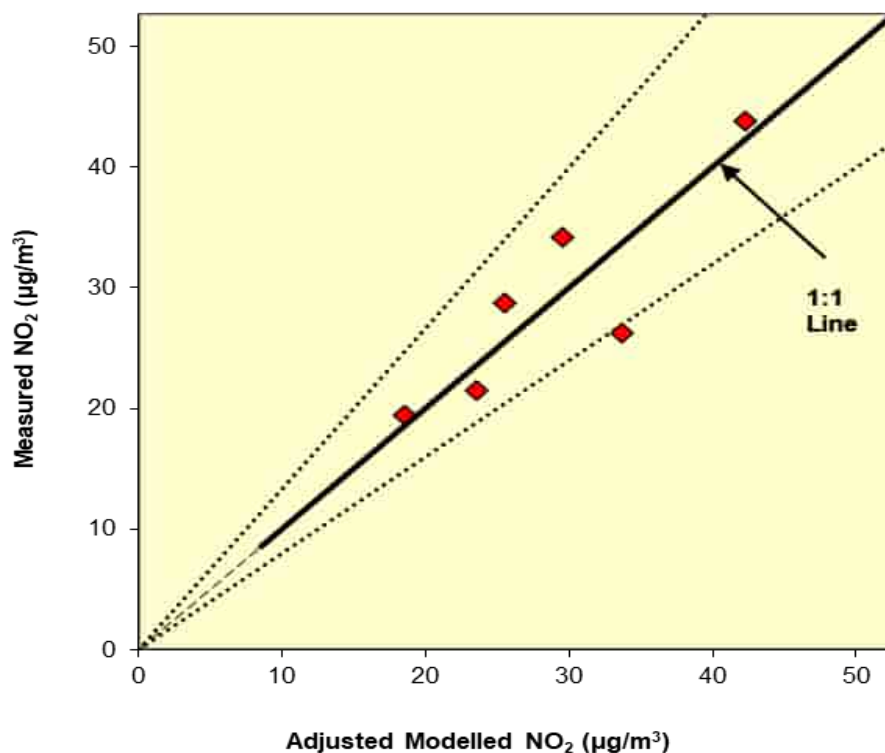


Figure A2.4: Comparison of Measured Road NO<sub>x</sub> to Unadjusted Modelled Road NO<sub>x</sub> Concentrations. The dashed lines show  $\pm 25\%$ .



**Figure A2.5: Comparison of Measured Total NO<sub>2</sub> to Final Adjusted Modelled Total NO<sub>2</sub> Concentrations. The dashed lines show  $\pm 25\%$ .**

2.11.1 Table A2.3 shows the statistical parameters relating to the performance of the model, as well as the 'ideal' values<sup>1</sup>. The values calculated for the model demonstrate that it is performing well.

**Table A2.3: Statistical Model Performance**

Statistical Parameter	Model-Specific Value	'Ideal' Value
Correlation Coefficient <sup>a</sup>	0.88	1
Root Mean Square Error (RMSE) <sup>b</sup>	3.98	0
Fractional Bias <sup>c</sup>	0.00	0

<sup>a</sup> Used to measure the linear relationship between predicted and observed data. A value of zero means no relationship and a value of 1 means absolute relationship.

<sup>b</sup> Used to define the average error or uncertainty of the model. The units of RMSE are the same as the quantities compared (i.e. µg/m<sup>3</sup>). TG16 (Defra, 2018b) outlines that, ideally, a RMSE value within 10% of the air quality objective (4µg/m<sup>3</sup>) would be derived. If RMSE values are higher than 25% of the objective (10 µg/m<sup>3</sup>) it is recommended that the model is revisited.

<sup>c</sup> Used to identify if the model shows a systematic tendency to over or under predict. Negative values suggest a model over-prediction and positive values suggest a model under-prediction.

## Post-processing


A2.12 The model predicts road-NO<sub>x</sub> concentrations at each receptor location. These concentrations have been adjusted using the adjustment factor set out above, which, along with the background NO<sub>2</sub>, has been processed through the NO<sub>x</sub> to NO<sub>2</sub> calculator available on the Defra LAQM Support website. The traffic mix within the calculator has been set to "All other urban UK traffic", which is considered suitable for the study area. The calculator predicts the component of NO<sub>2</sub> based on the adjusted road-NO<sub>x</sub> and the background NO<sub>2</sub>.

Figure 2: Air Aware. School Case Study

Staffordshire and Stoke-On-Trent Air Quality Project


# Air Aware Staffordshire

School Case Study: Heath Hayes Academy



The Staffordshire and Stoke-On-Trent Air Quality Project (Air Aware Staffordshire) was a DEFRA funded project to work with Schools and Businesses in air quality management areas (AQMAs) in Staffordshire and Stoke-On-Trent. An initial 15 schools were identified to work with in the first year and a further 10 identified to work with in year two.


Heath Hayes Primary Academy is located close to one of the highest polluted areas in the county near the 'Five Ways' island in Cannock. Air pollution levels exceed the legal limits and local and commuter traffic have been identified as contributing factors. The aims and objectives of working with Heath Hayes and surrounding schools include reducing car use, raising active travel, reducing local air pollution and raising awareness of air quality.






Heath Hayes has 193 Pupils from Reception to year 6 (aged 5-11 years old) with an average size catchment area. There was a high propensity to drive with 60% of the pupils travelling to school by car. The headteacher was keen to reduce the number of cars around the school at pick up and drop off times and to improve the air quality. The school was also in the bottom 10% for obesity levels and the head was keen to improve pupils' health.

The School Travel Advisor worked closely with the school staff to develop the school travel plan using Modeshiō Stars to evidence the work they were doing and record the changes. Working together we identified a number of measures and objectives that would help achieve the outcomes.

- To promote a new Park & Stride scheme.
- To promote cycling and scooting as an alternative to the car.
- To increase cycle and scooter storage.
- To engage with parents and pupils to raise awareness of Air Pollution and its effects.
- To increase the health and fitness of the pupils and lower exposure to pollution.



Launching the Park & Stride

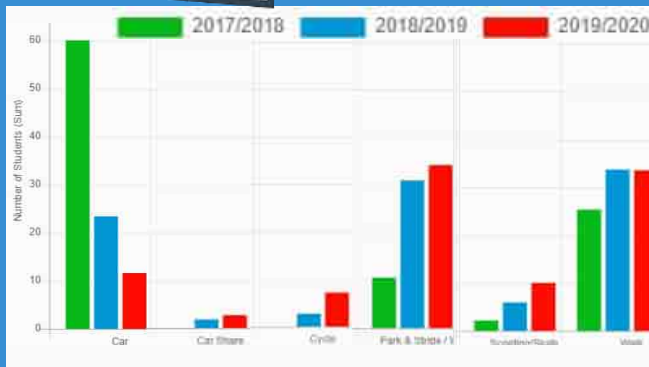
The school appointed eight “AcOve Travel Ambassadors” to help promote the iniOaOves and campaigns that were run as part of the travel plan. They met with the school travel plan champions and travel advisor on a regular basis to discuss campaigns and come up with creaOve ideas and they played a key role in all of the campaigns and promoted the iniOaOves to their peers within school. They invited residents, PCSOs, Councillors and the local MP into school to see the work they were doing and to gain their support.



The school ran many campaigns during the 2 year project, delivered air quality lesson plans provided by the Travel Advisor, clubs to promote acOve travel and sessions to raise awareness of air quality and road safety.

Some of the most notable campaigns were:

- Clean Air Day; when the school invited parents in to see the acOviOes and delivered whole school lessons about air polluOon.
- An AnO-Idling Campaign; a County Council designed toolkit delivered by the Travel Ambassadors to target parents who were idling whilst picking up pupils from school, both of these gained huge media aSenOon and featured on BBC and ITV news.
- Walk to School Week; where all children were encouraged to walk. They launched the Park & Stride scheme that week so even those sOll travelling by car could walk some of the way.
- Scoot to School Week; which was promoted to all children and saw a massive 60% of the children scooOng to school at least once that week. They also ran aOer school scooter club to help increase confidence on scooters, and installed addiOonal storage.



- Car use fell from 60% to 12%
- Car share went from 0% to 3%
- Cycling increased from 1% to 7%
- Park & Stride rose from 10% to 34%
- ScooOng went up from 2% to 10%
- Walking went up from 24% to 33%
- All AcOve Travel rose from 27% to 50%

### Notable Achievements

- Featured on TV News Broadcasts twice during the campaign
- Monitoring showed a reducOon in Air PolluOon of up to 20%
- Achieved Gold Status for the School Travel Plan
- Visits MPs and Councillors to showcase achievements and raise awareness
- Awarded Regional School of the Year at the NaOonal ModeshiO Stars Awards for Travel Planning



## QA/QC of Diffusion Tube Monitoring

Details of non-automatic (i.e., passive) monitoring using diffusion tubes are as follows:

Diffusion tubes are supplied and analysed by Staffordshire Scientific Services, Staffordshire County Council. The preparation method is 20 % TEA, 80 % water – pipetted.

The lab follows the procedures as set out in the Harmonisation Practical Guidance and is UKAS accredited for this method. It takes part in the NO<sub>2</sub> Network Field Inter-comparison, managed by Health and Safety Laboratory on behalf of AEA. Their lab code is 1017. The bias factor for 2021 is 0.86, which is calculated using local co-location data. The lab takes part in the WASP scheme managed by Health and Safety Laboratory. Lab code 1017. The latest results for this can be found at [Link](#).<sup>43</sup>

### Diffusion Tube Annualisation

All diffusion tube monitoring locations within Cannock Chase District recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

### Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 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.TG16 provides guidance with regard to 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 NO<sub>x</sub>/NO<sub>2</sub> continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Cannock Chase Council have applied a national bias adjustment factor of 0.86 to the 2021 monitoring data. A summary of bias adjustment factors used by Cannock Chase Council over the past five years is presented in Table C.1.

TG16 provides guidance on where local/ national bias factors should be applied. Generally, the guidance suggests that a local factor would be more appropriate, however, the recommendation for use of a national factor where the survey consists of tubes exposed over a range of settings, which differ from the co-location site overrides other consideration in our instance. Although an automatic NO<sub>2</sub> monitoring site is located at Cannock A5190 roadside in AQMA3, this is a local road and not particularly representative of the A5 trunk road where AQMAs 1 and 2 are located, there is a significant number of HGV vehicles and various speed and queue variables. We feel that the amalgamated bias

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<sup>43</sup> <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/>

correction data for other Staffordshire highways lab customers reflects a range of road types and is consistent with their lab procedures. Therefore, more reliable than a local bias factor based on 1 monitoring location.

**Table C.1 – Bias Adjustment Factor**

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2021	National	03/22	0.86
2020	National	03/21	0.85
2019	National	Not Recorded	0.93
2018	National	Not Recorded	0.88
2017	National	Not Recorded	0.88
2016	National	Not Recorded	0.91

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

Wherever possible, local authorities should ensure that 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 should be 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.

No diffusion tube NO<sub>2</sub> monitoring locations within Cannock Chase Council required distance correction during 2021.

### QA/QC of Automatic Monitoring

The Cannock A5190 Roadside monitoring site is classified as an AURN site. As such, the following apply:

Data Management	Arranged through AURN network
Local Site Operator (LSO) duties	Cannock Chase Council Environmental Health Department
Frequency of Calibrations	Fortnightly
Audit/servicing	Arranged by AURN network
Ratification process	Arranged by AURN Network
Data Availability	<a href="#">Link</a> <sup>44</sup>

<sup>44</sup> [https://uk-air.defra.gov.uk/data/flat\\_files?site\\_id=CANK](https://uk-air.defra.gov.uk/data/flat_files?site_id=CANK)

### **PM<sub>10</sub> and PM<sub>2.5</sub> Monitoring Adjustment**

Not applicable

### **Automatic Monitoring Annualisation**

All automatic monitoring locations within Cannock Chase Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

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

Wherever possible, local authorities should ensure that 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 should be estimated using the 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.

No automatic NO<sub>2</sub> monitoring locations within Cannock Chase Council required distance correction during 2021.



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

No annualisation of data required for this report.

**Table C.3 – Local Bias Adjustment Calculation**

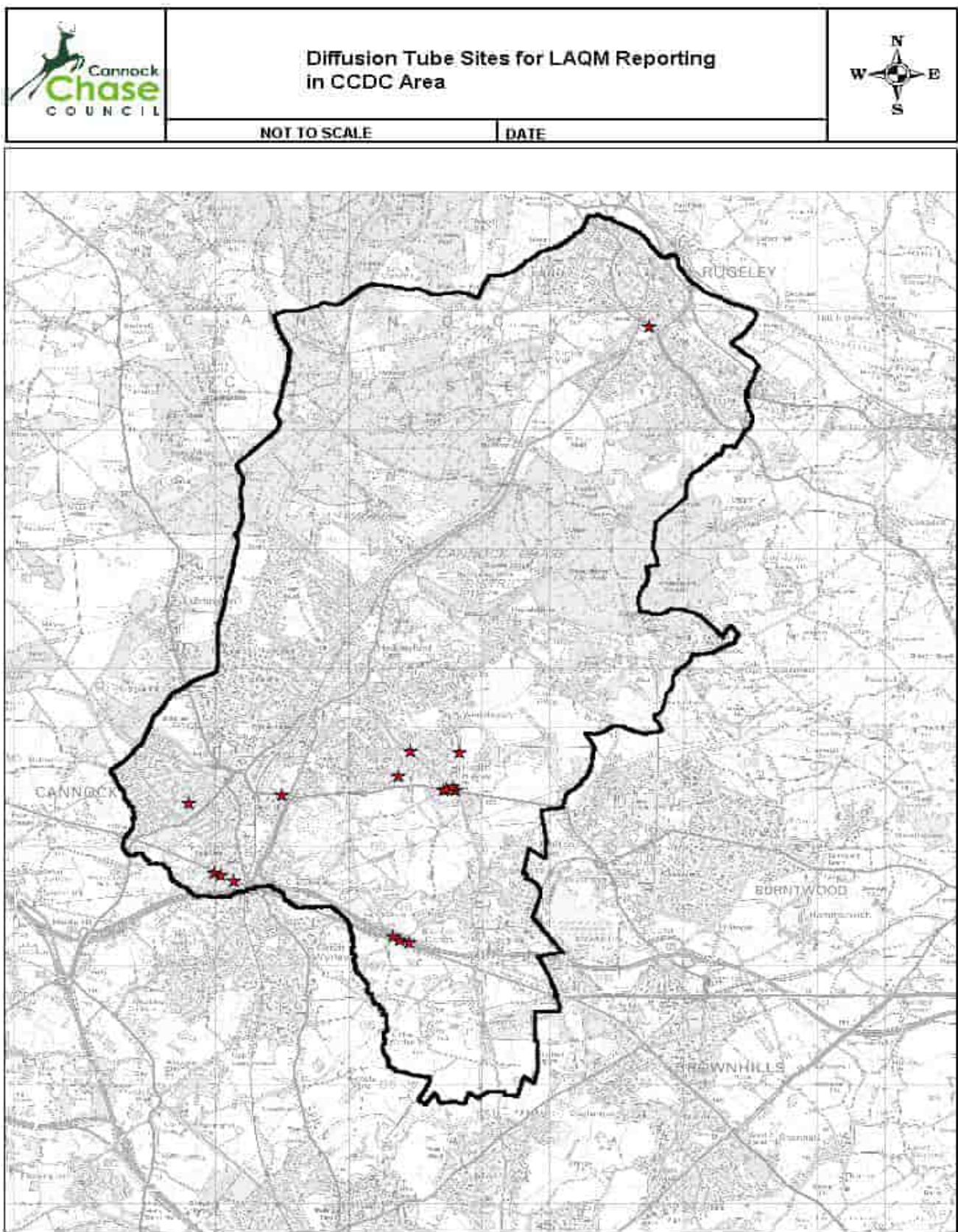
Local bias adjustment was not used in this report.

**Table C.4 – NO<sub>2</sub> Fall off With Distance Calculations (concentrations presented in µg/m<sup>3</sup>)**



Not applicable for this document as there were no exceedances in the relevant locations

## Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Site





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	<h3>Diffusion Tubes in AQMA 1</h3>	
NOT TO SCALE		DATE





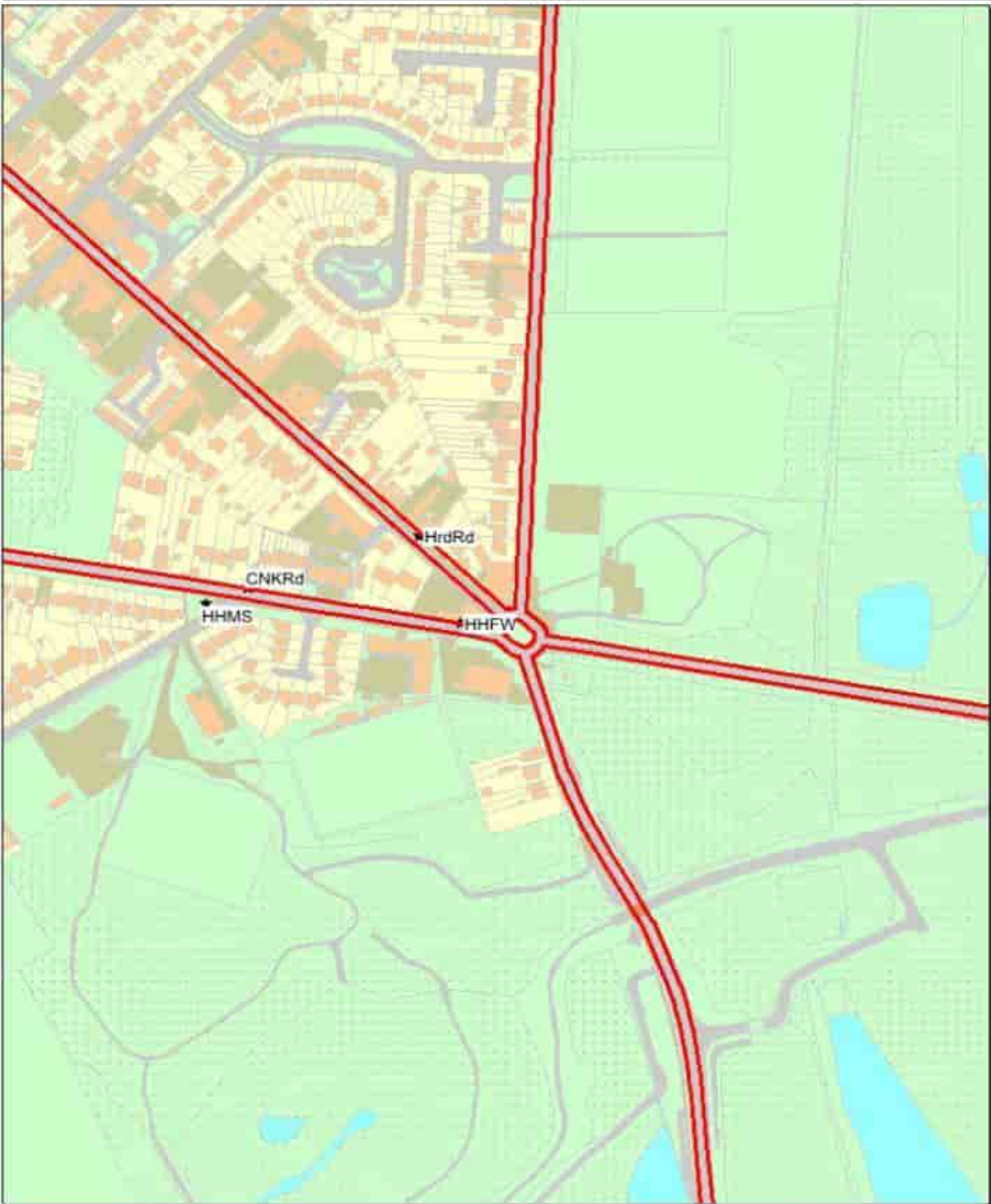
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	<h3>Diffusion Tubes in AQMA 2</h3>	
<b>NOT TO SCALE</b>		<b>DATE</b>



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	<h3>Diffusion Tubes in AQMA 3</h3>	
NOT TO SCALE		DATE



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

**Table E.1 – Air Quality Objectives in England<sup>45</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>45</sup> The units are in micrograms 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
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 Highways England
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.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

<b>Report of:</b>	<b>Head of Economic Prosperity</b>
<b>Contact Officer:</b>	<b>Dean Piper</b>
<b>Telephone No:</b>	<b>01543 464 223</b>
<b>Portfolio Leader:</b>	<b>District &amp; High Street Development</b>
<b>Key Decision:</b>	<b>Yes</b>
<b>Report Track:</b>	<b>Cabinet: 25/08/22</b>

**Cabinet**  
**25 August 2022**  
**Economic Prosperity Strategy Refresh**

**1 Purpose of Report**

- 1.1 To present the refreshed Economic Prosperity Strategy for adoption by Cabinet.

**2 Recommendation(s)**

- 2.1 That Cabinet formally approves the refreshed Economic Prosperity Strategy as presented at Appendix 1.
- 2.2 That the Head of Economic Prosperity in consultation with the Portfolio Leader for District and High Street Development, be authorised to implement the Strategy utilising existing resources and maximising external funding, and to keep the Strategy under review, making any minor amendments as necessary to reflect changes in legislation or Government policy.

**3 Key Issues and Reasons for Recommendations**

**Key Issues**

- 3.1 The Council published its Economic Prosperity Strategy for 2020-2030 in January 2020.
- 3.2 The Council has a key role to play in supporting the economic prosperity of the District and is currently working to deliver a number of high profile projects that will deliver new jobs and investment and increase the skills levels of local residents.
- 3.3 Due to the changing economic and policy context and to reflect the fact that the Council has refreshed its Corporate Plan, it has been necessary to review and update the Economic Prosperity Strategy. Work has been undertaken to update

the Strategy and to engage members and stakeholders to review the vision and priorities via a number of workshop sessions.

- 3.4 Following the workshops, officers have refreshed the Economic Prosperity Strategy, and this now covers the 10 year period from 2022 to 2032. The Strategy includes a revised vision statement, a refreshed set of economic priorities and an updated Action Plan.

### **Reasons for Recommendations**

- 3.5 The refreshed Economic Prosperity Strategy sets out an economic vision for the period 2022-2032 and includes a number of projects and activities that are designed to improve the prosperity of local residents, increase economic growth and productivity, whilst supporting the Council's goal to achieve carbon neutrality. The Strategy sets out a number of key economic indicators that will need to be monitored and will identify the District's progress towards achieving the vision.

## **4 Relationship to Corporate Priorities**

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

- (i) Economic Prosperity: supporting the Council's aim to 'reinvigorate our economy and create a District that thrives'.

## **5 Report Detail**

### **Background**

- 5.1 In January 2020, Cabinet approved the Council's Economic Prosperity Strategy. The purpose of the Strategy is as follows:
- To clearly set out a vision for the future and a 'direction of travel' for the District's economy.
  - To identify how the District can support / complement emerging Industrial Strategies and town centre strategies and plans.
  - Provide a clear focus for delivery and Council investment in economic development projects/initiatives as well as bids for external funding.
  - To exert influence on the strategies and plans of key stakeholders / partner organisations.
- 5.2 Since the Strategy was adopted in January 2020; there have been a number of important of macro-economic and policy changes which have necessitated a review and refresh of the Economic Prosperity Strategy.
- 5.3 The Covid-19 pandemic had a major disruptive impact on the District's economy with some businesses forced to close or operate with restrictions. Many local workers were placed into furlough and unemployment rates increased significantly, although the number of local residents claiming benefits, has decreased, albeit not returning to pre-pandemic levels.

- 5.4 The pandemic had a significant impact on sectors such as retail, hospitality, and arts / entertainment. In response, a package of Government grants and employment support was announced in an attempt to mitigate the economic impact of COVID-19 and to assist with running costs of closed businesses which remained without income. The Council played a key role in distributing grants to eligible businesses via mandatory support grants and Additional Restrictions Grant monies (ARG). 8,845 grants totalling £38.3m have been issued during the last 2 years and have provided a much needed lifeline to struggling businesses affected by Covid and the Pandemic.
- 5.5 The District's economy has started to recover from the pandemic with unemployment reducing and businesses investing, creating renewed confidence in the District as a place to do business. The McArthurGlen Designer Outlet opened in April 2021 and has created significant investment and new jobs for the District. The re-development of the former Rugeley Power Station site is progressing well, with demolition works completed and remediation works well underway. In October 2021, the Council was successful in securing £20 million from the Levelling Up Fund to support the regeneration of Cannock Town Centre. There has been considerable investment in skills provision with the opening of a new Engineering Academy and Digital Skills Academy at Cannock College. In early August 2022, Cannock Chase Forest successfully hosted the Mountain Biking event for the 2022 Birmingham Commonwealth Games, and this event has showcased the District, with the potential to create to grow the visitor economy in the medium-long term.
- 5.6 However, the macro-economic climate is extremely challenging and is this is creating pressure for local businesses and residents. The conflict in Ukraine, is likely to create further economic uncertainty for the UK economy, and in turn is exacerbating the existing pressures on cost of living, with energy bills and inflation soaring.
- 5.7 At a national level, there has been a change in the policy context, with the Government launching its Levelling Up White Paper and a renewed focus on achieving Net Zero targets. The Government has launched new funding streams i.e., Levelling Up Fund, UK Shared Prosperity Fund, designed to level up parts of the UK that have fallen behind in terms of their economic performance. Governance arrangements for the delivery of economic growth activities is also likely to change, with the potential for further devolution to County areas and a change in the role of Local Enterprise Partnerships.

### **Refreshed Economic Prosperity Strategy**

- 5.8 Taking account of the various economic challenges and changes to the policy context, the existing Economic Prosperity Strategy has been refreshed to ensure that it is up to date and also reflects the priorities outlined in the Council's new Corporate Plan for 2022-26. The review of the Strategy is also set against the context of the current challenging financial environment for the Council and the limited availability of resources and capacity to deliver.
- 5.9 To support the review process, officers commissioned an external consultancy (Lichfields) to facilitate virtual workshops with members and external stakeholders during November 2021 and January 2022. The workshops were used to gather feedback and insight on the extent to which the Strategy's vision and priorities

required updating and to ensure that overall, the strategy captures the key opportunities to drive the economic growth of the District. The key messages from the workshops were as follows:

- The previous economic vision was still appropriate and did not require any fundamental changes, but would benefit from being clearer, particularly in relation to achieving 'clean growth' principles.
- There was acknowledgement that there had been some progress made in delivering the actions in the original Strategy, but the Council's efforts had been diverted to support the Covid-19 response and supporting local businesses.
- The Council's success in securing £20 million of funding from the Levelling Up Fund for Cannock Town Centre had created an opportunity to build confidence in the District and secure further investment for other projects across the District. There was a need for the Council to work with partners to develop a project pipeline and have projects ready to go when funding becomes available.
- The economic themes needed to be refreshed and there was acknowledgment that there were strong connections and inter-dependencies between the themes.
- The Action Plan linked to the Strategy needed to be revisited and updated with completed projects removed, and new projects added.

5.10 Following the workshop sessions, officers have refreshed the Economic Prosperity Strategy, and this now covers the 10 year period from 2022 to 2032. The Strategy includes a revised vision statement, a refreshed set of economic priorities and an updated Action Plan. The new Economic Prosperity Strategy is attached at Appendix 1.

### **Economic vision**

5.11 The Economic Prosperity Strategy sets out an ambitious vision for the District to 2032 as follows:

***By 2032 Cannock Chase will be capitalising upon clean growth opportunities to drive a highly productive, prosperous, and resilient economy. The District's unique environmental assets, locational advantages and entrepreneurial spirit will define Cannock Chase as a vibrant place to live, work and visit.***

5.12 The refreshed vision is consistent with the Council's overarching ambitions as set out in the new Corporate Plan, where the Council states its aim to 'reinvigorate our economy and create a District that thrives'. The vision responds to the growing momentum around an area that is transforming and re-defining its economic purpose and builds upon existing strengths and unique assets (most notably Cannock Chase Area of Outstanding Natural Beauty and the infrastructure that supports this) and re-states the Council's ambition to support economic opportunities that promote clean growth.

## Key themes and actions

- 5.13 To support the delivery of the vision, five themes, set out below, are identified within the Strategy with corresponding rationales and ambitions:
1. Attract investment to develop the District's economy
  2. Encourage entrepreneurship, promote apprenticeships, and support business
  3. Attract modern, green, and skilled industries and create jobs
  4. Rejuvenate our town centres
  5. Support the development of our visitor economy
- 5.14 Within the Strategy, a range of immediate and short-term projects and opportunities are identified, many of which are already being progressed or are in the pipeline:
1. Levelling Up Fund project for Cannock Town Centre.
  2. UK Shared Prosperity Fund - Cannock Chase has been allocated £3.021m to and this money will be invested over the next three years to fund projects that support economic growth, skills development, and local communities.
  3. Rugeley Power Station re-development and Zero Carbon Rugeley.
  4. Cannock Railway Station potential upgrade.
  5. McArthurGlen Designer Outlet West Midlands Phase Two.
  6. 2022 Commonwealth Games - Mountain Biking event at Cannock Chase Forest and potential legacy.
  7. South Staffordshire College - Skills and Innovation Hub and future investment.
  8. New Local Plan for the District.
- 5.15 The Strategy also sets out a portfolio of wider opportunities and slightly longer-term interventions that could offer the potential to deliver against the economic vision, priorities and ambitions.

## Resource implications

- 5.16 The Economic Prosperity Strategy sets out an economic vision and direction of travel for the District over the next 10 years. The Strategy builds upon existing activities being taken forward by the Council in relation to economic development; however, the adoption of the Strategy will involve both additional ongoing resources and one-off initiatives. Additional revenue resources were allocated in the Council budget in February 2020 to support the delivery of the Economic Prosperity Strategy and action plan and this funding remains available to allocate to priority actions. Cabinet should note that the delivery of the Levelling Up Fund project for Cannock Town Centre will have a major call on the remaining resources, and these will support programme management costs and feasibility and design work during the lifetime of the project.
- 5.17 There could potentially be capital investment needed in the future for a number of projects identified in the action plan and these would need to be subject to separate business cases at the appropriate time. The Council would seek to maximise external funding opportunities and build on its successful track record in securing external funding and investment.



## Implementation

- 5.18 Key actions will be incorporated into the Council's annual Priority Delivery Plans, where they are Council led projects. It should, however, be noted that many of the actions will be delivered by partners. Performance will be reported to Cabinet on a quarterly basis as part of the established PDP reporting process. The Strategy and action plan will be reviewed by officers on a regular basis.

<h2>6 Implications</h2>
-------------------------

### 6.1 Financial

There are no direct financial implications arising from this report. As discussed within the report funding for the development and delivery of the Economic Prosperity Strategy has already been provided within the budget and there has been no additional cost than that budgeted identified within this report. It is also worth noting that the existing reserve set aside for the Economic Prosperity Strategy is also being utilised to support programme management costs associated with the delivery of the Levelling Up Fund scheme for Cannock Town Centre.

### 6.2 Legal

There are no legal implications arising from this report.

### 6.3 Human Resources

None.

### 6.4 Risk Management

The Economic Prosperity Strategy seeks to address the corporate risk 'Macroeconomic conditions adversely affect the District's economic performance' which is identified on the Council's Strategic Risk Register. This risk will be mitigated by the Council having a clear economic vision and action plan and set of interventions that aim to create the conditions for investment and improved prosperity for local residents.

### 6.5 Equality & Diversity

The Economic Prosperity Strategy is a strategic document which sets out priorities for the future and proposed actions/interventions. Where appropriate, specific projects and proposals would be assessed for their impact in due course.

### 6.6 Climate Change

The Strategy sets out how the Council aims to develop the economy to capitalise upon clean growth opportunities and develop opportunities for green jobs and investment to be created.

## **7 Appendices to the Report**

Appendix 1: Economic Prosperity Strategy 2022-2032

### **Previous Consideration**

Economic Prosperity Strategy - Cabinet - 30 January 2020.

### **Background Papers**

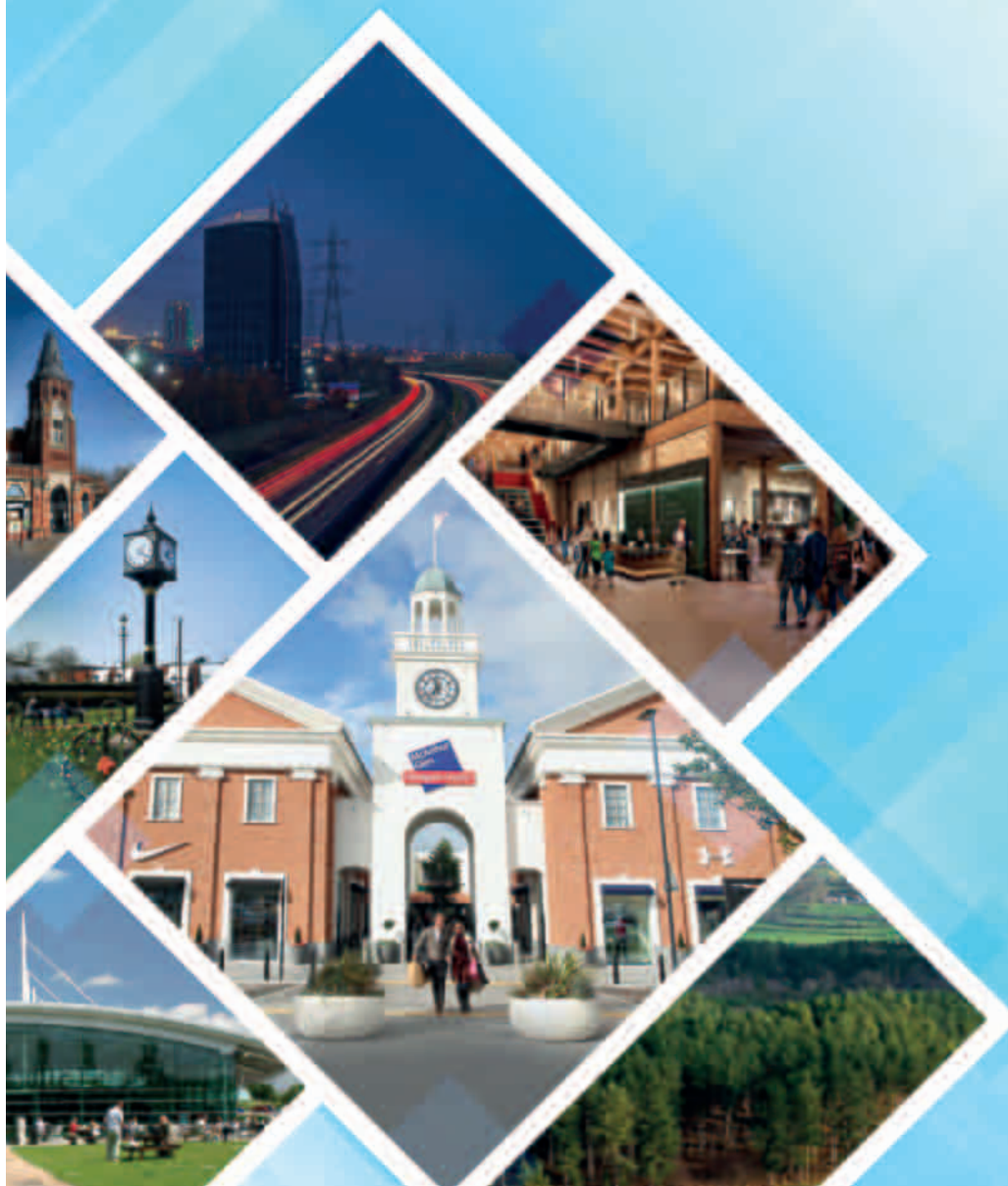
[Economic Prosperity Strategy 2020-2030](#)

# Cannock Chase

**Economic Prosperity Strategy**

2022 -2032





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## Foreword

Over the last decade, Cannock Chase has transformed itself into a prosperous economy becoming not only a thriving hub for Advanced Manufacturing, but a beacon for emerging sectors including retail, business services, construction and environmental technologies.



Despite COVID-19, the District continues to have an excellent track record of attracting new inward investment and developing new and existing businesses to reach their potential and driving forward exciting and transformational regeneration projects.

Having secured £20 million from the Government’s Levelling Up Fund, the Council has exciting plans to redevelop Cannock Town Centre. The Birmingham 2022 Commonwealth Games has put Cannock Chase on the global stage with the successful hosting of the mountain biking events. The transformation of Rugeley Power Station continues at a pace, and the exciting plans which place the District at the forefront of the green revolution. The McArthurGlen Designer Outlet is going from strength to strength with phase 2 of the development set to come forward by 2025.

The Council intends on working with its strategic partners to deliver against the vision and priorities in this strategy and to ensure that the District can capitalise upon the wider Levelling Up opportunities. The District Council has just been awarded an allocation of £3 million from the UK Shared Prosperity Fund and we will work with partners and our communities to ensure that the funding is well spent and delivers against our priorities to reinvigorate our local economy, empowering residents to lead healthy and independent lives, and creating a local environment that is protected, preserved and enhanced for future generations.

Cannock Chase District Council would like to thank those who were involved in the production of this strategy.

**Cllr Mike Sutherland**

**Portfolio Leader for District & High Street Development**



# Introduction

Cannock Chase is a place of heritage, strong local identities, and vibrant communities. It is a District that is going places and the area is re-defining its purpose and reputation as a place for growth and investment. The District is presented with a number of exciting opportunities over the next few years, including:



The Commonwealth Games 2022 mountain biking event hosted in Cannock Chase attracted a large domestic and international TV audience and is increasing interest in cycling locally.

Phase 2 of the McArthurGlen Outlet with a further 50 new retail units expected to be developed and opened by 2025.



Delivery of the Council's £20 million Levelling Up regeneration scheme for Cannock town centre.



Capitalising upon the opportunities offered by the clean growth sector.



Adoption of a new Local Plan; providing land for new housing and employment sites to support growth and investment in the District.



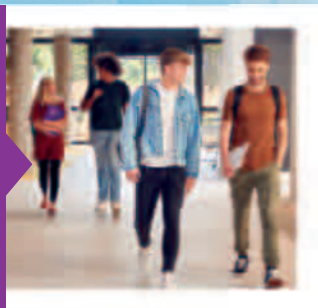
The transformation of Rugeley Power Station as an exemplar zero carbon community.



Cannock railway station transformational upgrade.



The continued development and investment in the Cannock Campus of South Staffordshire College to expand the skills and learning opportunities on offer including HE level qualifications for the first time in the District.



£3 million of UK Shared Prosperity Fund to deliver economic growth projects that support our vision to create a thriving District.



Our new 10 year Economic Prosperity Strategy outlines the Council's vision and priorities for the District's economy.

The Council wants to work with its partners to support businesses to thrive and grow and to ensure local residents can take advantage of the many opportunities that are being created.

The strategy sets out the priorities that the Council will focus on over the next few years and the ambitions that we will strive to deliver against in the medium-long term.

The Economic Prosperity Strategy is aimed at any organisation that may be able to contribute to the economic growth of the District. This could include strategic bodies such as Local Enterprise Partnerships, West Midlands Combined Authority, Staffordshire County Council, as well as local businesses, further / higher education institutions, Town / Parish Councils, landowners and developers or potential investors.

**The Council is clear that success can only be achieved by effective partnership working and whilst the Council can affect positive change through its own resources, it cannot deliver the Strategy without the buy in of other public sector bodies and the business community.**



Photograph courtesy of Opus Land

## Fit with national, regional and local policies and strategies

The Economic Prosperity Strategy complements and connects with a number of key national, regional and local policies and strategies. Policies of other partners and bodies have a major influence on the Council's work and the allocation of funding to support economic growth is often linked to these policies.

### Levelling Up White Paper

The Government published its long awaited Levelling Up White Paper in February 2022 and has placed the Levelling Up of the UK as a central part of its policy agenda. The White paper presents 12 over-arching missions to level up the UK and boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging. To support its Levelling Up agenda, the Government has announced a new £2.6 billion UK Shared Prosperity Fund (UKSPF) which will be invested by local authorities in three main areas: communities and place, support for local businesses and people and skills. Cannock Chase has been provisionally allocated £3.021 million from the UKSPF and is required to allocate and spend the money by March 2025. Furthermore, Cannock Chase Council has been awarded £20 million from the Government's Levelling Up Fund to support the regeneration of Cannock Town Centre. The Council will continue to strive to maximise the opportunities to level up the District and secure further Government funding.



### Devolution

The Government sets out its plans for further devolution of powers and funding to local areas in the Levelling Up White Paper. Mayoral led Combined Authorities have hitherto benefitted from devolution, however, the Government has set out a commitment to look at further devolution at county level and Staffordshire leader's have expressed an interest in negotiating a county deal that could help to deliver more jobs and investment for the District.



### Climate Change

Climate Change is one of the biggest global challenges and the Government has set out a target for the UK to become net zero by 2050. The Government has published various strategies to meet the UK's climate change targets, most recently publishing a Net Zero Strategy in October 2021. Cannock Chase Council has declared a climate emergency and committed to the District becoming carbon neutral by 2030.



### West Midlands Combined Authority (WMCA)

The Council is a non-constituent member of the WMCA and has benefitted from investment to support housing delivery and employment & skills interventions. The Council will continue to work pro-actively with the WMCA particularly on housing delivery; skills and town centre regeneration and upgrades to infrastructure, including Cannock Railway Station.





### Cannock Chase Council Corporate Plan 2022-26

This document sets out the Council priorities and objectives for the next four years. The Corporate Plan focuses on four key priorities Supporting Economic Prosperity, Health and Wellbeing, Community and being a Responsible Council. The Economic Prosperity Strategy contributes to all priority areas and will set out in detail how the Council will aim to attract investment to develop the District's economy, encourage entrepreneurship, promote apprenticeships, support businesses, rejuvenate our town centres and support the development of the visitor economy.



### Cannock Chase Local Plan

The Council's Local Plan (Part 1) 2014 was adopted in June 2014 and is a development plan document that shapes the physical, economic, social and environmental characteristics of the District between 2006 and 2028. The Council is currently developing a new Local Plan which will ensure that sufficient land is allocated to meet needs for housing and employment land as well as creating the right policies for other uses such as retail and leisure.



### Cannock Chase Health in All Approach

Cannock Chase Council has agreed to implement a 'Health in All Policies' approach to help the Council identify how best to tackle health inequalities within the District. By adopting the Health in All Policies approach, the Council has agreed to ensure that it takes into account the health implications of the decisions it makes, targets the key social determinants of health, and most importantly focuses policy and services on improving the health of our local residents.



The Economic Prosperity Strategy plays a key role in creating economic opportunities for local residents and communities and the proposed interventions should positively impact upon health outcomes.

### Staffordshire County Council - Economic Strategy

Staffordshire County Council is a key strategic partner and plays a key role in supporting economic growth, skills development, tourism and investment in infrastructure. The County Council has recently published an updated Economic Strategy for the county and has identified as a priority, a need to continue to engage positively with District Councils and support their economic strategies and town centre regeneration plans.



### Local Enterprise Partnerships (LEPs)

The Council remains a member of both the Stoke-on-Trent and Staffordshire and Greater Birmingham & Solihull LEPs. The Levelling Up White Paper sets out proposals to reform LEPs and refocus their remit to business support, enterprise and innovation - LEPs will also in effect act as a voice for business to shape plans for levelling up and regenerating local communities. The Council will continue to engage pro-actively with both LEPs and ensure that there is a smooth transition to new governance and delivery arrangements.



## Economic context

### Covid-19 and the Economy

Like all local authority districts across the UK, Cannock Chase's economy and labour market has experienced unprecedented disruption due to the Covid-19 Pandemic. The pandemic had a detrimental impact on trade, workforce and turnover for businesses which were forced to close, particularly in sectors such as retail, hospitality, and arts entertainment. In response, a package of Government grants and employment support was announced in an attempt to mitigate the economic impact of COVID-19 and to assist with running costs of closed businesses which remained without income, and the Council has played a key role in distributing grants to eligible businesses.



The pandemic has had a global economic impact and whilst the UK economy recovered well during 2021 and early part of 2022, there are now further economic headwinds due to recent global events. The Russian invasion of Ukraine, whilst principally a human tragedy, is likely to create further economic uncertainty for the UK economy, and in turn is exacerbating the existing pressures on cost of living, with energy bills and inflation soaring.

The Office of Budget Responsibility (OBR) predicted in its March economic outlook, that higher global energy prices will feed through to higher domestic prices over the course of 2022, with CPI inflation now forecast to peak at close to 9 per cent in the fourth quarter of 2022, and possibly could reach 10%, before reducing to 4% in 2023.

The OBR forecasts that the UK economy (as measured by real Gross Domestic Product) will increase by 3.8% in 2022, 1.8% in 2023 and 2.1% in 2024. It is evident that it will be some considerable time before output and employment returns to pre-pandemic levels. However, with the economic situation highly uncertain, there is the possibility that the UK could fall into recession towards the end of 2022 or early 2023.



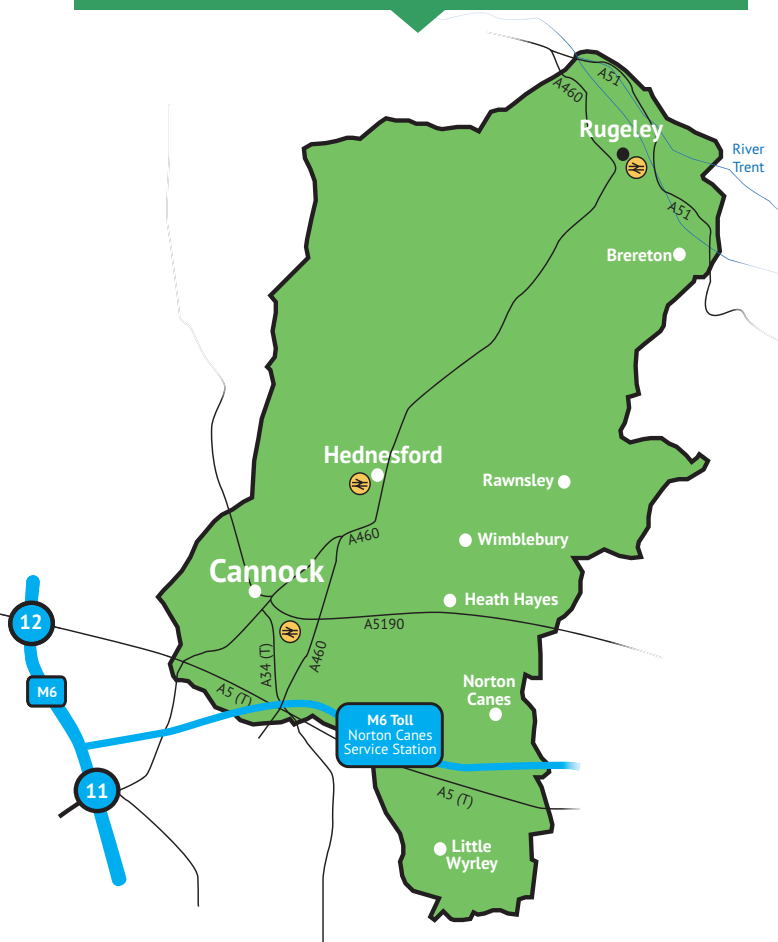
## Local context

Cannock Chase District lies in the central part of Staffordshire and can be characterised as having three distinct economic sub areas; Cannock, Hednesford and Heath Hayes; Rugeley in the north of the District; and Norton Canes in the south - east. Situated just north of the West Midlands conurbation, the District extends from the A5 in the south, to the River Trent in Rugeley in the north covering approximately 7,800 hectares.



The District's population was estimated at 100,762 residents in Mid-2019, with projections indicating that over 101,500 people lived in Cannock Chase in 2020. The population is projected to see continued growth with an estimated 112,313 residents by the late 2030s, creating demand for around 50,696 households in Cannock Chase by 2038. In 2019 63,400 - around 62.9% of residents were working age with approximately 84.6% of economically active people in employment between July 2019 and June 2020. This rate of employment was above the West Midlands average of 74.7% and the England average of 76.2%. (Source: Office for National Statistics).

Population estimates show that internal migration - residential moves into Cannock Chase from other local authorities such as Lichfield and South Staffordshire - has been the biggest contributor to population growth in the District in recent years. The Government's Standard Methodology provides a minimum annual figure of new housing to be built. The District's housing requirement is currently (as at April 2019) set at 277 dwellings per annum, whereas the current adopted plan has an annual requirement to deliver 241 per annum. This increase in housing would create further increases in population.



The District is highly accessible, and this is a strength that has helped to stimulate considerable economic growth in recent years. One of the District's major advantages is its connectivity to the strategic road network including the M6 Toll. Consequently, logistics and distribution features strongly in the local economy. Furthermore, the District benefits from a network of bus routes and railway stations at Rugeley, Hednesford and Cannock providing connections to Stafford in the north and Birmingham to the south.



For many years, Cannock Chase was closely associated with the coal mining industry. In recent times, the District's economy has diversified and is now seen as a modern mixed economy and is home to many significant local, regional, national and international companies which represent a number of key sectors including logistics/distribution, automotive and construction. Examples include; APC, Veolia, HellermannTyton, First Choice and Amazon. Whilst the District is home to a number of recognised brands and large businesses; the District's economy is dominated by the small and medium-sized enterprises.



The change in the District's economic base has been reflected in improved performance on productivity over the last few years. The industry sectors Wholesale and Retail Trade, Construction, Transportation and Storage, and Manufacturing provided the largest proportions of Total GVA in the District in 2018. However, the District still has productivity challenges to address with data indicating that GVA per head in Cannock Chase was below the regional and national averages in recent years. Supporting high value industries and businesses will play an important role in strengthening the District's economy and creating better paid and higher skilled roles.

As at April 2022, 3.3% of the District's residents aged 16-64 were claiming out of work benefits. Whilst this was below regional and national averages, the rate of claims among young people was considerably higher with 5.7% of residents aged 18-24 claiming out-of-work benefits. Economic research indicates that young people have been particularly affected by the pandemic due to the disproportionate impact of lockdown on sectors such as hospitality, retail, and leisure which typically employ higher proportions of people aged under 25.

At a local level, the Council has monitored the economic impact of the pandemic and despite initial concerns over the potential for large scale redundancies and business closures, the District's economy has proved to be resilient and has recovered well. It will be important to continue to monitor local economic conditions due to the ongoing conflict in Ukraine and cost of living crisis.

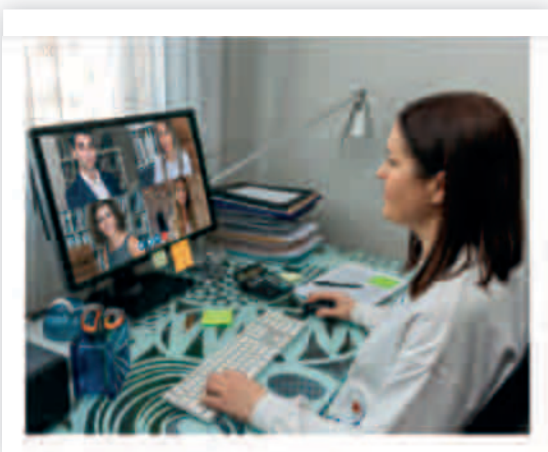
Skills levels are a challenge for the District. The Indices of Deprivation 2019 ranks Cannock Chase just outside the 10% most deprived local authority district nationally for education, skills and training. Educational attainment at GCSE level is typically below comparator averages, with around 55.6% of the working-age population estimated to be qualified to NVQ Level 3+ in 2019 - below the Great Britain average of 58.5%. The gap between local and national qualification levels is more evident at NVQ Level 4+, with 34.3% of the District's 16-64 population estimated to hold this level of qualification in 2019, compared to 40.3% nationally. Initiatives are being put in place to try to address this issue, for example: the Engineering Academy based at the Cannock College, part of South Staffordshire College. Educational attainments rates for the District are also below the Staffordshire and national average.

The pandemic and lockdown caused an increase in the rate of claims for out of work benefits in Cannock Chase, particularly among young people. Since the end of the restrictions and withdrawal of Government support schemes such as the Job Retention Scheme (Furlough), unemployment rates have steadily reduced from a peak in May 2020, when 6.2% of the working age population were claiming out of work benefits.





Due to the District's location and strong accessibility, there is considerable flow of labour between the District and surrounding areas/economies; these principally include South Staffordshire, Lichfield, Walsall, Stafford and the Greater Birmingham and the Black Country areas. However, the shift in working patterns and behaviours post pandemic, is meaning that there are now greater levels of remote or hybrid working, which will mean that office based sectors will continue to review their property requirements and high speed digital connectivity will become even more critical going forward. The shift to home working also means that local residents can access employment opportunities further afield with a reduced need for commuting.



The District's primary towns of Cannock, Hednesford and Rugeley remain the main areas of economic activity and where most of our residents and businesses are located. In recent years, the town centres have experienced challenging conditions, with the move to online shopping and the impact of the Covid-19 pandemic and the restrictions which forced many retailers and traders to close. There has been a sharp increase in the number of empty units in our town centres, and whilst this is unfortunate, it does present an important opportunity to rejuvenate and repurpose our town centres.

## Cannock Chase Key Economic Statistics

**41.4%**  
5 year survival  
rate for business  
enterprises  
**2020**



**21.4%**  
Business enterprises  
in construction  
industry  
**2021**



**3.3%**  
working-age people  
16-64 claiming work-  
related benefits\*  
**April 2022**



**23.1%**  
employee jobs in wholesale and  
retail trade; Repair of motor  
vehicles and motorcycles  
**2020**



**35,701**  
Private sector jobs  
in Cannock Chase  
**2020**



**55.9%**  
working-age people  
(16-64) qualified  
to NVQ3+  
**January 2021 -  
December 2021**



**-0.5%**  
Annual growth  
in GVA  
(current prices)  
**2019**



**75.9%**  
working-age people  
(16-64) economically  
active in employment  
**January 2021 -  
December 2021**



**46.7%**  
working-age people (16-64)  
employed in managerial,  
professional and technical roles  
**January 2021 - December 2021**



**14,879**  
people commute  
into Cannock  
Chase for work  
**2011**



**23,534**  
people commute  
out of Cannock  
Chase for work  
**2011**

\* not all out-of-work due to change in Government criteria to allow people who lost hours and pay during the pandemic to also claim work-related Universal Credit

## SWOT analysis

### STRENGTHS



- Strong recovery from the Covid-19 pandemic.
- High workforce productivity in some sectors.
- Relative housing affordability and pipeline for further housing investment in the District (Housing Investment Fund).
- Attractive physical environment and leisure offer (e.g., Cannock Chase AONB).
- Good transport connectivity and proximity to the West Midlands Conurbation.
- Proven track record of partnership working and securing Government Funding.

### WEAKNESSES



- Ageing working-age population.
- Low overall productivity, lagging behind other areas.
- Limited Higher Education Offer.
- Lack of incubation space/small unit space to meet demand.
- Insufficient NVQ level 3 / 4 achievers in District to sustain growth of high value sectors.
- Anecdotal evidence of poor digital connectivity that compromises business performance.

### OPPORTUNITIES



- Local Plan Review - need to plan for more housing and economic growth.
- Maximising benefits of investment at the McArthurGlen Outlet.
- Potential to exploit the visitor economy offer.
- Build on £20m Levelling Up fund investment in Cannock Town Centre.
- Transformation of former Rugeley Power Station into exemplar zero carbon community and new All Through School.
- Capitalising on the Commonwealth Games 2022 Mountain Biking Events based on Cannock Chase.
- Post pandemic opportunities i.e., reshaping town centres and move to Agile Working.

### THREATS



- Ongoing adverse economic conditions and uncertainty caused by Ukraine conflict and increase in cost of living.
- Future local labour supply is uncertain.
- Lack of immediately available employment land and pressure to release more land for housing.
- Higher skilled workforce currently out commuting.
- Challenging local government financial environment.
- Increase in Tourism on Cannock Chase may affect or harm the AONB and Special Area of Conservation (SAC) wildlife.
- Town centres are struggling and there has been a rapid increase in empty units and lack of footfall.

## Cannock Chase Economic Vision to 2032

The Council's overarching ambitions are set out in our Corporate Plan. Economic Prosperity is a key priority within our Corporate Plan and we have made a commitment to 'reinvigorate our economy and create a District that thrives'. This mission is critical for the Council over the next four years.

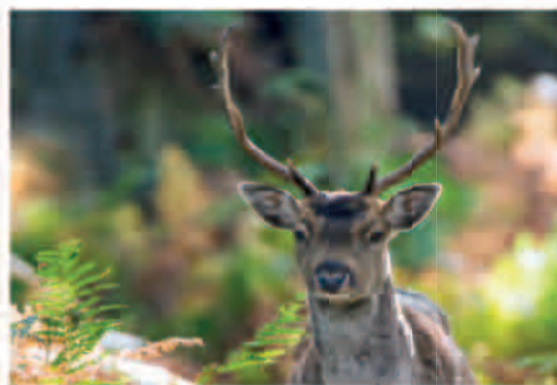
By 2032 Cannock Chase will capitalise upon clean growth opportunities to drive a highly productive, prosperous and resilient economy. The District's unique environmental assets, locational advantages, and entrepreneurial spirit will define Cannock Chase as a vibrant place to live, work and visit.

The Economic Prosperity Strategy focuses on a longer 10 year time period, recognising that there is a need to have in place a clear and aspirational economic vision that will act as a beacon for our economic growth agenda going forward. The vision responds to the growing momentum around an area that is transforming and re-defining its economic purpose, galvanised by the opening of the McArthurGlen Designer Outlet, transformation of the former Rugeley Power Station and £20 million of Levelling Up Fund investment in Cannock Town Centre. The vision builds upon existing strengths and unique assets (most notably Cannock Chase Area of Outstanding Natural Beauty and the infrastructure that supports this, and the District's excellent strategic connectivity) where the District already has competitive advantage but also where there is significant scope to use these assets to drive prosperity amongst the District's residents and businesses in the future.

We hope that our strategic partners will also buy into this vision and enable us to realise the full potential of our District.

### To realise this vision, the Council will aim to:

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







## Key priorities & ambitions

The Economic Prosperity Strategy identifies a series of key priorities and ambitions that have been developed and tested with elected members, leadership team and local stakeholders through the strategy engagement process to guide activity in support of implementing the Economic Prosperity Strategy over the coming years.

The priorities and ambitions align with the Council's Corporate Plan 2022-2026 priorities and aims.

Priorities	Rationale	Ambitions
<p><b>1</b> Attract investment to develop the District's economy.</p> 	The District has had success in attracting private investment in recent years; most notably £160 million of investment from McArthurGlen.	Ensure the District has a good supply of quality employment sites.
	The Council has secured £20 million from the Levelling Up Fund and has a £3 million allocation from the UK Shared Prosperity Fund which will support a range of projects to drive economic growth.	Position the District as an ideal location for inward investment, particularly in high value sectors.
	Cannock Chase continues to be a desirable location for inward investors; with sites such as Kingswood Lakeside ever in demand.	Attract more domestic and overseas inward investors to create new jobs and investment to grow our economy.
	There is a lack of readily available employment sites, but new sites should start to come forward once the new Local Plan is adopted.	Punch above our weight in terms of securing Government funding to level up all parts of our District and transition our economy to net zero, building on the success of the Levelling Up Fund bid.
	There is a need to invest in infrastructure to unlock further economic and housing growth.	Upgrade to infrastructure including sustainable transport, roll out of electric vehicle charging points, utilities, broadband and green infrastructure unlocking investment in new development.
<p><b>2</b> Encourage entrepreneurship, promote apprenticeships, and support business.</p> 	Existing businesses need to be supported to recover and grow post pandemic.	Create a dynamic business environment that supports and encourages existing businesses to grow and peoples ambition to set up and run their own business.
	Business start up rates are comparable with other parts of the West Midlands region.	Provide high quality and streamlined business start-up support and advice, that supports those businesses that most need it.
	However, 5 year survival rates are amongst the poorest.	Ensure that there is sufficient availability of land and premises to support new / early stage businesses.
	The District lacks modern and affordable managed workspace and premises for small businesses.	Ensure that Cannock Chase's residents benefit from investment in Apprenticeships opening up career pathways in a range of sectors.
	The Council has worked with Staffordshire County Council to invest in Apprenticeships; with 38 apprentices recruited via the Staffordshire Means Back to Business scheme.	

Priorities

Rationale

Ambitions

**3 Attract modern, green, and skilled industries and create jobs.**



The District’s economy is currently over-reliant on lower value added sectors such as wholesale, retail, and logistics/distribution.

A high proportion of higher skilled and higher paid workers are commuting out of the District to find employment.

Low level of skills are prevalent across the District, particularly in a number of deprived areas.

Educational attainment is below the county average.

South Staffordshire College is re-establishing itself locally and has invested in a new Engineering and Digital Skills Academy.

There is a need to attract in higher value sectors to diversify the economy.

The need to transition to net zero to address climate change presents a massive opportunity to develop new industries and skilled jobs in our District; it also presents a challenge to existing businesses to become more energy efficient.

The District declared a Climate Change Emergency and signed a motion to become Carbon Neutral by 2030.

The District is well positioned to attract in new sectors that are focused on clean growth sectors.

The District is home to a growing number of environmentally sustainable and responsible businesses.

Cannock Chase’s residents benefit from a strong skills base which matches the West Midlands average and fuels the District’s highly productive clean growth economy.

The Cannock Campus of South Staffordshire College continues to be successful and develop its offer to support sector based skills and training opportunities.

Average wages within the District are at least equal to the national average and ideally above this level.

Cannock Chase is a place where communities and families have high aspirations, and these can be realised by living in the District.

**4 Rejuvenate our town centres.**



Cannock Town Centre has high vacancy rates in comparison to other town centres in the District and the West Midlands/UK averages.

The way town centres are used by residents/visitors both nationally and locally had significantly changed prior to COVID-19 and have declined further since. This has resulted in the main town centres being left behind.

However, town centres remain important places and hubs for people to live, work and visit and the Council wants to reshape our high streets to create places that people have pride in.

Reduce levels of vacant units across our three town centres and increase footfall across all three town centres.

Deliver the £20 million Levelling Up Fund scheme for Cannock Town Centre to create an exciting new culture and leisure hub and improve public realm.

Secure future investment for Hednesford and Rugeley town centres to improve public realm and create new opportunities for residents and businesses.

Ensure that our town centres are future proof and resilient.

Priorities

Rationale

Ambitions

5 Support the development of our visitor economy.



The District is now home to a major tourism destination; with McArthurGlen Designer Outlet attracting c. 3 million visitors per year.

The 2022 Birmingham Commonwealth Games mountain biking events have provided a major showcase of the District.

The Cannock Chase Area of Outstanding Natural Beauty (AONB) is a prized asset, which is enjoyed by local residents but also people from further afield.

The District historically has not sufficiently promoted itself on a national / regional scale as an attractive place to visit, live and work.

The District lacks quality accommodation and is not exploiting the short stay market or opportunity for 'staycations'

The District has a distinctive and attractive identity and is fully capitalising upon its environmental assets.

Cannock Chase is viewed internally and externally as a quality visitor destination providing first class recreation opportunities and experiences.

Local communities and areas are working to offer exciting local events and make their areas more attractive and welcoming.

Cannock Chase has grown its visitor economy to become a key sector within the local economy - fully exploiting the Designer Outlet and Commonwealth Games opportunities.

Actions

This Strategy identifies a series of actions and projects that provide a great starting point and momentum upon which to build over the coming years. The Council has a key role to play in the delivery of these actions; but many actions will be through collaboration with strategic partners or by acting as facilitators or influencers. The Council has an excellent track record of working in partnership and is committed to continuing this approach to maximise the collective talent and resources at our disposal and ultimately to deliver economic prosperity for our District.

Concerted effort will be required by the Council and its partners in order to realise the economic vision and accompanying ambitions over the lifetime of the strategy to kick start the next phase in Cannock Chase's economic evolution.



## Immediate Opportunities and Short-Term Projects

A range of projects and investments are already underway across the District or are in the pipeline to boost economic development and productivity. Some of these form part of wider regeneration and investment programmes, while others form standalone interventions.



These cover a variety of themes and project types, including transport investment to improve and upgrade connectivity and accessibility, skills development projects to boost resident skills and respond to employer skills shortages and interventions to regenerate and revitalise the District's town centres.



### Levelling Up Fund project for Cannock Town Centre

£20 million of investment from the Levelling Up Fund to kick start the transformation of Cannock Town Centre by creating an exciting new cultural and leisure hub and delivering public realm enhancements.



### UK Shared Prosperity Fund

Cannock Chase Council has received an allocation of £3.021 million from the Government's new £2.6 billion UK Shared Prosperity Fund and this money will be invested over the next three years to fund projects that support economic growth, skills development, and local communities.



### Rugeley Power Station re-development & Zero Carbon Rugeley

Ambitious regeneration of the former Power Station site, encompassing new housing, All Through School, employment opportunities, riverside park and the development of an exemplar Zero Carbon community.



### Cannock Railway Station

Transformational upgrade creating an attractive gateway into the District and modern station environment that significantly improves passenger facilities and experience.



### McArthurGlen Designer Outlet West Midlands - Phase 2

Phase 2 of the successful Designer Outlet, with a further 50 retail units expected and completion of multi-storey car park, taking total car parking spaces up to 2,500. Will create further jobs and investment for the District. Phase 2 expected to be complete by 2025.



### 2022 Commonwealth Games

Cannock Chase hosted the mountain biking events in August 2022 and this showcased the Cannock Area of Outstanding Natural Beauty and put the District on the global stage. The Council is working to secure a lasting legacy from the Games.



### South Staffordshire College - Skills & Innovation Hub

South Staffordshire College play a major role in driving up skills levels in our District and have invested significantly in the Cannock Campus, with a brand new Engineering Academy and Digital Skills Academy opening over the last couple of years. The College continues to evolve its offer and is looking to further invest in facilities to support the development of key sectors.



### New Local Plan for the District




The current Local Plan was adopted in 2014 and is currently being reviewed to set out future housing, employment, and infrastructure growth requirements for the next 20 years. The new Local Plan will allocate further sites to support the economic growth of the District.

# Wider Projects and Opportunities

Alongside these more immediate projects and interventions, this Economic Prosperity Strategy identifies a series of wider opportunities that deliver against the economic vision and ambitions, some of which will be subject to further development over the coming months and years.

**Timescale:**  
**S: up to 3 years,**  
**M: 4 to 6 years,**  
**L 7: 10 years**

Priority	Potential action	Timescale
<b>1</b> Attract investment to develop the District's economy. 	Work with key partners to develop a pipeline of projects / investment plan to support future economic growth opportunities.	M-L
	Identify and bid for Government funding opportunities where the funding supports our vision and priorities.	On-going
	Support investment in key infrastructure to unlock economic and housing growth; specifically: <ul style="list-style-type: none"> <li>• Upgrade to Cannock Railway Station</li> <li>• Cycling and walking infrastructure</li> <li>• Five Ways Interchange</li> <li>• 5G / gigabit capable broadband</li> <li>• Net zero interventions i.e., Electric Vehicle Charging points, renewable energies.</li> </ul>	M-L
	Allocate and promote quality employment sites to attract new inward investment and support local business growth.	M-L
<b>2</b> Encourage entrepreneurship, promote apprenticeships, and support business. 	Work with Growth & Skills Hubs to streamline and simplify access to business support services, access to training and apprenticeships.	S
	Continue to ensure that local development projects identify opportunities for local skills development and training via apprenticeships and local labour initiatives.	M-L
	Continue to work with partners to develop and deliver programmes to support business start-ups and potential entrepreneurs.	S-M
	Identify potential locations for new managed workspace / enterprise hubs and seek funding to develop schemes.	M-L

Priority	Potential action	Timescale
<p><b>3</b> Attract modern, green, and skilled industries and create jobs.</p> 	Work with local Colleges, to support residents into skilled roles; promoting available training provision, services and programmes.	On-going
	Secure funding for initiatives to support local businesses to transition to low / zero carbon.	S-M
	Work with partners to identify and promote opportunities to create green jobs in our District.	M-L
<p><b>4</b> Rejuvenate our town centres.</p> 	Deliver the £20 million Levelling Up Fund project for Cannock Town Centre to transform the site of the former Multi-Storey car park into an exciting leisure and culture hub.	S
	Work with Town Councils and local businesses/traders to support the development of initiatives to increase the vibrancy of our town centres and increase footfall.	On-going
	Develop town centre prospectuses for both Hednesford and Rugeley to identify visions for the town centres, opportunities and potential projects that could secure funding/investment.	M-L
<p><b>5</b> Support the development of our visitor economy.</p> 	Work with Destination Staffordshire to promote our key attractions, accommodation providers and events.	S
	Work to develop a coherent tourism brand and identity that capitalises upon the flagship attractions in our area and outstanding environmental assets.	M-L
	Work with local tourism providers to create opportunities for linked trips and encourage day visitors to stay longer.	M-L
	Work pro-actively with our flagship attractions to support their long-term vision and plans.	L
	Identify opportunities to diversify and strengthen the District's accommodation offer to capitalise upon the growth of the domestic tourism market	L



## Review and evaluation



The Economic Prosperity Strategy will be reviewed on a regular basis.

The Council will seek to review and refresh the evidence gathered during the development of the Strategy and consider:

- If the Vision statement and priorities remain relevant or consider whether adjustments are necessary
- Progress on the delivery of the short term and wider projects and opportunities is being made or if adjustment to the projects (including the addition of new opportunities) is required
- Status reports on all expected outcomes and carry out any necessary remedial actions
- New joint working opportunities with partners
- Any lessons learnt / best practice

A number of key performance indicators have been identified which relate directly to the key priorities within the Economic Prosperity Strategy. The table below presents these and sets out how the District is faring in comparison to regional and national performance (where data is available). These indicators will be kept under regular review.

Priority	Indicator	Monitoring period	Cannock Chase	West Midlands	Great Britain (* or UK, ** England)
<b>1</b> Attract investment to develop the District's economy. 	Employment Land Supply	Not until 2028	N/A	N/A	N/A
	Annual GVA growth	2014-2019	25.1%	20.7%	19.0% (UK)
	GVA per head figure	2019	£21,389	£24,343	£29,599 (UK)
<b>2</b> Encourage entrepreneurship, promote apprenticeships, and support business. 	Employment rate	January -December 2021	75.9%	73.6%	74.8%
	Unemployment figures - Out of work benefits Claimant Count	May 2022	3.2%	5.0%	3.9%
	Total number of jobs	2020	40,000	2,645,000	30.5m
	Number of Business Births	2020	350	29,660	351,350
	Business Survival Rates	2015 births. 5 Year survival (2020)	180 of 435 41.4%	11,305 of 29,350 38.5%	149,120 of 377,315 39.5%
	Apprenticeships starts	Q2 2021/22 (August 2021 to January 2022)	510	22,200	201,700 **

Priority	Indicator	Monitoring period	Cannock Chase	West Midlands	Great Britain (* or UK, ** England)
<b>3</b> Attract modern, green, and skilled industries and create jobs. 	Businesses supported to transition to Net Zero	Not until 2023/24 (UKSPF funded project)	N/A	N/A	N/A
	NVQ Level 3+ data	January - December 2021	55.9%	57.2%	61.5%
	NVQ Level 4+ data	January - December 2021	33.4%	38.8%	43.5%
<b>4</b> Rejuvenate our town centres. 	Vacancy Rates - Cannock	2022	25% as at July 2022	15.8% as at June 2022	14.1% as at June 2022
	Vacancy Rates - Hednesford	2022	5.6% as at July 2022	15.8% as at June 2022	14.1% as at June 2022
	Vacancy Rates - Rugeley	2022	5.4% as at July 2022	15.8% as at June 2022	14.1% as at June 2022
<b>5</b> Support the development of our visitor economy. 	Day trips	2019 or 2020	794,000 2020	124 million 2019	1.7 billion 2019
	Over night trips	2019 or 2020	47,200 2020	8.9 million 2019	122.8 million 2019
	Life satisfaction levels	2020/2021 (out of 10, 0 = poor)	7.1	7.4	7.4*





**Keep in touch and how to contact us...**

 Search for 'Cannock Chase Life'

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 [www.youtube.com/CannockChaseDC](http://www.youtube.com/CannockChaseDC)



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<b>Report of:</b>	<b>Head of Economic Prosperity</b>
<b>Contact Officer:</b>	<b>Sushil Birdi / Heidi Hollins</b>
<b>Contact Number:</b>	<b>01543 464 326</b>
<b>Portfolio Leader:</b>	<b>District &amp; High Street Development</b>
<b>Key Decision:</b>	<b>Yes</b>
<b>Report Track:</b>	<b>Cabinet: 25/08/22 Council: 07/09/22</b>

**Cabinet  
25 August 2022  
Cannock Chase Local Plan 2018-2039: Regulation 19 Consultation**

**1 Purpose of Report**

- 1.1 To present Cabinet with the summaries of all the representations received to the previous consultation on the Preferred Options document that have not been previously reported.
- 1.2 To present the 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.
- 1.3 To set out the next steps in the Local plan review.

**2 Recommendation(s)**

- 2.1 That Cabinet note the summaries of the feedback received on the Cannock Chase Local Plan Review Preferred Options consultation. (Appendix A)
- 2.2 That Cabinet recommends to Council that it approves the Cannock Chase Local Plan 2018-2039 document as the Council's policy for planning for the future of the District for the period 2018-2039.
- 2.3 That Cabinet approves publishing the Cannock Chase District Local Plan Regulation 19 document (Appendix B) and Site-Specific Policies (Appendix C) 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

- 2.4 That Cabinet authorises the Head of Economic Prosperity, in consultation with the Portfolio Leader for District and High Street Development, to make any non-substantive changes considered necessary to the document prior to it being published and agree the arrangements for consultation.
- 2.5 That Cabinet agrees to delegate the finalisation of the Site Specific Policies (Appendix C) within the Cannock Chase District Local Plan Regulation 19 document and Policies Map and accompanying documentation to include Integrated Impact Assessment, Draft Infrastructure Delivery Plan, Development Capacity Study 2022, Cannock Chase Retail and Town Centre Uses Study Update 2022, Cannock Chase Viability Assessment 2022, Open Spaces Assessment 2022 to the Head of Economic Prosperity in consultation with the Portfolio Leader for District and High Street Development.
- 2.6 That Cabinet agrees to delegate finalisation of the Five Ways Transport Modelling and Air Quality Impact 2022 and Review of Green Space Network, currently being revised, to the Head of Economic Prosperity in consultation with the Portfolio Leader for District and High Street Development
- 2.7 That Cabinet agrees to delegate finalisation of the dates for a six-week consultation period and details of the consultation to the Head of Economic Prosperity in consultation with the Portfolio Leader for District and High Street Development.

### **3 Key Issues and Reasons for Recommendations**

#### **Key Issues**

- 3.1 The consultation responses summarised at Appendix A to this report were omitted from being reported as summaries alongside the representations to the Preferred Options on 16<sup>th</sup> December 2021. Whilst they are noted in the key issues and report detail and the points they raise were reported in the body of their report alongside the other representations, the summaries of the representations were not attached at the Appendix. They are attached herewith to enable Cabinet to note them as per recommendation of Cabinet meeting 16<sup>th</sup> December 2021.
- 3.2 The report seeks authority to consult on the 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 B and forms the Council's policy for planning for the future of the District for the period 2018-2039. 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.
- 3.3 The Local Plan evidence base has been further updated and a number of supporting documents are being completed and will be published at the time of the consultation.

- 3.4 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 September 2022 and run through October.

### **Reasons for Recommendations**

- 3.5 The current Local Plan (Part 1) was adopted in 2014. Work 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 and Part 2 in a new Local Plan.
- 3.6 The Greater Birmingham and Black Country Housing Market Area (GBBCHMA) housing shortfall had emerged during this period, requiring consideration across the entire Housing Market Area. In order to start to address the shortfall, Local Plans needed to align to a longer timeframe and test development scenarios that could potentially meet the shortfall over the plan period.
- 3.7 The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) introduce a statutory requirement, under Regulation 10A, that from 6 April 2018 Local Planning Authorities (LPAs) must review their Local Plan within five years of the date of adoption. The Local Plan Review commenced in 2018 and considerable evidence has been commissioned and non-statutory stages have subsequently been completed.
- 3.8 The Local Development Scheme 2022 sets out a timetable to adopt a new Local Plan timeline based on the current National Planning Policy Framework (NPPF).
- 3.9 The Council needs to show how it has considered the representations and that the consultation was in conformity with its Statement of Community Involvement and the provisions of Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The document and the changes made to the document are outlined in the report detail section. The Council is required to produce a consultation statement to show how the Council has involved its residents and key stakeholders and how this has shaped the Plan and send this to the Inspector in due course.
- 3.10 Provision of land to meet the employment needs of Cannock District at the West Midlands Interchange reduces the need to release land for employment within the district boundary impacting upon the accessibility to jobs locally. The spatial strategy for Cannock Chase district needs to deliver sustainable development in accordance with its spatial priorities and this requires a balance to be achieved between the employment provision and housing provision in the local plan. As there is a need to protect the Green Belt and our environmental assets for the longer term and to enable a region wide solution to the housing shortfall to be found.

## **4 Relationship to Corporate Priorities**

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

- ii. Priority 2 - Health and Wellbeing - provide opportunities for residents to lead healthy and active lifestyles and recognise the importance of mental health and wellbeing.
- iii. 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 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 2022 to 2024 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 22nd 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 evidence has led to very recent changes in the Local Plan allocations and consequently other areas of evidence require updating to reflect the current position. The finalised Reg 19 document and finalised evidence base documents will be available on the Planning Policy pages of the Council website for the six-week consultation period.

### **Duty to Cooperate and GBBCHMA**

- 5.4 The Council has a legal duty to have regular communication with Duty to Cooperate (DTC) partners on matters regarding the Local Plan. It is also good practice to meet with DTC partners as part of the regular communication that takes place between statutory bodies to discuss areas of joint working such as cross boundary and cross topic issues.
- 5.5 In February 2018, the Strategic Growth Study (SGS – produced by GL Hearn / Wood) was published. This study provided an update on the overall housing needs across the housing market area and the shortfall in supply. It provided an analysis of the potential options for addressing this shortfall.
- 5.6 The study considered all evidence on housing need and supply as of 31st March 2017 and identified a cumulative total shortfall of around 60,900 dwellings across the Housing Market Area (HMA) up to 2036. A position statement (issued in September 2018) from the GBBCHMA authorities provided an update on housing supply which indicated some additional capacity may be available (circa 6,000

dwelling). However, a significant shortfall up to 2036 still remains.

- 5.7 In terms of options for addressing the housing supply shortfall, the SGS considered the following: · Potential additional urban supply from increasing densities and/or identifying additional urban site opportunities; · Proportionate dispersal area options- this would involve smaller urban extensions (500-2,500 dwellings); Strategic development area options including larger urban extensions (1,500-7,500 dwellings); employment-led strategic development (housing developments of 1,500-7,500 dwellings alongside employment developments); and new settlements (10,000+ dwellings). Potential additional urban supply from increasing densities and/or identifying additional urban site opportunities.
- 5.8 The study identified that the potential additional urban supply across the HMA would not be sufficient to address the shortfall. Therefore, consideration would need to be given to the other options, as outlined above. These options were considered across the GBBCHMA taking in Green Belt and non-Green Belt locations. The study applied a series of stages of analysis to recommend a refined list of 11 options ('areas of search for strategic development') for local authorities to test through their Local Plans. It recommends that these should be considered in the first instance, alongside options for potential additional urban supply and proportionate dispersal, or smaller urban extensions.
- 5.9 For Cannock Chase District, the study identifies an area of 'proportionate dispersal' within which small urban extensions (500- 2,500 dwellings) could be considered. This is identified as being in 'the vicinity of Cannock, Great Wyrley, Burntwood, Brownhills and Aldridge'. As the study notes, further testing via Local Plans using more detailed evidence at the local level is required to determine if these options are feasible and appropriate, for example local Green Belt assessment findings and local infrastructure assessments. The study does not identify any 'areas for strategic development' within Cannock Chase District (on the refined list of 11 options).
- 5.10 The Strategic Growth Study offers a consistent independent assessment of the potential capacity of all fourteen authorities to accommodate the housing needs of the GBBCHMA. The Strategic Growth Study recommendations imply that Cannock Chase District should consider accommodating a minimum of 500 dwellings over the plan period to contribute to the shortfall.
- 5.11 If other authorities in the GBBCHMA were to take the approach of seeking to accommodate the minimum capacity implied by the Strategic Growth Study for their respective local areas, then the housing shortfall up to 2036 would be met. This suggested approach is consistent with that suggested in the South Staffordshire Local Plan Review Issues and Options consultation (September/October 2018).
- 5.12 Given that other 'reasonable alternatives' also have to be tested, the Council will need to consider other growth figures over and above the minimum proposed by the strategic growth study. The Strategic Growth Study advises a 'proportionate dispersal' (small urban extensions) approach for this district. This option covers a range of 500 homes to 2,500 homes over the plan period. It could therefore be concluded that the minimum of 500 certainly needs to be tested (as set out in paragraphs 5.20 and 5.21), but that the Council also needs to test the upper end of that range of 2,500 homes, and a figure between the two, being 1,500 homes.

South Staffordshire District Council are following a similar approach.

- 5.13 The SHLAA and ELAA alongside the Urban Capacity Study, Green Belt Assessment and other evidence documents have been used to carry out a robust assessment of development potential within the district. The assessment has identified sites that are the most sustainable locations for development based on the information available at this time.
- 5.14 A number of authorities have identified additional housing to help meet this shortfall. Our neighbouring authorities of South Staffordshire and Lichfield, who share the Greater Birmingham and Black Country Housing Market Area (GBBCHMA) are proposing an additional provision for up to 4,000 and 2,665 homes respectively through their Local Plans. These proposals include sites being released from the Green Belt to help meet the shortfall. Our other neighbouring authority is Stafford Borough, and they are not part of the GBBCHMA.
- 5.15 At present the Association of Black Country Authorities (ABCA) are preparing a joint Local plan for the areas of Walsall, Sandwell, Wolverhampton, and Dudley. Studies undertaken by ABCA have identified a dwelling shortfall of 29,260 between 2019-2038. ABCA has formally requested the authorities that share their housing market, including Cannock Chase District to assist in meeting their unmet housing needs.
- 5.16 Discussions with other members of the GBBCHMA and our neighbouring authorities will continue to ascertain whether they could accommodate some of the shortfall identified. Included within the NPPF (paragraph 137c) is a requirement for discussions about whether neighbouring authorities could accommodate some of the identified need for development. A Statement of Common Ground is currently being prepared to reflect the progress against the identified housing shortfalls within the HMA and further work required.
- 5.17 South Staffordshire have formally asked if we are able to assist with the unmet housing need of the GBHMA 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 GBHMA's unmet housing needs.'
- 5.18 Lichfield District Council wrote to us 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 they would not be able to accommodate all of the identified housing need on sustainable sites outside of the Green Belt. Lichfield 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 are further advanced in the plan making process than ourselves and have resolved to submit their plan to the Secretary of State for consideration. Their local plan does include removal of land from the Green Belt for residential development.
- 5.19 In response we advised that it was highly unlikely that Cannock's housing and employment needs could be met in the urban area and that we wished to explore whether neighbouring authorities were in a position to assist Cannock Chase in



meeting its own needs prior to the consideration of other options in the district. As the plan progresses Statements of Common Ground will be necessary to establish the final position, however it is evident that our neighbouring authorities will be unable to assist in addressing our housing shortfall. As plans in Stafford, South Staffordshire and the Black Country are still being prepared it is appropriate to support their plan making which could include sustainable cross boundary solutions.

- 5.20 Further SoCG's will be progressed with Duty to Co-operate partners, Local Authorities, County Council and other prescribed bodies to support the Cannock Chase Local Plan.

## **EVIDENCE BASE**

- 5.21 An extensive evidence base is being compiled to support the Local Plan and policies contained within in. Further documents will be published to support the pre-submission consultation. These include open space assessment, viability assessment, Infrastructure Delivery Plan, Development Capacity Study 2022, Cannock Chase retail and town centre uses study update 2022, Five Ways Transport Modelling and Air Quality Impact 2022 and Review of Green Space Network. There are some areas which will undergo further analysis such as the Strategic Environmental Assessment, Equality Impact Assessment and Health Impact Assessment amongst others.

## **SPATIAL STRATEGY**

- 5.22 The spatial strategy seeks to deliver the spatial priorities:

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-using 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
- Assisting in the delivery of the Council's ambition to be net zero carbon by 2030, ahead of the Government's target date of 2050.

- 5.23 The district has experienced a period of growth with areas such as Kingswood Lakeside and Mill Green designer outlet village and substantial areas of housing being built. The plan period is proposed to be extended and will now be for the period 2018-2039.

- 5.24 The strategy proposes the delivery of 66 hectares of employment land and the provision of a minimum of 5,930 dwellings that includes a 500dwelling contribution to the shortfall within the HMA. The overall housing supply proposes to incorporate a flexibility allowance to ensure the district has a 5-year supply of housing land throughout the plan period.

- 5.25 The spatial strategy requires the release of land from the Green Belt. National Planning policy in the NPPF requires first consideration be given to the use of previously developed land/or land which is well served by public transport. This is evidenced in the Development Capacity Update 2022 and Site Selection methodology.
- 5.26 Prior to the release of Green Belt, national planning policy advises that the Plan should also 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. The Preferred Options document and this pre-submission version of the Plan contain policy SO 7.7 Amendments to the Green Belt and the strategic housing and employment site specific policies include details of the compensatory improvements. The NPPF further adds that when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. This is set out in the Development Capacity Study 2022 and Site Selection paper 2022, supported by the SHLAA 2022 and ELAA 2022. From this evidence it is considered necessary that land is released from the Green Belt to enable the delivery of a sustainable spatial/development strategy and that exceptional circumstances exist to justify the release. Details of the specific sites chosen are discussed in the sections on housing and employment.
- 5.27 A spatial strategy for Cannock/Hednesford/Heath Hayes, Rugeley and Brereton, Norton Canes and for the rural areas including Cannock Chase AONB and Rural north including Rawsley, Hazelslade, Prospect village, Cannock Wood and Slitting Mill is included in the document.

## **STRATEGIC OBJECTIVES OF THE LOCAL PLAN**

- 5.28 The Local Plan has 8 strategic objectives, which are in no order of priority. They are:
1. To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive, and safe.
  2. To create community facilities and healthy living opportunities across the district.
  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.
  4. To encourage a vibrant local economy and workforce.
  5. To support the provision of sustainable transport and communications infrastructure.
  6. To create attractive town and local centres.
  7. To protect and enhance the natural environment.
  8. To support a greener future.
- 5.29 These have been amended to include reference to the historic environment and amend the reference to community facilities.

## **HISTORIC ENVIRONMENT**

- 5.30 Chapter 1 contains policies to protect, conserve and enhance the distinctive local historic environment and lists the historic assets which include conservation areas, listed buildings, scheduled monuments and also how we will protect the non-designated historic assets, unknown archaeological remains. It also sets out the requirement for a heritage statement to accompany applications and a future commitment to prepare a Local List of local heritage assets. Policy SO 1.2 states how the Plan will enhance the quality of the built environment and retain and enhance the distinct and separate character of each of the District's settlements. It requires the preparation of Local Design Guides to support this. Both these policies have been redrafted following changes to the NPPF and representations. The chapter contains policy SO1.3 which seeks to create safe places which deter crime and reduce the fear of crime.

## **COMMUNITY FACILITIES, OPEN SPACE, LEISURE, AND SPORTS**

- 5.31 Chapter 2 contains policies to safeguard existing community facilities and provide new community facilities or enhanced facilities to meet the needs arising from new development. Safeguard the health and amenity of local communities; Provide active leisure and sports facilities through supporting the delivery of new and enhanced provision and safeguarding the provision of open space, sports and recreational buildings and land including playing fields and setting a local standard for the provision of allotments and supporting provision and safeguarding community gardens for the purpose of growing food; Providing healthy living opportunities and increasing physical activity in everyday lives by encouraging Active Design within development and throughout the district.
- 5.32 The delivery of community facilities is identified as a spatial priority for the Local Plan. The protection and enhancement to address deficiencies in education, roads, health care, parks, leisure and recreation and community facilities to meet future needs and support the sustainability of communities and their health, social and cultural well-being within the district. This chapter was amended following the consultation, incorporating changes relating to the inclusion of Active Design, the NPPF, the new Open Space Assessment evidence and standards for open space and allotment provision.

## **HOUSING**

- 5.33 Chapter 3 seeks 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. Policy SO3.1 specifies the minimum number of homes to be built within the plan period as calculated using the Government's standard methodology and including provision for an additional 500 dwellings to assist in meeting the needs arising in the housing market area. It includes an allowance for flexibility to ensure the Council can maintain its requirement to have a five-year housing supply throughout the plan period. It demonstrates how this can be achieved by listing the sites. The document provides an updated list of sites to that in the Preferred Options document and identifies further sites and utilises the latest monitoring data in the Draft SHLAA 2022. The policy has been amended following the representations made to the previous consultations.

5.34 The site selection was undertaken utilising the site selection methodology consulted upon in the Issues and Scope and Issues and options consultation documents. The methodology was applied to the site selection by a joint member officer working group and the findings will be published in due course.

5.35 The housing strategy reflects the spatial priorities. It seeks to 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, it focuses on:

- Prioritising the re-use of brownfield land by allocating land at the former Rugeley Power Station and that identified within the Development Capacity Study 2022.
- Supporting existing settlements and characteristics as the total dwellings proposed through the plan period respects the settlement hierarchy and maintains separation between them.
- Assisting in the rejuvenation of town centres by allocating mixed use development within the centres reflecting the ambitions of the town centres and their potential to increase retail and other town centre floorspace.
- Ensuring the delivery of infrastructure to support growth which has been identified in association with our partners in health, education, transport, flood risk as well as open space and affordable housing and assessing their requirements in site-specific viability assessments for the large sites to ensure deliverability of the infrastructure.
- Safeguarding natural and historic assets. No employment or housing allocations are proposed within the AONB that do not already planning permission and the proposed allocations within the town centres where many of our historic assets are will assist in the rejuvenation of the town centres and thus long-term protection of the historic assets.
- Assisting in the delivery of the Council's ambition to be net zero carbon by 2030, ahead of the Government's target date of 2050 by requiring a higher standard of build quality than the current Building Regulations where viable.

5.36 The evidence showed that in order to achieve the Council's spatial priorities and deliver sustainable development it was necessary to remove some land from the Green Belt. The sites to be removed from the Green Belt are:

SH1: Land south of A5190, Lichfield Road, Heath Hayes for a minimum of 700 dwellings (previously SH1 in the Preferred Options consultation document)

SH2: Land east of Wimblebury Road at Bleak House, Heath Hayes for a minimum of 410 dwellings\* previously SH1 in the Preferred Options consultation document

SH3: Land to the rear of Longford House, Watling Street, Cannock approx. 45 dwellings previously SH1 in the Preferred Options consultation document)

SH4: Land east of The Meadows, Armitage Lane, Brereton approx. 33 dwellings previously SH1 in the Preferred Options consultation document)

SH6: Former Hagley Park Academy, Burnthill Road, Rugeley approx. 145 dwellings

**Land to be removed from the Green Belt to safeguard it for future development and to deliver strategic green infrastructure and pedestrian and cycle links**

S2 Land at Newlands Lane, Heath Hayes

S3 Land to the west of Hednesford Road, Norton Canes approx. 175 dwellings previously SH1 in the Preferred Options consultation document)

\*There is an additional site S1 at east of Wimblebury Road which is part of a larger allocation incorporating the land currently identified in the adopted Local plan as safeguarded land and will deliver the Wimblebury Road relief road.

- 5.37 The overall strategy provides 6,479 dwellings during the plan period, this will provide a 16.5% flexibility allowance over the 5,930 minimum housing requirement (including 500 additional contribution to the HMA) and falls within the range of 5-20% advised - required by the NPPF to ensure a 5-year supply of housing land can be achieved throughout the plan period. The 5-year supply is monitored by the Government on an annual basis and where authorities cannot demonstrate a five-year supply then this is given significant weight in the consideration of planning appeals and the need for housing is given greater weight than other matters impacting the delivery of housing.
- 5.38 Policy SO3.2 Housing Choice sets the policy in relation to the provision of affordable housing from sites of over 10 units and the breakdown in relation to the housing type (number of bedrooms). It is updated following the consultation, changes to the NPPF including in relation to the inclusion of First Homes and the evidence on the impact upon viability expected by the new Local Plan policies.
- 5.39 The viability evidence shows that the Bridgtown and Cannock wards are able to provide 20% affordable homes which is equal to the existing standard of provision. Elsewhere in Cannock district the percentage of affordable homes which can be provided on sites of over 10 houses is between 25% and 30%. On the large greenfield strategic sites a site-specific viability assessment has been undertaken and where the number of 4 bed market homes can be increased from 4% to 10% in line with the economic aims to attract higher earners and business owners that will be attracted to move to and remain in the district. These developments could attract a level of affordable homes at 35%. In some cases the minimum requirement may not be feasible and viable and this will be subject to site specific assessment.
- 5.40 The Local Plan will not provide sufficient affordable homes to meet the needs arising in the Local Housing Needs Assessment of 110 dwellings per annum, however the viability evidence demonstrates that the new Local plan will provide a higher provision than the existing Local Plan.
- 5.41 Policy SO3.3 seeks the delivery of high-quality housing in terms of its design and resilience and requires new dwellings to meet the Nationally Described Space Standards and provide sufficient external space or private gardens. The population is ageing and providing housing choices for an ageing population is a

bullet point in the strategic objective. The policy requires 60% of the total number of units to be suitable for households with health problems or disabilities and this can be achieved through the provision of dwellings, single storey accommodation such as bungalows or ground floor flats which are accessible or can easily be adapted to be accessible for persons with reduced mobility. This policy will provide homes suitable for an ageing population and will enable persons to stay in their home longer and reduce the length of hospital stays. The policy has been updated in line with the NPPF, representations were made with regard to the implications upon the cost of building to a higher quality, the implications of this policy have been considered in the viability assessment.

- 5.42 Policy SO3.4 addresses the requirement to provide a five-year housing supply and meet the accommodation needs arising for gypsies and travellers and travelling show people. A site is proposed to be allocated adjacent to the existing site at Cannock Wood. The site selection was undertaken utilising the site selection methodology consulted upon in the Issues and Scope and Issues and Options consultation documents. The methodology was applied to the site selection by a joint member officer working group and the findings will be published in due course. The policy has been amended since the preferred options consultation document.

## **ECONOMY**

- 5.43 Chapter 4 seeks to encourage a vibrant local economy and workforce by safeguarding existing employment areas for employment purposes, providing employment opportunities in locations which best respond to market demands and will attract inward investment and championing clean, green growth principles to support a highly productive, clean, and resilient economy. Policy SO4.1 safeguards existing employment areas for employment uses in response to the review of the existing employment areas which found them to be still performing important economic roles and providing a mix of land and premises for a range of uses. The policy lists the existing employment areas encourages inward investment and supports indigenous employers. The policy has been amended following the consultation responses.
- 5.44 Policy SO4.2 seeks the provision of land for new employment uses to meet the needs of the district as required by the NPPF. The Preferred Options consultation sought the provision of 50 hectares of employment land, and this was within the 46–66-hectare net range identified in the Economic Development Needs Assessment but will be 50-70 hectares allowing for the additional year of the plan. Through the representations received to the Preferred options it was identified that insufficient account had been taken for the annual loss of employment land to alternative uses during the plan period. Consequently, with the additional year to the plan period and taking account of the annual losses, the requirement for employment land has now increased to 66 hectares. This is within the range of 46–66 (2018 to 2038) hectare level of growth previously agreed by the Council for the Preferred Options consultation.
- 5.45 Evidence prepared shows land at the West Midlands interchange would serve the employment needs arising within Cannock District. The evidence identifies that this would be 10 hectares. The Association of Black Country Authorities have

identified in evidence a shortfall as discussed earlier in this report. However, this has not yet been tested at Examination and is not in an adopted Local Plan.

- 5.46 The document provides an updated list of sites to that in the Preferred Options document and identifies further sites and utilises the latest monitoring data in the Draft ELAA 2022. The policy has been amended following the representations made to the previous consultations.
- 5.47 The site selection was undertaken utilising the site selection methodology consulted upon in the Issues and Scope and Issues and options consultation documents. The methodology was applied to the site selection by a joint member officer working group and the findings will be published in due course.
- 5.48 The employment land strategy reflects the spatial priorities. It seeks to meet the development needs arising in the district and plan for our future needs by focussing on:
- Re-using brownfield land (site selection methodology and the latest ELAA 2022)
  - Supporting existing settlements and characteristics by safeguarding existing employment areas, sites with existing planning permission for employment uses and allocating new site on the A5 corridor adjacent to an existing employment area and where has been identified previously as having further potential for expansion and which can utilise existing active and sustainable transport networks.
  - Assisting in the rejuvenation of town centres by supporting existing employment areas which are accessible to the existing settlements, services, and facilities.
  - Ensuring infrastructure delivery to support growth to enable the employment areas to modernise and meet the changing needs for EV charging, driver facilities and parking for HCV delivery drivers, access to green infrastructure.
  - Safeguarding natural and historic assets by not allocating sites within AONB or the
  - Assisting in the delivery of the Council's ambition to be net zero carbon ahead of the Government's target date of 2050 by requiring a higher standard of build quality than the current Building Regulations where viable.
- 5.49 The evidence showed that in order to achieve the Council's spatial priorities and deliver sustainable development it was necessary to remove some land from the Green Belt. The sites to be removed from the green belt are:
- SE1 (ELAA CE18) Kingswood Lakeside Extension 2, Norton Canes 10.86 Hectares (net)
- 5.50 Land to be removed from the Green Belt to safeguard it for future development and the delivery of strategic green infrastructure and pedestrian and cycle links from Norton Canes across the A5 to the Cannock Extension Canal /Grove Colliery.

S5 Watling Street Business Park and extension of 5 hectares to the rear (total 10.9 hectares), Watling Street, Norton Canes

S4 Jubilee Field, Lime Lane/ Watling Street, Norton Canes - 5 hectares

- 5.51 Policy SO4.3 Sustainable tourism and the rural economy ensures the land based economies of the district including agriculture and forestry can continue to operate, diversify and prosper and balances this with the protection of the AONB and the District's two Special Areas of Conservation; Policy SO4.4 Live Work Accommodation which recognises that much of the economy is indigenous to Cannock and highly localised and enables a variety of workspaces and ways of working and SO 4.5 Provision for Local Employment and Skills have been reviewed following the representations received.

## **TRANSPORT**

- 5.52 Chapter 5 relates to Strategic objective 5 which seeks to support the provision of sustainable transport and communications infrastructure has three threads: To manage the need to travel, supporting low carbon transport systems and maintaining and improving the transport system.
- 5.53 Policy SO5.1 Accessible Development, Policy SO5.2 Communication Technologies has been expanded to include location and design of structure associated with digital infrastructure and requires development to incorporate digital connectivity where appropriate. To increase the sustainability of the district and recognise the existing level of access to high quality digital connectivity and importance of integrated journey planning to encouraging the use of sustainable transport. SO5.3 Low and zero carbon transport supports the delivery of electric vehicle charging points and other infrastructure that may be required for alternative low and zero carbon transport options, including hydrogen vehicles and has been updated following the representations received, NPPF and changes to Building Regulations. Policy SO5.4 Maintaining and improving the transport system supports a variety of measures and has been reviewed in association with Staffordshire County highways. Policy SO5.5 Hatherton Canal Restoration Corridor and Policy 5.6 Safeguarding Proposed recreational footpath and cycle routes will achieve improvements to walking and cycling routes and supporting increased use of the canal network and towpaths as part of the integrated transport network and increase the opportunity for the creation of short circular walks. These policies have been reviewed in response to the representations received and updated evidence. Policy SO5.7 Parking Provision advises that detailed standards will be in further guidance.

## **TOWN AND LOCAL CENTRES**

- 5.54 Chapter 6 relates to Strategic Objective 6 which seeks to create attractive town and local centres. It maintains the hierarchy of centres with Cannock Town Centre being the strategic centre and the revised town centre boundaries proposed in the Preferred Options document. The threshold at which an impact upon the vitality and viability of an existing centre is identified and is unchanged from that proposed in the Preferred Options document. It safeguards existing town centre services reflecting the use classes order update in September 2020 and lists criteria for ensuring high quality design within town centres. Policies SO6.5 Cannock Town Centre redevelopment areas, SO 6.6 Rugeley Town Centre redevelopment areas



and SO6.7 Hednesford Town Centre redevelopment areas identify the potential sites for mixed uses and has been updated following the representations, changes to planning legislation and updated retail evidence.

## **NATURAL ENVIRONMENT**

- 5.55 Chapter 7 relates to Strategic Objective 7 which seeks to protect and enhance the natural environment. Policy SO 7.1 lists the current assets and the importance of ecological networks and how Biodiversity Net Gain will be delivered in the district. (Policy SO7.2). Policies SO7.3 demonstrate the Council's approach and the approach of the SAC Partnership to the issues around the Cannock Chase SAC and Cannock Extension Canal SAC and how the Local Plan can meet its legal obligations as a competent authority and the requirements of the Habitat Regulations 2017. SO7.4 protects, conserves and enhance landscape character in the district and SO7.5 relates specifically to the AONB. Policy SO 7.6 seeks to protect, conserve, and enhance the Green Belt and update the lists of the areas to be safeguarded as community park which will be delivered as mitigation for the loss of Green Belt through development at South of Lichfield Road, Wimblebury Road and Kingswood Lakeside. Policy SO7.7 lists the areas to be removed from the Green Belt for development within this plan period and safeguarded for development in the next plan period and as in the Preferred Options documents lists the mitigation required to compensate for the loss of Green Belt land. Policy SO7.8 replaces the policy on the Green Space Network to accord with the new NPPF and seeks the protection, conservation and enhancement of the green infrastructure and links this to the latest evidence on open spaces and the future open spaces strategy.
- 5.56 The policies have been amended in response to the representations, changes in the NPPF, spatial strategy, open spaces assessment and Environment Bill.

## **CLIMATE CHANGE**

- 5.57 Chapter 8 relates to Strategic Objective 8 which seeks to deliver a greener future. It supports low and zero carbon energy and heat production, requires development to strive towards achieving the highest level of building performance standards and achieve the lowest carbon emissions where viable. Set the Council's policy on sustainable design and includes adoption of the optional water efficiency standards for new developments. Policies will ensure development minimise flood risk and avoid air, water, noise or light pollution and soil contamination. Brownfield and Despoiled and underutilised land will be prioritised, mineral reserves safeguarded and waste managed.
- 5.58 The policies have been amended in response to the representations received, NPPG and discussions with our partners.

## **REASONABLE ALTERNATIVES**

- 5.59 The SEA regs require the consideration of reasonable alternatives to the spatial strategy and policies. The reasonable alternatives to the policies were considered through the preparation of the plan and the reasonable alternatives to the spatial strategy submitted via the SHLAA, ELAA, call for sites, and representations have been considered through the site selection methodology previously consulted upon and in association with the Local Plan Member Officer Working Group. The

sites submitted thus far have been considered and have been incorporated into the SHLAA 2022 and ELAA 2022 as appropriate. The LPMOWG found that the proposed spatial strategy and local plan policies represented the most sustainable development for Cannock District. The SA/SEA of the Local plan is being prepared by consultants and will further test this conclusion. The site selection methodology, SA/SEA, SHLAA 2022 and ELAA 2022 will be published in due course.

## **NEXT STEPS**

- 5.60 Following consultation, representations will be recorded and collated to be reported to Cabinet for noting early 2023. The Submission version of the Local Plan will then be finalised in readiness for submission alongside the supporting documents and evidence base to the Planning Inspectorate who will then arrange for an Examination in Public.
- 5.61 A further report will be presented to Cabinet around submission to detail the arrangements for the Examination in Public.

<b>6 Implications</b>
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### **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**

None

### **6.4 Risk Management**

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.

Lesser risks that will primarily impact on costs and timetable are linked to staff resources being available to maintain the plan review as well as potential changes to government planning policy.

### **6.5 Equality & Diversity**

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 to the Report

Appendix A: Cannock Chase Local Plan Review Preferred Options consultation responses

Appendix B: Cannock Chase District Local Plan Regulation 19 document

Appendix C: Local Plan Reg 19 Site Specific Policies **(not available at the time of publishing the report)**

### Previous Consideration

Local Plan Preferred Options Consultation Feedback and Next Steps - Cabinet - 16<sup>th</sup> December 2021

### Background Papers

Stantec report West Midlands Interchange,

Local Plan Consultation Preferred Options, Consultee Responses Log – April 2021					
Please use the following formatting when saving documents and complete the table below for ease of reference: 1. Save files with surname of the consultee followed by first initial (use full first name if 2 identical entries). 2. If it is an organization use the organization, company or charity name instead. 3. If the consultee or organisation is represented by a consultancy put the company name in brackets after their name (it would be useful to also add the agents name to their company name in the table below for reference).					
Ref	Consultee/Organisation Name (Put name after Organisation)	Consultancy & Consultants name (If applicable)	Date Received	Summary	Draft CCDC Response
LPPOSA001	Planner A OR Cannock Chase Council Historic England - E, Boden	Chase Planning - Planner A	01/04/2021 1/29/2021	With regard to the HIA: Cannock Chase Local Plan Preferred Options, Sustainability Appraisal Report (incorporating Health Impact Assessment) which accompanies the Reg 18 Plan, Historic England welcomes the inclusions of a specific indicator for the historic environment (SA17) and considers this essential for the SA process. Furthermore, we are pleased to see that during the course of plan preparation SA objective 17 was updated to reflect a consultation comment received from Historic England and to better conform to the guidance of the NPPF. Historic England also notes that the appraisal of SA objective 17 for all sites at this stage of the Local Plan process has been informed by the Cannock Chase HIA, September 2020, commissioned by the Council, and that the effects recorded through this assessment have been drawn upon for each site option to inform the effects presented in the SA in relation to SA objective 17. In this regard, we are pleased to see that previous advice from Historic England has been followed. We also note the inclusion of the consideration of the historic environment in Table 3.1. We note and welcome the acknowledgement that the new Local Plan offers the opportunity to update and develop the overarching policy on the historic environment within the adopted Local Plan, as well as offering opportunities to incorporate mitigation into site specific policies where appropriate. We also welcome that possible opportunities to deliver heritage-based regeneration are highlighted, such as those linked to canal networks and former collieries. However, we consider that this aspect could be developed further in several Local Plan policies; particularly policies SO1.1, SO1.2, SO4.3, SO6.5, SO6.6 and also through development guidelines for the relevant site allocations as they emerge. With regard to the canal network in particular, the Sustainability Appraisal offers opportunities to highlight synergies between the natural and historic environment and we recommend that these should also be developed through Local Plan policies. We note that all sites have been assessed in the SA on the assumption that no mitigation measures are in place at this stage. This inevitably will give a "worst-case scenario" of effects. However, it is clear from the Council's HIA what for some sites mitigation of harm and maximisation of enhancements in relation to the historic environment are recommended and once these are encompassed into site specific policy requirements at the next stage of the Local Plan, the outcomes of some site assessments may change in the next iteration of the SA and we will comment further at that stage. With regard to the assessment of effects of allocations on SA objective 17 we have the following comments: Sites scoring --? (uncertain/likely significant negative effects) - Historic England notes that several of the proposed site allocations (SH1/SH5/H31/H39/MA and M2) have been assessed as having 'uncertain/likely significant negative effects' on the historic environment. We refer you to our comments on these sites contained in Appendix A to this letter. We also note that proposed allocation M9 has no heritage assets on, or near to the site and was not assessed in the Council's HIA. Explanation of why this has been scored with --? would therefore be welcomed. - Sites scoring -? (uncertain/minor negative effects) - we note that some sites that have been assessed as having uncertain/minor negative effects on heritage assets where we consider there may be the potential for significant effects and would recommend further consideration of sites H36/H40/H45/H50/M5 and M10. - Sites scoring 0? (uncertain/negligible/no effects) - we note that some sites that have been assessed as having uncertain/negligible/no effects on heritage assets where we consider there may be the potential for minor effects and would recommend further consideration of sites H37/H48/H49/H51/H52/H53/M4/M8 and E6. However, it is accepted that the effects of new development on this historic environment will be dependent, in part, upon their specific layout and design, and also on any mitigation and enhancement, which is an unknown at this stage in the Plan process.	Comments are noted and will be reviewed.
LPPOSA002	Canal & River Trust - H, Smith		4/29/2021	We wish to raise the following comments in respect of the above consultation: Largely agree with the conclusions of the Habitat Regulations Assessment Report. We do wish to comment that the document lacks recognition that the Chasewater Reservoir SSSI is integral to the water supply of the Cannock Extension Canal SAC. Where new development would be hydrologically connected to the water supply catchment for Chasewater reservoir this should be included in the Habitat Regulations Assessment Report. Should this not be included, there is a risk that new developments in the water supply catchment for Chasewater reservoir could be detrimental to the integrity of the Cannock Extension Canal SAC.	Comments are noted and will be reviewed.
LPPOSA003	K, Dixon		5/7/2021	On p.712, the document refers to the Strategic Access Management and Monitoring (SAMM) measures, which I take it means what the County Council approved in February 2021 amid much controversy. The Bristol based consultants may be unaware of how controversial the SAMM are. In any case, they seem to be taking them as given. This is buried on p.712 of the 733pp document, and so may not have been spotted by many people, including elected councillors. My comments are that the SAMM measures are flawed, Links between the spoused purposes of the SAMM (i.e. protecting Cannock Chase SAC and the AONB more generally for future generations) and most of the detailed measures range from tenuous to fantasy and mere image management and making it look as if something is being done. I have set out in table 1 a complete set of criticisms of the SAMM measures in the form of myths used to promote the measures by the County Council, AONB Joint Committee and SAC Joint Board. I should like to add the following as where things should go from here in relation to the SAMM. An alternative policy for Cannock Chase Forest: Basic Principles: To conserve, even enhance and expand, the Cannock Chase forest and the communities around it as comprising a designated AONB and an area with thriving cultural, social, economic and political facets. To encourage the notion that residents of the communities around Cannock Chase have a trustee responsibility for the Chase and for the ideas in Basic Principle 1; that trustee responsibility should be reflected in continuing consultation on issues affecting the Chase effected by public bodies with legal, administrative responsibilities for the Chase. Specific responses to the measures adopted by Staffordshire County Council under the guise of Protecting Cannock Chase Special Area of Conservation for Future Generations Implementation of the measures to be halted pending a review during May to August 2021 of their contents and omissions, how they were arrived at and how they have been officially enunciated. If, in the unlikely event the further two phases of the existing measures do proceed following this review, the consultations should be far more comprehensive and effective as public consultations, sailing into the winds of likely controversy. The decisions made following these consultations should explain how they derive from the findings of the consultations. A change in the SCC communications strategy so as to provide clear and truthful information to residents of the communities around Cannock Chase and the public generally, so building up the trust and rapport needed to put Principle 2 into effect. Part of this strategy will be to reduce the need for FOI requests, any such requests not only to be responded to quickly and without appearance of obstruction but also to prompt changes in reporting to make further requests of a similar nature unnecessary. Chase Road to remain open to give access to adjacent for pedestrians, horses, cyclists, other persons and vehicles to which it is suited, and to be physically maintained, but significant through traffic will be discouraged with extant features (e.g. chicanes, speed bumps). Effective public consultation to be carried out for a period of at least 3months, commencing as soon as possible after the aforementioned review, assuming the review finds the 2019 consultation or subsequent actions defective. The consultation shall include but not be limited to opinions and ideas of residents of the communities around the entire Cannock Chase forest and groups of wider users/visitors on a. how car parking provision and public transport access around the Chase should be reorganised, if at all. The primary considerations in such reorganisation shall be as follows. To disperse visitors such that the areas identified already as overused are subject to less use. To ensure large areas of Cannock Chase AONB are not off limits to those with mobility issues, the elderly or young families. b. How revenue should be raised to fund conservation, enhancement and expansion of Cannock Chase. This would subsume the charging of visitors to use car parks included in the measures. c. How any of this revenue raising should not erect economic barrier which prevent or deny access to low income families and households, or vulnerable people/ d. How so called Section 106 revenue (an amount said to be order of £7.8million) should be spent, and not be spent, in keeping with Principle 1. e. The role of a dedicated and resources County Ranger Service in pursuing Principle 1. f. How principle 2 will be put into affect.	Comments are noted. The evidence referred to supports the delivery of the Local Plan and has been prepared in partnership. The evidence offers a strategy which will prevent harm arising to the SAC and meets the Council's legal obligations. Opportunities for greater public involvement within some of the specific projects listed in the document is envisaged.
				Revisions to the governance and administration of the Chase: A commitment to open government, in pursuit of Principle 2 in particular, and taking care not to be seeing as favouring particular interest groups, political supporters and personal friends when it comes to consultation and appointing committees, working parties, teams and the like as part of the governance or administrative process. Also in pursuit of Principle 2 in particular, reorganisation and revision of the governance structure and governance bodies responsible for the Cannock Chase forest and the communities around it, with appropriate provisions for how their officials are appointed to be representative of these communities are represented on them and have access to speak or petition their meetings. A County Council cabinet member with specific responsibility for Cannock Chase who is part of the communities around it. An equivalent to the cabinet member identified in 3 in the shadow cabinet or from the opposition. More substantial efforts around Principle 2, especially in performing public consultations so that it is clear they capture community opinions and interests. Those performing consultations should sail into the winds of likely controversy, not try to blindsides likely opponents to controversial proposals, or see residents as highly interest but with low influence (an so ignorable).	Comments are noted. Not all matters are able to be dealt with through the Local Plan.

LPPOSA005	Natural England		4/30/2021	<p>We welcome the HRA and note that the assessment has concluded that further information is required. We wish to provide the following advice: • The HRA scoping Report 2019 considered Humber Estuary SAC/SPA/RAMSAR in its assessment. Since the options and issues stage in 2019, the preferred policies have progressed and new sites are proposed to be allocated. We advise that the current HRA should reflect back and consider the Humber Estuary in the current HRA. • 4.13. Ammonia (NH4) is also a key pollutant from vehicle traffic. • 4.19. Once traffic data has been gathered and you understand what is the affected road network, we advise that you review the sites that could be affected. • 4.34. One of the allocated sites is hydrologically connected to Cannock Extension Canal SAC- SH2/ SH2 (part) Land to the East of Wimblesbury Road, Heath Hayes. There is a water course to the east of the site and is upstream of and connected to Chasewater and Southern Staffordshire Coalfield Heaths SSSI (unit 13) which is hydrologically linked to Cannock Extension Canal SAC. • 5.30. Consideration should be given to water quantity impacts on Cannock Extension Canal SAC and water quality impacts on Cannock Chase SAC. Also impacts from surface water should be considered. • Appendix A- we would advise also looking at European sites conservation objectives: supplementary advice as well as the site improvement plans, as these are more up to date.</p>	Comments are noted and will be reviewed.
LPPOSA006	Severn Trent		4/30/2021	<p>We support the themes used within the sustainability appraisal specifically: 2) Minimise pollution and protect and enhance air, water and soils; 3) Ensure development makes efficient use of previously developed land and buildings; 4) Adapt to the impacts of, and minimise factors contributing to, climate change; 5) Reduce the risk of flooding. We would highlight a common theme within the sustainability appraisal around the assumption that Sustainable Urban Drainage systems can somewhat mitigate a new developments impact to existing flood risk or the future impacts from climate change. Whilst this at a basic level is true it is important that the drained hierarchy still be applied. Should SuDS end up disposing surface water into the foul or combined sewerage network via a new connection then there is still an increase on existing flood risk. It would have been good to see the appraisal consider the availability of sustainable surface water management options from the drainage hierarchy as part of its scoring. The appraisal does highlight in several areas that development on greenfield land would increase the area of impermeable surfaces in the District and could therefore increase overall flood risk. We have no comments to make regarding the equality, health, or habitat assessments. For your information we have set out some general guidelines that may be useful to you. Position Statement As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the LPA. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead, We do this to avoid making investments on speculative developments to minimise customer bills. Sewage Strategy Once detailed plans are available and we have muddled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works. Surface Water and Sewer Flooding We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer. We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers. To encourage developers to consider sustainable drainage, Severn Trent currently offer 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on our website. Water Quality Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.</p>	Comments are noted and will be reviewed.
LPPOSA007				<p>Water Supply When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts. We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands. Water Efficiency Part G of Building Regulations specify that new homes must consume no more than 125l of water per person per day. We recommend that you consider taking an approach of installing specifically design water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations. We recommend that in all cases you consider: • Single flush siphon toilet cistern and those with a flush volume of 4 litres. • Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute. • Hand wash basin taps with low flow rates of 4 litres per minute or less. • Water butts for external use in properties with gardens. To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 100l per person per day or less. More details can be found on our website. We would encourage you to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110l of water per person per day.</p>	Comments are noted and will be reviewed.
LPPOSA008	G & P, Small		4/30/2021	<p>Detailed Harm Assessment s- Rugeley Part 2 RU25. We own an acre plot of residential land adjacent No1 Forge Row, Slitting Mill, Rugeley WS15 2UT. We are registered as R39. R39 is down as 41.493 in 2005 as a suggested site. R39 is registered on the SHLAA 2008, R39 is marked as a potential building plot on Local Plan 2017. R39 has been on the government self build register with Cannock Chase Council since 2017. As a fully serviced site with all basic amenities. Mains electric mains water supply coming directly into plot from road. Two off road access into plot one down side of No. 1 Forge Row which is part of R39. Also off road access with dropped curb 16' wide leading into gateway 13' inside plot boundary up to gates 12' wide so as to leave road footpath clear also there is lots of room for off road parking inside plot. R39 is surrounded by well kept established hedges that would obscure any development from view so it would detract from our surroundings. The plans would be to self-build an eco home on the site in line with the existing cottages which would not impact on our neighbours. The local Plan RU25 has R39 down on it. We are the only residential land in this parcel along with no1 to 7 Forge Row cottages our land is adjacent to No1. We would there fore ask if we could be removed from Green Belt status to Enable us to self build on R39 a fully serviced site with existing facilities in place, a sustainable eco detached home.</p>	Comments are noted and will be reviewed.
LPPOSA009	Staffordshire County Council - J, Chadwick		4/30/2021	<p>We welcome the enhancement of the evidence base through the production of the Cannock Chase HIA. This was produced using a robust methodology, working to national standards, and it is particularly noted that, in addition to assessing significance and impact, this also explored each site through the lens of maximising enhancement and the mitigation of harm. Whilst we haven't taken the opportunity to review each of the 69 sites ultimately chosen for assessment in this report, we have reviewed a selection of these which appear to be comprehensive and generally fit for purpose. The inclusion of the historic environment, including heritage assets and their settings, as a specific SA Objective is welcomed, and the assessment of the likely sustainability effects for the various different site types and the specific site options (Appendix 5) has made use of the enhanced evidence base to provide a detailed assessment against this objective. These assessments are generally supported. Please also note that the number of scheduled monuments in the district outlined in section 47 (page 2150 is incorrect - the Conduit Head at High Green, Cannock has been removed from the National Heritage List for England.</p>	Comments are noted and will be reviewed.

LPPOSA010	St Modwen Industrial & Logistics	RPS - J, Bonehill	4/29/2021	<p>RPS note the response to our previous submissions with regards to the SA set out on pages 154-156 of the SA of the Cannock Chase Local Plan: Preferred Options. However, we note that a number of inconsistencies in the assessment of the site which we set out below. SA Objective 1: RPS note that the score against this objective for the Site has been amended following comments received from the Canal &amp; River Trust (CRT). Ecology Solutions have reviewed the assessment work undertaken and have provided a response addressing the points raised (Appendix B). In summary although the site is located adjacent to the Cannock Extension Canal SSSI the closest proposed built development as the site is located approx. 120m from the SSSI and SAC at its closest point. Land adjacent to the SSSI would be retained as greenspace and indeed opportunities for ecological betterment could be delivered as an enhancement associated with emerging proposals. It is noted that site N5: Turf Field, Watling Street is located 200m from the SSSI at its closest point, but has been attributed a score of (-?) under this objective which is inconsistent with the scoring for the Site as (-?). We suggest that the scoring for the Site should be amended to (-?) accordingly. CRT also make reference to potential adverse impacts to the towpath associated with the Cannock Extension. Use of footpath would not have the potential to result in any adverse impacts on the SAC/SSSI. Ecology Solutions note that the potential for recreational impacts on this designated site have been scoped out in the Council's own Habitats Regulations Assessment (HRA) work (March 2020). In any event, there is no reason to consider that employment sites would generate any significant increase in use along the towpath. Through discussions with Officers RPS understand that there are concerns regarding the potential for airborne and waterborne pollution to have a negative impact on the SAC/SSSI. Further work is being undertaken with regards to these possible issues and will be provided to the Council in due course. Ecology Solutions have also identified an issue with the methodology adopted for this objective. Subsequent HRA work has only been undertaken on Preferred Options sites. This means that there is no opportunity for other sites, including the Site, to have their true impact acknowledged, with such sites being given an artificially low score as a result. A 'shadow' HRA has been undertaken by Ecology Solutions for the emerging proposals for the Site which concludes that potential impacts on the integrity of any European Sites (including their underpinning SSSI's) would be avoided subject to the adoption of an appropriately designed scheme, as such it can be concluded that potential adverse impacts would be avoided on any biodiversity assets, indicating that emerging proposals would, at worst, attain a neutral score under this objective. SA Objective 2: RPS are disappointed that our previous comments on this point summaries on pages 154 and 155 of the SA have been discounted [See FIG 3.1 in the document]. [...] there is evidence that air quality issues continue to improve, to the point where a detailed assessment is now to be undertaken which will consider revolving the AQMAs 1 and 2 which cover the A5 corridor running through the District. Furthermore, the only AQMA to experience exceedances of the objective is not located in close proximity of the Site. While no timescales are provided for this detailed assessment, it clearly indicates that as a minimum the potential impacts on air quality of sites in the proximity of these particular AQMAs which are showing compliance with the objective should not be scored as negatively in the SA as sites in the proximity of the AQMA3. RPS note that the 2020 Air Quality Annual Status Report identifies the preparation of this detailed assessment as a key priority for 2021/21 and so trust that the findings of it will be available to inform the next stages of preparation of the Plan. RPS note that air quality issues in Walsall, which lies to the south of the Site, have also improved in recent years. RPS also note that traditional working patterns have been disrupted by the Covid-19 pandemic with people working from home where their job allows them to. Many prominent businesses are suggesting that post pandemic home working will continue to be at least an element of the working arrangements and it is expected that the number of commuters will reduce. Should this occur it is expected that air quality issues arising from motor vehicles will similarly reduce.</p>	Comments are noted and will be reviewed.
				<p>This is particularly relevant for Cannock Chase District which as stated by paragraph 2.45 if the 2020 EDNA has 27.6% of its workforce employed in Professional Occupations compared to 20.2% across the West Midlands and 21.5% nationally. In contrast, the District has very few residents in the most elementary of occupations - just 6.4%, almost half the regional rate of 11.9% and much lower than the national rate of 10.2%. The District also has net outward commuting patterns as noted under part 4 of paragraph 5.50 of the 2020 EDNA. People employed in Professional Occupations are more likely to be able to work from home either full time or as part of an agile working pattern. Therefore, RPS suggest that the anticipated reduced level of commuting and reduced air quality issues is likely to have a greater impact on Cannock Chase District than in locations where a greater proportion of residents work in more elementary occupations which have greater requirements for staff to attend their workplace. The benefits of this reduction are likely to be particularly pronounced due to the high proportion of Cannock Chase residents recorded as commuting out of the District pre-pandemic. Furthermore, given that the A5 is a key road link out of the District is anticipated that the reduction will be particularly noticeable in the AQMA that the site is located near to. Given the above RPS consider that the scoring against this objective should be amended to be negligible. RPS note that Officers have queried the anticipated volume of traffic that will be generated by the Site and the resultant impacts on air quality if the expansion land was developed. Further work is being undertaken on this matter and will be provided to the Council when it is completed. SA Objective 5: RPS disagree with the approach taken to the scoring of SA5. The Environment Agency provided advice on this point as part of their consultation comments on the June 2018 SA Scoping Report which are set on page 164 of the SA of the Cannock Chase Local Plan: Preferred Options. [...]. In accordance with this advice RPS recommend that the assessment of this objective is divided into surface water and fluvial. On this basis the Site would be scored as negative against surface water and negligible against fluvial as it is in Flood Zone 1. We also note that for many of the other objectives that the potential for appropriate mitigation to avoid adverse effects means that effects have been identified as uncertain. For consistency RPS recommend that the assessment of SA5 should follow the same approach. This would mean that with regards to surface water flood risk that the Site should be scored as uncertain negative and negligible for fluvial flood risk. SA Objective 14: RPS note the Council's comments with regards to access to services, however as acknowledged in the revised assessment of SA8 on page 155 of the SA of the Cannock Chase Local Plan: Preferred Options there is a cycle route along the A5. This offers a sustainable transport link to services and facilities further afield. To be consistent with the scoring given for site (CE19/E12) the scoring for the Site should be revised to minor negative. SA Objective 17: The Cannock Chase Heritage Impact Assessment 2020 screened out the Site at the first stage of assessment on the basis that no significant impact on heritage would occur as a result of development (apart from the possibility of undiscovered archaeology). To be consistent with the assessment of other employment sites as set out at paragraph 4.129 of the SA of the Cannock Chase Local Plan: Preferred Options a negligible uncertain effect should be recorded for the site under this objective. Conclusions: On the basis of our observations set out above RPS recommend that the revised assessment of the Site should be as set out below [see Table 3.1 in the document].</p>	Comments are noted and will be reviewed.

Local Plan Consultation Preferred Options, Consultee Responses Log – April 2021					
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Consultee/Organisation Name (Put name after Organisation)	Consultancy & Consultants name (If applicable)	Date Received	Document	Summary	Draft CCDC Response
A, Webster		3/22/2021	Green Belt Part 2 Study Report - Appendix B	Norton Canes - NC23 & NC24 (P101-108inclusive). I would like to address the statement for NC23 'The additional impact of its release on the adjacent Green Belt should be minor-moderate' and argue that the following should be considered to elevate this impact. NC24 has frequent visitations of wild deer these sometimes stray into the parcel NC23. NC23 as been used for agriculture for many years. Bats have long visited the gardens of the properties on the north side of Norton Springs, flying in from the west. NC24 has stabled and grazed horses for several years. I would content that NC23 and NC24 form bulwark against urban encroachment with inobtrusive rural usage. The character of these parcels are appreciated when viewed by walkers taking their permitted lock-down exercise, and thus serve a community health purpose too.	Comments are noted. The evidence has been prepared through an independent company to ensure consistency across the district.
Heath Hayes & Wimblebury Parish Council - L, Bowman		4/28/2021	Green Belt Part 2 Study Report - Detailed Harm Assessment for Wimblebury & Heath Hayes	The Parish Council would like the following removed from the plan and be kept as Green Belt Land preventing the mergence of Heath Hayes, Wimblebury, Norton Canes and Chase Terrace. All Green Belt land to the east of Wimblebury Rd and to the south of A5190 Cannock Rd. Particularly those parcels of land identified as WI 8-15 inclusive, and WI 20-23 inclusive. Removal from the Green Belt ranges from moderate to very high, but in all cases this land makes an important contribution to prevention of urban sprawl in the directions of Chase Terrace (Burntwood) and Norton Canes.	Comments are noted. The consideration of the removal of sites from the Green Belt is a matter for the Local Plan not the supporting evidence. This matter will be addressed through the Local Plan.
J, Armitage		4/28/2021	Green Belt Part 2 Study - particularly RU21, and adjoining areas RU20, RU14, RU18, RU22, RU19	All of these areas make a strong contribution to the diversity of wildlife in the area including: deer, badgers, foxes, owls, bats, skylarks (recent return to this area). This is a beautiful area and is very popular with local people. Effects of development would be high. Loss of agricultural land - once this has disappeared it would be lost permanently. Traffic on Penkrige Bank Road is already very heavy, accidents on the Slitting Mill Road/Penkrige Bank Road happen regularly. Building on power station site should fulfil all local needs. Rugeley is a small town with limited infrastructure.	Comments are noted. The consideration of the removal of sites from the Green Belt is a matter for the Local Plan not the supporting evidence. This matter will be addressed through the Local Plan.

**Item No. 8.22**

C, Downes		4/30/2021	SHLAA 2020	Includes site C64. Records previous refusal of planning application 1999. All of the considerations applicable in 1999 remains so today. The pressure on Local Green Space currently makes this site even less suitable for planning development. The re-designation as Local Greenspace would be appropriate.	Comments are noted. This matter will be considered through the Local Plan housing allocations and planning application process.
C. Downes		4/30/2021	Housing Development Capacity Study 2018 -38 March 2020	If the number of houses required can be fulfilled without the inclusion of these sites I can see no reason for the possible change of status for sites C64 and C81. The only suitable change of status in my opinion for C64 would be to permanent protected green space.	Comments are noted. This matter will be considered through the Local Plan housing allocations and planning application process.





**Cannock Chase District  
Local Plan Pre-Submission  
Consultation (Reg19)  
DATE 2022**

# 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 2039. 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 asked people for their views on what sort of things should be covered by the Local Plan through an 'Issues and Options Consultation' in May 2019. The responses to that consultation were taken into account in the Local Plan 'Preferred Options' consultation document (spring 2021). The responses to the 'Preferred Options' document were taken into account in the preparation of this draft Local Plan. This Pre-Submission Draft Local Plan identifies the sites proposed for new development, and the policies that will guide and manage the development of the District throughout the plan period. This document provides a summary of the Pre-submission Draft Local Plan consultation document.
- 1.3 The Council will consider the responses to the 'Pre-Submission (Regulation 19) Draft Local Plan', After that, the Local Plan will be submitted to the Secretary of State (Planning Inspectorate) for independent examination, probably over the winter 2023. A planning inspector will be assigned by the Secretary of State to examine the Local Plan to see whether it can be found 'sound' and capable of adoption by the Council during 2024.
- 1.4 The Local Plan will then form part of the 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 four designated areas (Brereton & Ravenhill, Norton Canes, Cannock Wood and Rugeley) where Neighbourhood Plans are in the early stages of preparation.
- 1.5 Throughout the preparation of the Local Plan, the Council will engage with partner organisations, statutory consultees, and other relevant Local Authorities under the legal Duty to Co-operate.

## THE DISTRICT CONTEXT

- 1.6 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 Area of Outstanding Natural Beauty (AONB) and around 60% of the District is designated Green Belt.
- 1.7 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

- 1.8 The Local Plan includes eight Strategic Objectives:
  - To deliver high quality development that protects the historic environment and is appropriate, distinctive, attractive and safe;

## 1. Non-Technical Summary

- 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;
- To support a greener future.

### THE SPATIAL STRATEGY

- 1.9 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 the most sustainable locations, be focussed on the existing urban areas, and will protect and enhance Green Belt land and the AONB;
  - 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 5,430 dwellings will be delivered to meet the district's housing need between 2018 and 2039 at a rate of 258 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 5,930 dwellings at a rate of 283 dwellings per annum);
  - Up to 66 hectares of employment land will be provided to meet the District's requirements;
  - 10 hectares of this will be at the West Midlands Interchange
  - Look to meet our development needs beyond the plan period.

## 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).
  - 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 5,430 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).

## 1. Non-Technical Summary

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

### **STRATEGIC OBJECTIVE 4: TO ENCOURE 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 Explanatory Text) for non-town centre offices, industry and warehousing (SO4.1).
  - Provide for new employment uses with up to 66 hectares of land for office, manufacturing and distribution employment development during the period to 2039, 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).

## 1. Non-Technical Summary

- 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:

- 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 and ensure that development takes opportunities to improve biodiversity, especially where this can secure measurable net gains (SO7.1).
- Ensure development does not lead directly or indirectly to an adverse impact upon a Special Area of Conservation (SO7.2).
- Protect, conserve and enhance landscape character (SO7.3).
- Protect, conserve and enhance landscape areas within the Cannock Chase Area of Outstanding Natural Beauty (AONB) from damaging or inappropriate development (SO7.4).
- 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(SO7.5).
- Identify areas of safeguarded land and amendments to the Green Belt and ensure that any loss of Green Belt is suitably mitigated (SO7.6).
- Protecting and improving green infrastructure within the District (SO7.7).

# 1. Non-Technical Summary

## **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 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).

## **CONSULTATION INFORMATION**

- 1.18 We will be consulting on the Pre-Submission Draft Local Plan Friday **XX<sup>th</sup> MONTH**, 2022 to 16:45 on Friday **XX<sup>th</sup> MONTH**, 2022.
- 1.19 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.
- 1.20 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).
- 1.21 Documents can be viewed on our website at: [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy)

# 1. Non-Technical Summary



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## **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 2039.
- 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 2028 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 (2022). 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.

## 2. Introduction

Table 1

PREPERATION	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?	Summer 2022
Submission	This is the stage where the plan is submitted to the Planning Inspectorate.	Winter 2022
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.	Summer 2023

## 2. Introduction

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.	Spring 2024
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- 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 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, Norton Canes, Cannock Wood and Rugeley) where Neighbourhood Plans are in the early stages of preparation.

## 2. Introduction

### Consultation Information

- 2.12 We will be consulting from Friday XX<sup>th</sup> MONTH, 2022 to 16:45 on Friday XX<sup>th</sup>, MONTH, 2022.
- 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
- 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 , 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.

## 3. The District Context

### 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 Area of Outstanding Natural Beauty (AONB) 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 2018 and 2019 the population in Cannock Chase rose by 0.7% to 100,762 residents. The working age population aged 16-64 comprised 62.9% of the population, slightly above the West Midlands (61.7%) and England (62.4%) averages. 19.2% of the population of Cannock Chase were aged 65+ in Mid-2019 which was higher than the West Midlands (18.6%) and England (18.4%) averages.<sup>1</sup>

Population density in the District, the number of people per square mile (ppsqm), is the second highest in Staffordshire after Tamworth (2486 ppsqm) at a rate of 1277 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 of 2.3% 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> In December 2019 the Office for National Statistics published a research report which estimates that of the 97,000 people in the District at this time, 95,000 were White British

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

<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).

### 3. The District Context

with an increasing proportion of residents who identified with different ethnic groups. The estimates are for 2016, based on a three-year Annual Population Survey pooled dataset 2014-2016 and were rounded to the nearest thousand.

#### 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 and excess weight continue to exceed the England average. 27.8% of adults aged 16+ were physically inactive during 2020/21, doing less than 30 minutes of physical activity per week. This rate of physical inactivity was above the England average (23.4%).<sup>6</sup> 73.7% of adults 18+ were overweight or obese in 2020-2021, above the West Midlands average (66.8%) and England average (63.5%).<sup>7</sup> Smoking prevalence in adults aged 18+ was above the England average of 12.1% in Cannock Chase during 2020 with a local rate of 18%, whilst the rate of admission episodes for alcohol-related conditions in the District was above the national average in 2020/21.<sup>8</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>9,10</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>11,12</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 AONB is a vital asset for outdoor leisure and recreation the most recently produced evidence<sup>13</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

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

<sup>6</sup> Sport England, Active Lives Adult Survey May 2019/20 Report, June 2022.

<sup>7</sup> Public Health England, Public Health Outcomes Framework, June 2022.

<sup>8</sup> Public Health England, Public Health Outcomes Framework, June 2022.

<sup>9</sup> CCDC Indoor Built Facilities Study (May 2019)

<sup>10</sup> CCDC Sport and Leisure Facilities Needs Assessment (August 2018)

<sup>11</sup> CCDC Playing Pitch Strategy Assessment Report (August 2018)

<sup>12</sup> CCDC Playing Pitch Strategy and Action Plan (May 2019)

<sup>13</sup> CCDC Open Space Assessment (2009)

### 3. The District Context

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>14</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 2020 the Thriving Places Index rated Cannock Chase as being above the England average for Place and Environment and Green Infrastructure.<sup>15</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>16</sup> GCSE attainment in the District is typically below the national average. In 2019 31.6% 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>17</sup> In terms of qualifications among the working-age population, estimates indicate that the proportion of residents aged 16-64 qualified to NVQ Level 4 and above saw an increase to 34.3% in 2019 and is slightly above the Regional average. However, the proportion of residents employed in jobs associated with higher skills-levels and earnings are estimated to have fallen in 2019-2020. 37.2% of residents were estimated to be working in managerial and professional occupations in the period July 2019 to June 2020, below the regional and national averages.<sup>18</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>19</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>20</sup>

<sup>14</sup> CCDC Leisure Services

<sup>15</sup> Centre for Thriving Places, Thriving Places Index, 2020.

<sup>16</sup> Ministry of Housing, Communities & Local Government, The English Indices of Deprivation 2019 (IoD2019) Statistical Release (September 2019).

<sup>17</sup> Staffordshire County Council, Children's Joint Strategic Needs Assessment: District and Ward Data Matrices (March 2020).

<sup>18</sup> Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase

<sup>19</sup> Ministry of Housing, Communities & Local Government, The English Indices of Deprivation 2019 (IoD2019) Statistical Release (September 2019).

<sup>20</sup> Staffordshire County Council, Children's Joint Strategic Needs Assessment: District and Ward Data Matrices (March 2020).



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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>21</sup>

#### Crime

Restrictions imposed as part of the government approach to controlling the Coronavirus pandemic have resulted in significant reductions in recorded crime and disorder from mid-March 2020 onwards<sup>22</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 growing concern that the wider impact of COVID-19 will result 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 are expected to remain high into 2021.

#### Housing

The 2014-based household projections indicate an increase from 42,828 households (2018) to 47,102 households (2039), and these are the ones the Government has chosen to utilise for its draft standard housing methodology which indicates a housing requirement of 259 dwellings per annum (2018-2039) 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>23</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>24</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

<sup>21</sup> Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase

<sup>22</sup> Staffordshire Commissioner and CCDC Community Safety Strategic Assessment – Cannock Chase 2020

<sup>23</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>24</sup> Local Authority areas: Birmingham, Bromsgrove, Cannock Chase, Dudley, Lichfield, North Warwickshire, Redditch, Sandwell, Solihull, South Staffordshire, Stratford upon Avon, Tamworth, Walsall and Wolverhampton.

### 3. The District Context

businesses locating near the strategic M6 Toll/A5 corridor. The District now has a more diverse employment structure with 46.7% 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 accords with the West Midlands (46.6%) but is below the average for Great Britain (49.7%) , 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>25</sup>

Four business industry sectors in Cannock Chase provided relatively high proportions of GVA (Gross Value Added) and employee jobs within the District during 2018-2019: 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>26</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 2020.<sup>27</sup> In March 2022, 3.4% of District residents (16–64 years) were claiming out of work benefits, a rate below both the West Midlands (5.2%) and England (4.1%) averages. Whilst 83.9% of economically active residents aged 16-64 were estimated to be in employment between January and December 2021, the Coronavirus pandemic and UK Government Lockdown has caused an increase in the rate of claims for out of work benefits in Cannock Chase, particularly among young people where the figure for 18-24 years old claiming out of work benefits rose to 10.4%, which was considerably higher than the national and regional average. 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.

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<sup>26</sup> Office for National Statistics via NOMIS Labour Market Profile for Cannock Chase; Office for National Statistics UK Business Activity, Size and Location (October 2020).

<sup>27</sup> Centre for Thriving Places, Thriving Places Index, 2020.

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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>28</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.

#### 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>29</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

<sup>28</sup>Venuescore UK Shopping Venue Rankings (Javelin Group) 2016-17 (also referenced in the 2021 Retail Study)

<sup>29</sup> Highways England M54 to M6 Link Road

### 3. The District Context

west The off-peak Chase Line service frequency to Birmingham has been increased, while the electrification and line speed increase schemes have been completed, including the introduction of longer, faster services to Birmingham with direct services to Birmingham International (Airport/NEC).

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

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

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

#### Environment

The District comprises land rising from the low lying, largely urbanised areas in the south-west and Green Belt area around Norton Canes in the south-east to the higher plateaux within the Cannock Chase AONB. 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 AONB 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>30</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

<sup>30</sup> CCDC Appropriate Assessments (2009 onwards) AND Cannock Chase SAC Guidance to Mitigate (2017)

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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>31</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>32</sup>

#### 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>33</sup> study has been undertaken to inform the preparation of the Plan.

#### Climate Change

Cannock Chase Council has declared a Climate Change Emergency with a target date for achieving Net Zero by 2030.

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>34</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 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;

<sup>31</sup> Landscape Character Assessment for Cannock Chase District (2016) and Addendum (2017)

<sup>32</sup> Staffordshire County Council Minerals Local Plan (2017)

<sup>33</sup> Cannock Chase Green Belt Harm Assessment (2020)

<sup>34</sup> SCC Climate Change Adaptation and Mitigation Report (October 2020)

### 3. The District Context

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

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

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

- These areas are described together as they form a continuous urban area. The combined population is 65,423, 67% of the District total (2011 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.

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- 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>35</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>36</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.

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 24,650 is 25% of the district total (2011 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.

<sup>35</sup> Included as part of the Chasewater and the Southern Staffordshire Coalfield Heaths SSSI

<sup>36</sup> CCDC Authority Monitoring Report 2016/17

### 3. The District Context

- 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 AONB, 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 7,479 is almost 8% of the District total (2011 Census). Originating as a mining village it expanded to include estates of public and private housing during the 1960/70s. There have been more recent expansions in the form of housing developments to the south-east of the urban area (at the former Greyhound Stadium) and there is a large housing development under construction to the south of the urban area (450 homes). There are 2 primary schools, a secondary school, library and community centre together with a limited range of local shops. A modern health centre opened in 2007 and three GP surgeries operate from this, however concerns about local capacity have been raised (noting that there are cross boundary linkages with Great Wyrley in South Staffordshire in terms of the local catchment). The village centre is accessible by bus, but some peripheral areas of Norton Canes have lost their services, and there are no Sunday bus services.
- Access to recreational sites in the area is relatively good, particularly given the proximity to the Chasewater Country Park (in Lichfield District). Access to indoor leisure facilities is mainly outside the settlement at Cannock, Burntwood or Walsall.

#### The Rural Areas

The Cannock Chase AONB 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 AONB 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



### 3. The District Context

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 19<sup>th</sup> 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.

## 4. How the Local Plan fits within the Wider Context

### Cannock Chase Councils' Corporate Plan

- 4.1 The Council's Corporate Plan covers the period 2022 to 2026. This states the Councils vision:
- Ambition is at the heart of the plan
  - Want local residents to be proud to call Cannock Chase home
  - Rejuvenated town centres, local businesses that are supported and an environment where entrepreneurship is encouraged
  - Working together with partnerships, town and parish councils and community groups to achieve this ambition.
  - Empowered residents encouraged to lead healthy and independent lives.
  - A local environment that is protected, preserved, and enhanced for future generations.
  - Forward-thinking Council, making best use of our assets, living within our means, and ensuring we are accountable for our decisions.

### 4 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:

## 4. How the Local Plan fits within the Wider Context

- The Greater Birmingham and Solihull Local Economic Partnership (LEP)<sup>37</sup>
- Staffordshire and Stoke LEP<sup>38</sup>
- The West Midlands Combined Authority<sup>39</sup>
- The 14 authorities comprising the Greater Birmingham and Black Country Housing Market Area<sup>40</sup>
- The Cannock Chase AONB Partnership<sup>41</sup>; and
- The Cannock Chase Special Area of Conservation Partnership (SAC)<sup>42</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 (2022)
- Open Space Assessment (2022)

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<sup>37</sup> Local Authority areas: Birmingham, East Staffordshire, Lichfield, Tamworth, Bromsgrove, Cannock Chase, Redditch, Solihull, Wyre Forest

<sup>38</sup> Staffordshire and Stoke, list of partners at <https://www.stokestaffslep.org.uk/about-us/our-people-partners/>

<sup>39</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

<sup>40</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>41</sup> Local Authorities involved: Cannock Chase, Lichfield, Stafford, South Staffordshire; Staffordshire County Council also working with a range of other organisations

<sup>42</sup> Local authorities: Cannock Chase, East Staffordshire, Lichfield, South Staffordshire, Stafford, Staffordshire County Council, Walsall, Wolverhampton also with a range of other organisations

## 4. How the Local Plan fits within the Wider Context

- Viability Assessment (2022)
- Five Ways transport Modelling and Air Quality Impact 2022
- Cannock Chase Memorandum of Understanding 2022

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

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

4.9 The NPPF requires that Statements of Common Ground will need to be prepared to demonstrate how the Duty to Co-operate has been met. We will also need to be able to demonstrate how we are preparing the plan in the context of the most appropriate functional geographical/market areas for housing and the economy.

4.10 We had already identified the following cross boundary issues:

### Housing Land Need

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

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

### Cannock Chase AONB

Cannock Chase Area of Outstanding Natural Beauty (AONB) 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.

## 4. How the Local Plan fits within the Wider Context

### Gypsy and Traveller Need

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

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

## 5. Local Plan Vision & Objectives

### STRATEGIC OBJECTIVES

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

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

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

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

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

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

## 5. Local Plan Vision & Objectives

- 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 AONB 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.

## 5. Local Plan Vision & Objectives

- Establishing standards for the provision of car and lorry parking.

### 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 Area of Outstanding Natural Beauty 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, site layout, construction materials 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;



## 5. Local Plan Vision & Objectives

- Minimise waste: and,
- Encourage and facilitate the use of sustainable modes of transport.

### 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-using 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**
  - **Assisting in the delivery of the Council's ambition to be net zero carbon by 2030, ahead of the Government's target date of 2050.**

### **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 Area of Outstanding Natural Beauty, 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 2039, 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 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 Area of Outstanding Natural Beauty (AONB) 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. Local Plan Vision & Objectives

5.8 The presumption in favour of sustainable development:

11. Plans and decisions should apply a presumption in favour of sustainable development.

5.9 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 AONB.
- 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.

## 5. Local Plan Vision & Objectives

- 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 5,430 dwellings to meet the district's housing need between 2018 and 2039 at a rate of 258 dwellings per annum. A further 27 hectares of land 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 5,930 dwellings at 283 dwellings per annum.
  - Up to 66 hectares of employment land will be provided to meet the District's employment need. A strategic employment site is proposed at Kingswood Lakeside which involves removal of 10.86 hectares of land from the Green Belt and a further 16 hectares of land will be removed from the Green Belt for employment purposes with 10.08 hectares safeguarded for future employment development and strategic green infrastructure links in the next plan period or early review of the development Plan.
- 5.10 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.
- 5.11 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.
- 5.12 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.
- 5.13 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.
- 5.14 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

## **5. Local Plan Vision & Objectives**

seeks to conserve and enhance the landscape of the AONB, 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.

- 5.15 The Local Plan review includes within it a strategic and overarching policy for the District which sets 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.
- 5.16 The Council's legal obligations in meeting the National Planning Policy Framework obligations will be satisfied.

### **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.
- 5.17 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

## 5. Local Plan Vision & Objectives

- 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.
- 5.18 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 AONB 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.

## 5. Local Plan Vision & Objectives

### **The Spatial Strategy for Rural areas (Cannock Chase AONB 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 1: Delivering High Quality Development that Protects the Historic Environment and is Appropriate, Distinctive, Attractive and Safe

### **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.

### **POLICY SO1.1: 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 2021) 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. Local Plan Policy Options

Objective 1: Delivering High Quality Development that Protects the Historic Environment and is Appropriate, Distinctive, Attractive and Safe

- 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 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.

### **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.**





## 6. Local Plan Policy Options

Objective 1: Delivering High Quality Development that Protects the Historic Environment and is Appropriate, Distinctive, Attractive and Safe

**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.**

### Explanation

- 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 you have consulted the relevant historic environment record has been consulted and the heritage assets have been assessed using appropriate expertise. The level of detail should be 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:



## 6. Local Plan Policy Options

### Objective 1: Delivering High Quality Development that Protects the Historic

#### Environment and is Appropriate, Distinctive, Attractive and Safe

- '(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 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)



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- 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 of a medieval hunting lodge)
  - Moated site and bloomery (a charcoal fired furnace used to produce wrought iron from iron ore), Courtbanks Covert, Cannock Wood
  - World War One Trench System, Cannock Chase
- 6.19 The Staffordshire Historic Environment Record (HER)<sup>43</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.



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- 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)
- DfT Gear Change: A bold vision for cycling and walking July 2020
- Statutory Cycling and Walking Investment Strategy (CWIS), 2017
- Local Transport Note LTN 1/20 Cycle Infrastructure Design, 2020
- Staffordshire Local Cycling and Walking Infrastructure Plan, 2021

## POLICY SO1.2: 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



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concept of 'Active Design' (add link) 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.

#### **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**



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- **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.

### Explanation

- 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)



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(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:
- 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.
  - 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. Local Plan Policy Options

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- 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
  - Hagley
  - North Rugeley and Brereton
  - Rugeley Town Centre and Historic Suburbs
  - Slitting Mill
  - Western Rugeley – Etchingill 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





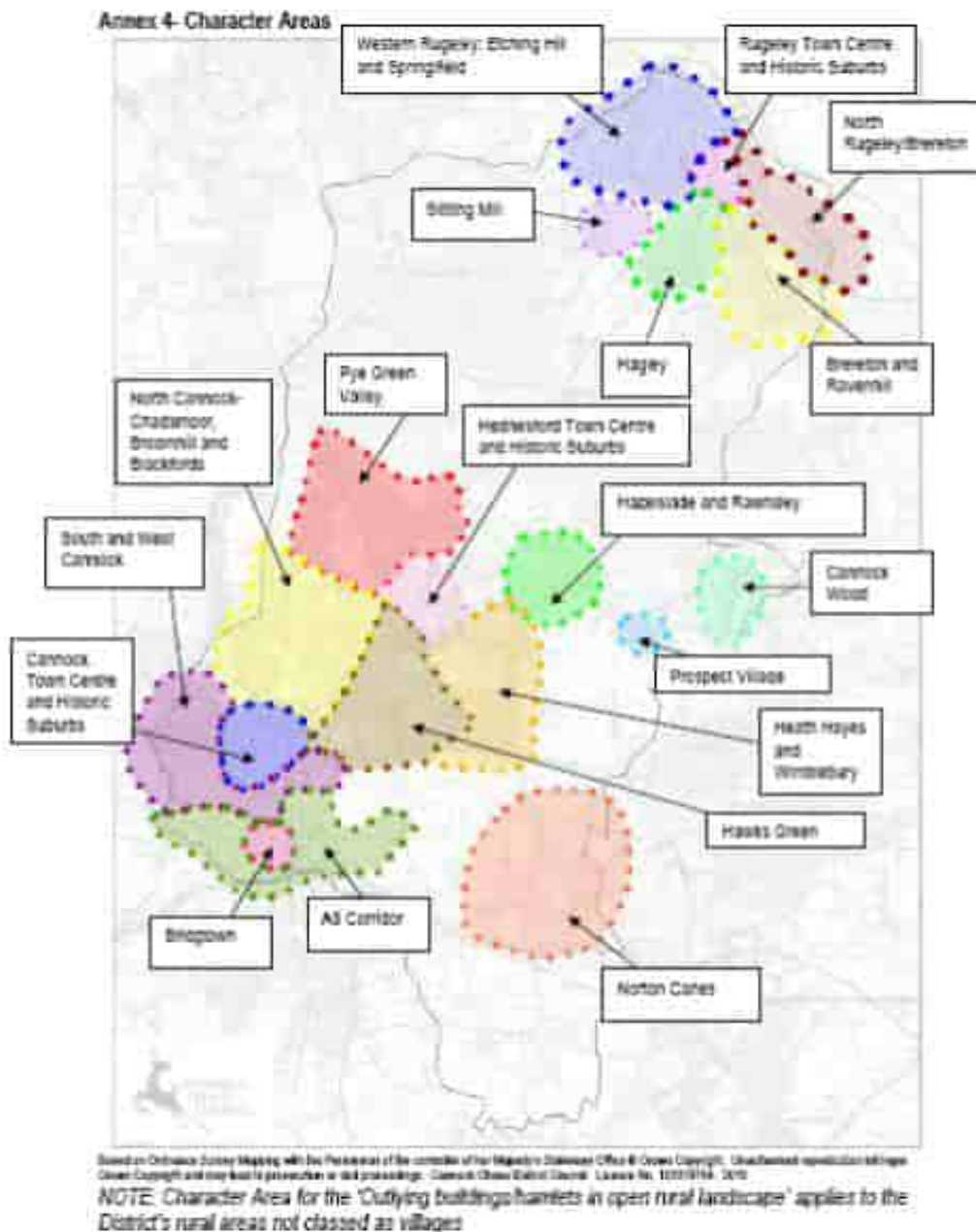
## 6. Local Plan Policy Options

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- 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.

Figure 2





## 6. Local Plan Policy Options

Objective 1: Delivering High Quality Development that Protects the Historic Environment and is Appropriate, Distinctive, Attractive and Safe

### 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

### **POLICY SO1.3: 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 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**



## 6. Local Plan Policy Options

Objective 1: Delivering High Quality Development that Protects the Historic Environment and is Appropriate, Distinctive, Attractive and Safe

**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.**

### Explanation

- 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.
- 6.43 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>44</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>44</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;

### **POLICY SO2.1: 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 2021) 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). 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.

### **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:**



## **6. Local Plan Policy Options**

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

- **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 cycle (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.**

### **Explanation**

- 6.47 National planning policy (NPPF 2021) 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.
- 6.48 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.
- 6.49 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 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)



## 6. Local Plan Policy Options

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

### POLICY SO2.2: SAFEGUARDING HEALTH AND AMENITY

#### **Introduction**

- 6.50 National planning policies (NPPF 2021) 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 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).**

#### **Explanation**

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



## **6. Local Plan Policy Options**

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

### **List of relevant evidence**

- Joint Strategic Needs Assessment Annual Update (2019)

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

#### **Introduction**

- 6.52 Green infrastructure is defined (NPPF 2021) 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.
- 6.53 The NPPF (2021) 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.
- 6.54 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.
- 6.55 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 and Strategy (XXX 2022).

#### **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:**



## **6. Local Plan Policy Options**

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

- 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
- 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.

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.





## 6. Local Plan Policy Options

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

**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.**

### Explanation

- 6.56 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 2021 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.
- 6.57 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.
- 6.58 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	<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>designated site with 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

- 6.59 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. Local Plan Policy Options

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

- 6.60 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.
- 6.61 The strategic planning, management and provision of open space within Cannock Chase District will focus on the following aims.
- 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.
- 6.62 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.
- 6.63 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.
- 6.64 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. The following types of outdoor sports facilities are included in the Assessment and Strategy:

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



## 6. Local Plan Policy Options

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

- 6.65 The Cannock Chase Open Space Assessment and Strategy (XX 2022)
- 6.66 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 and Strategy (XXX 2022)

## **POLICY SO2.45: ALLOTMENTS AND COMMUNITY GARDENS FOOD GROWING**

### Introduction

- 6.67 National planning policies (NPPF 2021) 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.**

### Explanation

- 6.68 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.
- 6.69 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.
- 6.70 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. Local Plan Policy Options

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

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

Typology and Definition of Primary Purpose	Size-based standards (Hectares per 1,000 population)	Distance-based standards (Walking Distance in metres)
<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

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

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

- 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 2022](#)

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

### **Introduction**

- 6.74 National planning policies (NPPF 2021) 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. Local Plan Policy Options

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

- 6.75 The National Design Guide (2021) 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.
- 6.76 The concept of 'Active Design' (add link) 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).

#### **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 Open Spaces Strategy (XXXX 2022); 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.



## 6. Local Plan Policy Options

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

### Explanation

- 6.77 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.
- 6.78 '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 and Strategy (under preparation); and
- Government White Paper 'Planning for the Future' (August 2020)
- Open Spaces Assessment 2022



## 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**

6.79 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 5,430 dwellings during the period 2018-2039. The Council monitors the provision of dwellings annually and 2103 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**

6.80 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.

6.81 At the time of preparing the Issues and Options consultation, 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 is being monitored through a joint housing supply statement

6.82 A number of authorities have contributed 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) are proposing an additional provision for 4,500 and 2,665 homes through their Local Plans. These proposals include sites being released from the Green Belt to help meet the shortfall. Our other neighbouring authority is Stafford Borough and they are not part of the GBBCHMA.





## 6. Local Plan Policy Options

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

- 6.83 At present the Association of Black Country authorities (ABCA) are preparing a joint Local Plan for the areas of Walsall, Sandwell, Wolverhampton and Dudley. Studies undertaken by ABCA have identified a dwelling shortfall of 29,260 between 2019-2038. ABCA has formally requested the authorities that share their housing market, including Cannock Chase District to assist in meeting their unmet housing needs.
- 6.84 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. As outlined previously both Lichfield and South Staffordshire Councils are already making a contribution to the shortfall. South Staffordshire have formally written to us 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.'
- 6.85 Lichfield District Council also wrote to us 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 are further advanced in the plan making process than ourselves and have now submitted their plan. Their local plan does include removal of land from the Green Belt for residential development.

#### Assessment of Urban Capacity and Density

- 6.86 The Cannock Chase District Development Capacity Study (2022) 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.
- 6.87 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 50dph in the urban town centres of Cannock, Rugeley and Hednesford, 35dph in the sub-urban areas which accords with 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.



## **6. Local Plan Policy Options**

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

#### **Viability Assessment**

- 6.88 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.
- 6.89 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.
- 6.90 The Viability Assessment is an iterative process and will be repeated at each stage of the local plan preparation.

#### **POLICY SO3.1: PROVISION FOR NEW HOMES**

##### **Introduction**

- 6.91 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.
- 6.92 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.

#### **POLICY SO3.1: PROVISION FOR NEW HOMES**

**The Local Planning Authority will plan, monitor and manage the delivery of housing from 2018 to 2039 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 5,430 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 258 dwellings each year.**

**A further housing provision will be made for 500 dwellings to meet unmet needs of neighbouring areas, and ensuring a sufficient supply of deliverable and developable**



## 6. Local Plan Policy Options

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

land is available where this be justified in an adopted Local Plan of Birmingham City Council, Walsall Council or the Association of Black Country Authorities.

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 Proposals Map and are listed in Tables B and C.

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. The following sites include some or entire release of land within the Green Belt, they are therefore strategic housing allocations and are as follows;

- SH1 South of Lichfield Road, Cannock 700 dwellings;
- SH2 East of Wimblebury Road 410 dwellings;
- SH3 Land to rear of Longford House, Watling Street Cannock 45 dwellings;
- SH4 Land east of The Meadows Armitage Lane Brereton 33 dwellings; and
- SH6 Former Hart School, (Hagley Park), Burnthill Road, Rugeley: 145 dwellings

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 proposals 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

6.93 **Table A** presents a list of the sites which were under construction at 01/04/2022. These sites form part of the housing supply (2018-39) 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.

#### **Table A: Sites under Construction**



## 6. Local Plan Policy Options

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

SITE REF.	LOCATION	AREA HA	CAPACITY (U/C AND N/S)
H1	Land to the West of Pye Green Road, Hednesford (Northern end of site adj. Pye Green Road)	13.40	262
H3	Land to the West of Pye Green Road, Hednesford- Common Farm (SE corner at cross roads with Lime Pit Lane)	1.50	3
H4	County Grounds Depot, Cannock Road, Cannock	0.44	49
H11	108, 102-106 High Green Court, Cannock	0.10	8
H12	Whitelodge, New Penkridge Road, Cannock	0.23	2
H44	268, Bradbury Lane, Hednesford	0.31	10
H55	77 Old Fallow Road, Cannock	0.25	11
Sub-total			345
H21	Land between Wharf Road and Hardie Avenue, Rugeley	2.72	42
H25	Main Road, Brereton (between Cedar Tree Hotel and Library)	0.53	27
H56	Lea Hall Miners Welfare & Social Club, Sandy Lane, Rugeley	0.33	14
Sub total			83
H13	Land off Norton Hall Lane and Butts Lane, Norton Canes	13.60	101
Sub-total			101
	Minor/small sites under construction (SHLAA 2022)		124
<b>TOTAL</b>			<b>588-653</b>

#### Site Allocations

6.94 **Table B** lists the sites allocated for housing development within the Cannock Chase District during the period to 2039. Development of these sites had not started at 1<sup>st</sup> April, 2022. Each site has a site specific Local Plan policy drafted for them in **Chapter 8 Site Allocations - Table B**

6.95 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,



## 6. Local Plan Policy Options

Objective 3: Delivering a Sufficient Supply of Homes To Provide for Housing Choice or are sites which the Council has already resolved to grant planning permission for housing.

SITE REFERENCE	LOCATION	CAPACITY FROM THE SHLAA
H16	Land west of Pye Green Road, Hednesford Cannock (Land Northern end of the larger site	80
H17	Land west of Pye Green Road, Hednesford Cannock (Adj.. Pye Green Road. Part of larger site )	73
H18	Land adjacent and to the rear of 419-435, Cannock Road, Hednesford	25
H45	23, Walsall Road, Cannock	12
H57	Unit E & F, Beecroft Court, Cannock	20
	<b>Sub Total</b>	<b>210</b>
H20	Rugeley Power Station, Rugeley	1,000
M6	Rugeley Market Hall and Bus Station, Rugeley	50
M7	Land at Wellington Drive, Rugeley	20
H24	Market Street garages, Rugeley (incorporating BT telephone exchange)	28
H27	Heron Court, Heron Street, Rugeley	10
H48	Former Aelfgar School, Taylors Lane, Rugeley	58
	Sub-total	1,166
	<b>TOTAL</b>	<b>1,376</b>

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

6.96 **Table C** includes the sites which have been assessed as suitable for housing through the Cannock Chase District Development Capacity Study (2021) and Site Selection Methodology 2022 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.

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



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

SITE REFERENCE	LOCATION	CAPACITY
H29	Land at 521, Pye Green Road, Hednesford, Cannock	80
H30	Land at Rawnsley Road, Hazel Slade	60
M1	Multi Storey Car Park, Market Hall and Retail Units, Church Street, Cannock	40
H32	Avon Road/Hallcourt Lane, Cannock	40
M3	Beecroft Road Car Park, Cannock	35
H34	Land at Chapel Street, Heath Hayes	30
H35	Land at Girton Road/Spring Street, Cannock	<del>28</del> 24
H36	Park Road Offices, Cannock	25
H37	Police Station Car Park, Cannock	25
H38	Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock	24
H39	26 - 28 Wolverhampton Road, Cannock	21
H40	Danilo Road Car Park, Cannock	20
M4	Backcrofts Car Park, Cannock	20
M2	Park Road Bus Station, Cannock	15
H43	243, Hill Street, Hednesford, Cannock	13
H46	St. Chad's Courtyard, Cannock Road, Chadsmoor	10
H58	Cromwell House, Mill Street, Cannock	12
H59	54, Lloyd Street, Cannock	12
H60	41, Mill Street, Cannock	15
H61	Cannock Chase High School, Lower Site, Campus, Hednesford Road	-
H62	Springvale Area Service office, Walhouse Street, Cannock	10
H63	Fmr. Rumer Hill Industrial Estate, Cannock	99
Sub-total		630



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

H49	Land at The Mossley, off Armitage Road	40
H50	Nursery Fields, St Michaels Road, Brereton	35
H51	Castle Inn, 141, Main Road , Brereton	27
H52	Gregory Works, Armitage Road, Brereton	23
H53	Land off Lichfield Road, Rugeley	20
H64	The Fairway Motel, Horsefair, Rugeley	17
Sub-total		162
<b>TOTAL</b>		<b>792</b>

#### Small Sites Contribution

6.97 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 2018-2039 Local Plan. As the plan period is so long it is acceptable to estimate the contribution that small sites will make to meeting 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.

#### **Explanation**

6.98 The Council is required to meet the requirements identified in the housing delivery test. This requires provision to be made for 5,430 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

6.99 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.



## 6. Local Plan Policy Options

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

6.100 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.

#### List of Relevant Evidence

- Local Housing Needs Assessment (LHNA) 2019
- 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 2022
- Development Capacity Study 2022
- Site Selection Methodology Paper 2022

### POLICY SO3.2: HOUSING CHOICE

#### Introduction

6.101 National planning policies (NPPF 2021) 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).

6.102 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.

#### 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>45</sup>, with the**

<sup>45</sup> The current breakdown is therefore 25% First Homes, 60% rented and 15% intermediate housing.





## 6. Local Plan Policy Options

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

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 (*in preparation*) 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		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%

Table E: Housing Mix<sup>46</sup>

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms	Total
Market housing	4%	24%	72%	0%	100 %
Affordable housing (rented and shared ownership)	12%	64%	16%	8%	100%
Affordable housing/home ownership (those aspiring	17%	40%	38%	5%	100%

<sup>46</sup> Table D contains derived data from Appendix A, figure 63, and may not sum due to rounding.



## 6. Local Plan Policy Options

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

<b>to homeownership</b>					
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**Where market housing is supported by access to high quality digital infrastructure on first occupation<sup>47</sup>, a flexibility of 4% will be permitted across the dwelling sizes to facilitate homeworking.**

#### Explanation

- 6.103 The latest evidence identifies there is a need for affordable housing and 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.
- 6.104 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.
- 6.105 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.
- 6.106 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.
- 6.107 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

<sup>47</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

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.

- 6.108 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.
- 6.109 Self-build/custom house build ratio will be in accordance with the NPPF and monitored through the Authority Monitoring Report.
- 6.110 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)

### **POLICY SO3.3: DELIVERING HIGH QUALITY HOUSING**

#### **Introduction**

- 6.111 National planning policy (NPPF 2021) 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.
- 6.112 The National Design Guide (2021) notes that well designed homes and buildings are efficient and cost effective to run. They should be designed to help to reduce greenhouse gas emissions, have good ventilation, avoid overheating, minimise sound pollution and have good air quality. Well-designed homes and communal areas within buildings should provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. Where a



## 6. Local Plan Policy Options

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

**Developers will be required to provide suitable housing for households with health problems or disabilities. Developments which provide a minimum of 60% of their total number of units as 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 which comply with Part M(2) or Part M(3) of the current Building Regulations (as a minimum) or can be easily adapted to meet these standards.**

### **Explanation**

- 6.113 The Council has sought to enhance the attractiveness of the District and increase the number of workers residing in the district from the professional, financial and managerial sectors. The nationally described space standards will assist the aim of the authority by sending a clear message to developers that poor quality housing will not be tolerated and will enhance the health and well being of its residents, the standards will encourage greater numbers of persons to work from home which will also assist the Council in achieving its ambitions of zero carbon.
- 6.114 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.
- 6.115 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.
- 6.116 The Local Housing Needs Assessment identifies that 60% of all new housing should be suitable for the needs of households with health problems or disabilities that affect their housing requirement to meet future forecasts and deficiencies in the existing housing



## 6. Local Plan Policy Options

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

stock. It supports the need for a target of 13% of all housing to meet M4(3) Category 3 requirements which requires dwellings to be suitable for wheelchair users and supports the need for a target of 47% of all housing to meet M4(2) Category 2 requirements, which enable dwellings to be accessible and adapted in the future for persons with reduced mobility.

6.117 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.

#### List of Relevant Evidence

- Local Housing Needs Assessment 2019

### **POLICY SO3.4: GYPSIES, TRAVELLERS AND TRAVELLING SHOW PEOPLE**

#### Introduction

6.118 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.

#### **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:

- 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.
- 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 or plots	Planning permission/allocation
Land at Cannock Wood Road, Rawnsley	3	Allocation Policy GT1



## **6. Local Plan Policy Options**

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

**To meet the longer term need (identified in the GTAA 2019) for a further 7 residential pitches, proposals for new sites for Gypsies and Travellers and 9 plots for Travelling Show-people 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.**
- **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:**

- **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.**

### **Explanation**

- 6.119 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. Local Plan Policy Options

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

- 6.120 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.
- 6.121 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 2022
- Site Selection Methodology Paper 2022



## **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 AONB 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.**

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

##### **Introduction**

6.122 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.

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

**The existing Employment Areas (listed in the Explanatory 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**





## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

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.**

#### Explanation

6.123 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.

6.124 The assessment of the existing employment areas, EDNA update 2021, 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 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.

6.125 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;



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

- 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; 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 2020

### **POLICY SO4.2: PROVISION FOR NEW EMPLOYMENT USES**

#### **Introduction**

6.126 National planning policies (NPPF 2021) 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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

- 6.127 The EDNA (2019) recommends that a range of employment land of 46 to 66 hectares (net) including flexibility is made available during the period 2018-38 split between the following uses:
- 80% industrial/distribution and warehousing;
  - 20% office Class E (g) (i)/(ii) office/ and D and Class E (g) (iii) light industrial.
- 6.128 The Employment Land Availability Assessment 2022 (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.

#### **POLICY SO4.2: PROVISION FOR NEW EMPLOYMENT USES**

**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 66 hectares of land for office, manufacturing and distribution employment development during the period to 2039. 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 hectares) are allocated to protect them for employment uses and are shown on the Proposals Map.**

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

**Site specific policies for the following sites are in Chapter 8**

**Table F: Employment site allocations**

Site Ref.	Site
SE1	Kingswood Lakeside Extension 2, Norton Canes
E4	Former Power Station off A51(adjacent to Towers Business Park), Rugeley
E5	Rugeley Power Station, Rugeley
E6	Land at the Academy Early Years Childcare (Former Talbot Public House), Main Road, Brereton
E7	Power Station Road (Land South of Rugeley Eastern By-pass), Rugeley
E8	Power Station Road, Rugeley
E14	Hill Farm, 84, Hayfield Hill, Cannock Wood, Rugeley



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### Objective 4: Encouraging a Vibrant Local Economy and Workforce

- E15 Cannock Elim Church, Girton Road, Rumer Hill, Cannock
- E16 Land Off Norton Green Lane, Norton Canes
- E17 Land off Norton Hall Lane, Butts Lane, Norton Canes

**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.**

**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.**

#### Explanation

- 6.129 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.
- 6.130 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.
- 6.131 Enhancements to and the development of 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.
- 6.132 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.
- 6.133 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.



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### Objective 4: Encouraging a Vibrant Local Economy and Workforce

**Table G Sites within the existing employment areas**

Ridings Park (plots 8-10), Eastern Way, Hawks Green, Cannock
Former Hawkins Works, Watling Street, Bridgtown, Cannock (2 sites)
Gestamp, Watling Street/Wolverhampton Road, Cannock
Delta Way Business Park, Longford Road, Cannock, WS11 0LJ
Albion Works, Gestamp Tallent, Wolverhampton Road, Cannock, WS11 1LY
Towers Business Park Phase II, Wheelhouse Lane, Rugeley
Granurite Ltd and Rugeley Tyre Service, Bostons Industrial Estate, Power Station Road, Rugeley
Power Station Road, Rugeley (ELAA site RE8, RE7, RE4a)
The Lead Mill, Rolling Mill Road, Cannock, WS11 9UH
Former JCB, Rugeley
Former Porcelain Works, Old Hednesford Road, Hednesford
Former ATOS Origin Site, Walsall Road, Cannock
Northwood Court, Hollies Avenue, Cannock
Unit 12, Conduit Road, Norton Canes
Lakeside Business Park, Cannock
Progress Drive, Cannock
Orbital Way, Cannock
Cannock Wood Industrial estate
Yates Bros Sports and Social Club, Lime Lane, Pelsall WS3 5AS

#### List of Relevant Evidence

- Economic Development Needs Assessment (2019)
- Economic Development Needs Assessment Update July 2020
- Employment Land Availability Assessment 2022

### **POLICY SO4.3: SUSTAINABLE TOURISM AND THE RURAL ECONOMY**

#### **Introduction**

- 6.134 National planning policies (NPPF 2021) 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 countryside, and the development and diversification of agricultural and other land-based rural businesses.
- 6.135 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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

#### **POLICY SO4.3: 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 Area of Outstanding Natural Beauty, (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.

#### **Explanation**

6.136 Around 40 % of the District area is designated as part of the Cannock Chase Area of Outstanding Natural Beauty 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 heritage of the area and the heritage sector has an important role in supporting sustainable tourism and the rural economy.



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

- 6.137 The policy supports the growth of sustainable tourism and the rural economy and balances this with the protections and enhancement of the AONB, the District's 2 SAC's and its other natural and historic assets, including the canal network and historic landscapes.
- 6.138 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 providing opportunities for local employment.
- 6.139 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

#### **POLICY SO4.4: LIVE WORK ACCOMMODATION**

##### **Introduction**

- 6.140 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 SO4.4: 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.**

##### **Explanation**

- 6.141 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.
- 6.142 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



## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

and creation of local employment opportunities can provide support to the wider local economy and local centres.

- 6.143 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.

#### List of Relevant Evidence

- EDNA (2019 and 2020)

### **POLICY SO4.5: PROVISION FOR LOCAL EMPLOYMENT AND SKILLS**

#### **Introduction**

- 6.144 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 SO4.5: 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 and 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.**

#### **Explanation**

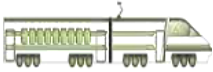




## 6. Local Plan Policy Options

### Objective 4: Encouraging a Vibrant Local Economy and Workforce

- 6.145 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.
- 6.146 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.
- 6.147 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 high proportion of young people with poor skills and educational attainment levels and the youth unemployment figure during the COVID-19 pandemic grew disproportionately.
- 6.148 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 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.**

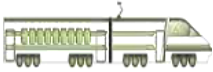
**Maintaining and improving the transport system:**

- **Achieving improvements to walking and cycling routes 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.**

#### **POLICY SO5.1: ACCESSIBLE DEVELOPMENT**

##### **Introduction**

6.149 The NPPF (2021) 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



## 6. Local Plan Policy Options

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

efficient delivery of goods, and access by service and emergency vehicle, and enable charging of plug-in and other ultra-low emission vehicles.

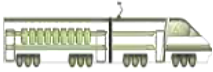
- 6.150 The National Design Guide (2021) states that patterns of movement for people are integral to well-designed places. Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.
- 6.151 The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

#### **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.**



## 6. Local Plan Policy Options

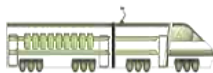
### Objective 5: Supporting the Provision of Sustainable Transport and Communications Infrastructure

- **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. Larger developments 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.**

### Explanation

- 6.152 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.
- 6.153 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.
- 6.154 The NPPF (2021) 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).



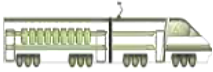
## 6. Local Plan Policy Options

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

- 6.155 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.
- 6.156 A Transport Statement will be required for any development generating or having a significant effect on vehicle or pedestrian movement or other transport movement.
- 6.157 The national Planning Practice Guidance sets out the content of a Transport Assessment and Transport Statement.
- 6.158 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).
- 6.159 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 facilities will ensure all modes (including cycling and walking networks, the rail network and the bus network) are joined up to create seamless journeys.
- 6.160 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.
- 6.161 Cannock Chase District Council will continue to work closely with TfWM in the delivery of the developing West Midlands Key Route Network.
- 6.162 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 (2019)
- 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



## **6. Local Plan Policy Options**

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

- Cannock Chase Integrated Transport Strategy supported by the Staffordshire LCWIP and subsequent revisions

### **POLICY SO5.2: COMMUNICATION TECHNOLOGIES**

#### **Introduction**

6.163 The NPPF (2021) 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.

#### **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.**

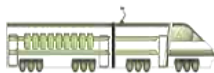
**Applicants will be required to provide information that:**

- **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;**



## 6. Local Plan Policy Options

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

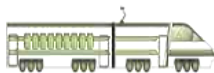
#### **Explanation**

- 6.164 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. 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. 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>48</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 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. 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. 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.
- 6.165 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.
- 6.166 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**

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<sup>48</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

- 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](#)

#### **POLICY SO5.3: LOW AND ZERO CARBON TRANSPORT**

##### **Introduction**

6.167 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.

#### **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.**

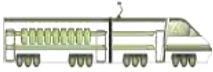
**All major developments will set out as part of the Design and Access Statement how they will:**

- **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').**

##### **Explanation**

6.168 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





## 6. Local Plan Policy Options

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

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 by 2030.

6.169 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.

6.170 <sup>49</sup>

#### List of Relevant Evidence

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

### **POLICY SO5.4: MAINTAINING AND IMPROVING THE TRANSPORT SYSTEM**

#### Introduction

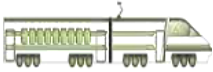
6.171 National planning policy requires that transport issues are considered from the earliest stages of plan-making and development proposals, so that the potential impacts of development on transport networks can be addressed, and opportunities from existing or proposed transport infrastructure are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

#### **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**



## 6. Local Plan Policy Options

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

**local highway network, public transport services, and cycle and footpath links within and beyond the site.**

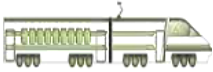
- **Avoid compromising, and support where appropriate, the delivery of the transport infrastructure improvements that are associated with the development of other allocations made in the Local Development Plan. The Local Highway Authority will provide the Local Planning Authority with appropriate advice 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.**
- **Facilitate strategic partnerships with bus operators to deliver a 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.**

### Explanation

- 6.172 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.
- 6.173 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



## 6. Local Plan Policy Options

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

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.

- 6.174 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.
- 6.175 Walking and cycling (which also have obvious health benefits) 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.
- 6.176 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)

### **POLICY SO5.5: HATHERTON CANAL RESTORATION CORRIDOR**

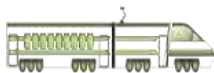
#### Introduction

- 6.177 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.

### **POLICY SO5.5: HATHERTON CANAL RESTORATION CORRIDOR**

**The proposed Hatherton Canal Restoration Corridor, as shown on the Proposals 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.**



## 6. Local Plan Policy Options

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

**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.**

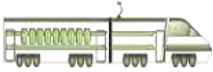
**The implementation of the restoration project will need to take into account the advice of statutory bodies on water quality, water supply and environmental issues.**

#### Explanation

- 6.178 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.
- 6.179 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.
- 6.180 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.
- 6.181 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.
- 6.182 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.
- 6.183 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)

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

#### Introduction

- 6.184 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.
- 6.185 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 proposals map, will be protected from development that will prevent the future implementation of the proposed schemes.**

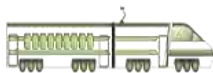
**The Corridors will be protected to enable the development of the footpaths and cycle routes, including any related infrastructure such as highway crossing points and their upgrading to bridleways where there is a shortfall in available access routes.**

**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.**

#### Explanation

- 6.186 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. Local Plan Policy Options

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

- 6.187 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 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.
- 6.188 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.
- 6.189 Opportunities for the creation and promotion of short circular walks to promote the health benefits of walking and 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 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.
- 6.190 The District has a number of livery stables and 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.

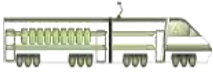
#### List of Relevant Evidence

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

### **POLICY SO5.7: PARKING PROVISION**

#### **Introduction**

- 6.191 National planning policy (NPPF 2021) 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. Local Plan Policy Options

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

- 6.192 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.

#### **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.

#### **Explanation**

- 6.193 The provisions of Policy SO5.7 'Parking Provision' will be used to guide 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.

#### **POLICY SO6.1 HIERARCHY OF TOWN AND LOCAL CENTRES**

##### **Introduction**

- 6.194 National planning policies (NPPF 2021) 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.
- 6.195 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.
- 6.196 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;





## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

- 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').

- 6.197 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.
- 6.198 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 Proposals Map, as the principal 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 Proposals 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 Proposals Map.**

#### **Explanation**

- 6.199 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.
- 6.200 Maintaining the designated hierarchy will promote the long term vitality and viability of the centres and sustainability of the area.
- 6.201 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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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.

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

6.203 '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)

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

#### Introduction

- 6.204 National planning policies (NPPF 2021) 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.
- 6.205 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.
- 6.206 The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020<sup>50</sup> came into force on 1st September 2020. The Regulations created a new Use

<sup>50</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

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.

- 6.207 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 recommended a more cautious approach than 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 and elsewhere in the District a threshold of 200sqm is recommended.

#### **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.**



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

#### Explanation

- 6.208 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.
- 6.209 The West Midlands Designer Outlet at Mill Green<sup>51</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.
- 6.210 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.
- 6.211 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.
- 6.212 'Town Centre Services' are defined in the Glossary.
- 6.213 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)

### **POLICY SO6.3: SAFEGUARDING EXISTING TOWN CENTRE SERVICES**

#### Introduction

- 6.214 National planning policies (NPPF 2021) requires local planning policies to take a positive approach to town centre growth, management and adaptation.

<sup>51</sup> Planning permission CH/15/0048



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

- 6.215 The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020<sup>52</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’.
- 6.216 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.
- 6.217 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.

#### **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:**

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

**will only be supported where they support the strategy set out in this Plan 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.**

<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

#### Explanation

- 6.218 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.
- 6.219 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.
- 6.220 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.
- 6.221 **'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. Local Plan Policy Options**

### Objective 6: Creating Attractive Town and Local Centres

- 6.222 **‘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.
- 6.223 **‘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

### **POLICY SO6.4: TOWN CENTRE DESIGN**

#### **Introduction**

- 6.224 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.

#### **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;**



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

- **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,**
- **Frequent 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.**

### Explanation

- 6.225 Our strategic town centres, 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. 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 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





## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

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

- 6.226 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.
- 6.227 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.
- 6.228 The West Midlands Designer Outlet at Mill Green will provide a specialist retail offer and 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.
- 6.229 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

- 6.230 The Cannock Chase Economic Prosperity Strategy (2020-30)<sup>53</sup> seeks 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. The role of the West Midlands Designer Outlet at Mill Green is seen to enhance the District's reputation and profile.
- 6.231 The Economic Prosperity Strategy identifies a number of opportunities within Central Cannock including:

<sup>53</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

- 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.

6.232 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.

6.233 The Cannock Culture and Leisure Hub Development Prospectus (2019)<sup>54</sup> was prepared to provide an opportunity for developers to see how Cannock Town Centre is changing and to promote development opportunities.

6.234 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).

6.235 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.

#### **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.**

<sup>54</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

- **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.**

**Cannock includes the Strategic Town Centre Conservation Area (2014), civic square and areas of green space which add to the character of the centre and should be preserved and enhanced.**

**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 to the rail station and the West Midlands Designer Outlet at Mill Green.**

### Explanatory Text

- 6.236 Cannock town centre is the principale 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.
- 6.237 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 in Chapter .....
- 6.238 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
- Retail and Leisure Study 2015
- 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



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

- 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

6.239 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)

6.240 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 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**
- **Site Allocation M8-Leathermill Lane/Trent and Mersey Canal Corridor**

**The Conservation Areas, civic space and green spaces within Rugeley Town Centre add to the character of the 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’.**

**Active travel links will be promoted to the rail stations, canal and the allocation at the former Rugeley Power Station (Policy H20).**

### Explanatory Text

6.241 Considerable public investment has been delivered within Rugeley Town Centre and recent retail developments have enhanced the convenience retail market. Safeguarding of the existing town centre whilst changing shopping habits are accommodated will



## 6. Local Plan Policy Options

### Objective 6: Creating Attractive Town and Local Centres

ensure the public investment and existing opportunities for redevelopment which are currently detracting from the attractive nature of this important centre for tourists and residents are deliverable within the plan period.

- 6.242 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' (add link) 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 (see Policy SO2.3).
- 6.243 A design guide will enable the town centre to respond to change more rapidly and enable community engagement.
- 6.244 Site Allocation Policies in .....

#### 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

- 6.245 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.
- 6.246 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. Local Plan Policy Options

Objective 6: Creating Attractive Town and Local Centres

### **POLICY SO6.7: HEDNESFORD TOWN CENTRE REDEVELOPMENT AREAS**

The following sites in Hednesford Town Centre are suitable for mixed use development:

- Site Allocation M9-Corner of Uxbridge Street and Market Street
- Site Allocation M10 Former co-op supermarket building, Anglesey Street

Hednesford Town Centre has important civic spaces and green spaces which add to the character of the area and which provide important links between the train station, centre and wider open space / green infrastructure network including being an important visitor gateway to Cannock Chase.

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'.

### Explanation

- 6.247 Recent retail developments 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. Limited opportunities exist for redevelopment in the town centre, however opportunities for town centre uses exist on redevelopment sites in Rugeley and Cannock and given the close proximity and shared catchment consideration of these sites should be given before out of centre locations are considered.
- 6.248 Hednesford Town Centre is an important visitor gateway to Cannock Chase. Hednesford train station provides an opportunity to access Cannock Chase by sustainable transport. Accessibility between the train station, town centre and wider open space network will promote the vitality and viability of the centre.
- 6.249 A design guide will enable the town centre to respond to change more rapidly and enable community engagement.

### 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 Area of Outstanding Natural Beauty 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).

#### **POLICY SO7.1: PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY**

##### **Introduction**

- 6.250 National planning policy (NPPF 2021) 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 minimising impacts on and providing net gains for biodiversity, including by establishing more resilient, coherent ecological networks. 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.
- 6.251 '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).

#### **POLICY SO7.1: PROTECTING, CONSERVING AND ENHANCING BIODIVERSITY AND GEODIVERSITY**



## **6. Local Plan Policy Options**

### **Objective 7: Protecting and Enhancing the Natural Environment**

**Development proposals will support the protection, conservation, enhancement and restoration of designated biodiversity and geodiversity sites. 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.**

**All development proposals will deliver measurable net gains for biodiversity. Major development proposals will provide a minimum 10% net gain in biodiversity through the restoration and re-creation of priority habitats and ecological networks, and the creation of 'stepping stones' to connect them. Biodiversity net gain will be delivered on site through habitat provision or enhancement wherever practicable, followed by off site where not practicable.**

**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. Major 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.**

**The existing, or potential, international, national and locally designated sites of importance for biodiversity or geodiversity are shown on the Proposals Map, but may change over time. The designated sites include:**

- **Special Areas of Conservation**
- **Sites of Special Scientific Interest**
- **Ancient Woodland**
- **Ancient and Veteran Trees**
- **Local Sites of Biological Interest**
- **Local Nature Reserves**
- **Local Geological Sites**

**Development proposals which are likely to have an adverse effect on a Special Area of Conservation or a Site of Special Scientific Interest (either individually or in combination with other developments) will only be supported 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 conservation or scientific interest.**

**Development proposals which are likely to result in the loss or deterioration of irreplaceable habitats (including ancient woodland and ancient or veteran trees) will only be supported where imperative reasons for overriding public interest, and a suitable compensation strategy exists.**

**Development proposals which would result in significant harm to the biodiversity and geodiversity of designated sites, either alone or in combination with other developments and which have not considered alternative sites or designs with less harmful impacts, or provided adequate proposals for the mitigation or compensation, will not be supported.**





## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

#### Explanation

- 6.252 The District contains some of the most important 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.
- 6.253 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.
- 6.254 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'.
- 6.255 Ancient Woodland, ancient or veteran trees provide irreplaceable habitat and their loss should be avoided unless there are wholly exceptional reasons.
- 6.256 There are also over thirty local Sites of Biological Interest, three Local Nature Reserves, and one Local Geological Site.
- 6.257 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
  - requirements for economic or social development (Nationally Significant Infrastructure Projects, employment, regeneration, mineral extraction, housing, pipelines etc.)
- 6.258 An Ecological Assessment should be submitted with any development proposals where there is a potential impact on protected areas, habitat or protected species (for example, to demonstrate the presence or absence of protected species such as bats, badgers, great crested newts etc).
- 6.259 The Environment Act will set out the requirements for different types of development biodiversity net gain when enacted, however in light of current evidence and future publication of guidance Cannock Chase have chosen to adopt the minimum standard.
- 6.260 Opportunities for off-site provision will be identified in future guidance to ensure biodiversity net gain is provided within the District where the loss occurs. The District has identified through existing evidence in the Nature Recovery mapping considerable need and opportunities for the beneficial enhancement of the biodiversity connectivity throughout the District and has an important role in protecting the Cannock Chase SAC which lies mostly within the district and the connectivity to it from neighbouring areas. There have been long term projects to connect Cannock Chase to Sutton Park and the



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

future Nature Recovery Network Strategy will assist in identifying cross boundary corridors for long term protection.

- 6.261 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.
- 6.262 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.
- 6.263 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 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)

### **POLICY SO7.2: SPECIAL AREAS OF CONSERVATION**

#### Introduction

- 6.264 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 land and is the most extensive in the Midlands. The Council is part of a SAC Partnership which works together to prevent damage to the Cannock Chase SAC.
  - The Cannock Extension Canal SAC (5 ha) is an example of anthropogenic, lowland habitat supporting floating water-plantain (*Jurionium natans*) at the eastern limit of the plants natural distribution in England.



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- 6.265 Cannock Chase District Council has a duty under the Conservation of Habitats and Species Regulations 2017 (Habitat Regulations) to ensure that a competent authority undertakes a Habitat Regulations Assessment (HRA), including Appropriate Assessment (AA), where it is considered that approving an application, plan or project will, or may potentially, result in a negative impact upon the reasons of designation of a Special Area of Conservation (SAC).
- 6.266 To protect the Cannock Chase and Cannock Extension SACs 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 SAC having regard to avoidance or mitigation measures.
- 6.267 For both SACs monitoring is taking place to enable plans to be implemented to manage any increase in Nitrogen levels as a result of the impact of new development. This may include energy use and production, agriculture and increased motorised vehicle use. Any development that would have an adverse impact on a SAC prior to a partnership mitigation scheme being implemented will need to address this issue via a case specific action plan. The permitted scheme at Rugeley Power Station provides a case study example.
- 6.268 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.
- 6.269 This will also apply to any new SAC designated during the lifetime of the Local Plan.

#### **POLICY SO7.2: SPECIAL AREAS OF CONSERVATION**

**Development will not be permitted where it would lead directly or indirectly to an adverse impact upon a Special Area of Conservation (SAC) and the effects cannot be 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 harmed, 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 undertake a Habitats Regulations Assessment (HRA) or make a financial contribution before development takes place.**

**This mitigation may include:**

- **contributions to habitat management and creation;**
- **access management and visitor infrastructure;**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- **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.**

#### **Explanation**

- 6.270 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.
- 6.271 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.
- 6.272 Where local residents are in close proximity to the Cannock Chase SAC and able to walk directly onto it, evidence shows residents are likely to use it in a very different way to those who make a choice to visit and travel some distance, bespoke mitigation may be required in these instances.
- 6.273 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>). A number of different



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

types of development can increase the levels of NO<sub>x</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> deposition is determined to be an issue.

- 6.274 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.
- 6.275 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
- Cannock Chase Special Area of Conservation 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)

### **POLICY SO7.3: PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER**

#### **Introduction**

- 6.276 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 2021 paragraph 174).

#### **POLICY SO7.3: PROTECTING, CONSERVING AND ENHANCING LANDSCAPE CHARACTER**

**All development proposals in the District will protect, conserve and enhance landscape character by:**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- **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 Area of Outstanding Natural Beauty, as required by Policies SO7.4 and SO7.5 and the Green Belt.**
- **Creating new green infrastructure within the development which links to the 'Strategic Green Space Network' (as required by Policy SO7.7).**

**All major development proposals must be supported by a Landscape and Visual Impact Assessment.**

#### Explanation

- 6.277 Cannock Chase District includes a wide range of landscapes and townscapes, including the nationally designated AONB 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.
- 6.278 The area is densely populated and areas between settlements are important to the retain the identity of the individual areas and provide corridors of movement for biodiversity. Development proposals should be designed to make a positive contribution to townscape and landscape (as required by Policy SO1.2: Enhancing the Quality of the Built Environment). Additional guidance will be included in the relevant Local Design Guide.
- 6.279 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 Area of Outstanding Natural Beauty or Special Area of Conservation.
- 6.280 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 Bill 2020
- White Paper 'Planning for the Future' (August 2020)



## **6. Local Plan Policy Options**

Objective 7: Protecting and Enhancing the Natural Environment

### **POLICY SO7.4: PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE AREA OF OUTSTANDING NATURAL BEAUTY**

#### **Introduction**

- 6.281 National planning policies give great weight to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty (AONB), 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.
- 6.282 The Cannock Chase AONB was designated in 1958 to conserve and enhance its natural beauty. There are many special sites within the AONB 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).
- 6.283 Around 40% of the District is designated as part of the AONB, which extends into the adjacent districts of Lichfield, South Staffordshire and Stafford. The part of the AONB that is in the District lies within the boundary of the Green Belt. The AONB provides a strategic area of accessible countryside with conservation, recreation, economic and tourism benefits.
- 6.284 The AONB contains heritage such as World War I military training camp, Commonwealth cemetery and a German War Cemetery and across the site has over 600 non-designated heritage assets.

#### **POLICY SO7.4: PROTECTING, CONSERVING AND ENHANCING THE CANNOCK CHASE AREA OF OUTSTANDING NATURAL BEAUTY**

**The protected landscape areas of Cannock Chase Area of Outstanding Natural Beauty (AONB) are shown on the Proposals 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 AONB will be expected to positively contribute to the setting special qualities of the AONB. Development proposals which, individually or cumulatively, adversely impact on the landscape and scenic beauty of the AONB or its setting will be resisted.**

**All development proposals within the AONB will set out how the development would 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.**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

#### Explanation

- 6.285 National planning policy (NPPF 2021 paragraph 177) requires that consideration of applications for development within Areas of Outstanding Natural Beauty 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.
- 6.286 The Cannock Chase AONB, 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 AONB Views and Setting Guide describes representative views from and towards the AONB and offers viewpoint specific advice and spatial advice to help ensure that the surroundings of the AONB are developed and managed in ways that conserve and enhance the AONBs significance and special qualities.
- 6.287 Local communities highly value the AONB and its protection, conservation and enhancement contributes directly to the health and well-being of the population and identity of the District.

#### List of Relevant Evidence

- White Paper 'Planning for the Future' (August 2020)
- Cannock Chase AONB Management Plan 2019-2024
- Cannock Chase AONB Views and Setting Guide (July 2020)

### **POLICY SO7.5: PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT**

#### Introduction

- 6.288 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.
- 6.289 National planning policies (NPPF 2021) advise that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.





## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- 6.290 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.
- 6.291 When defining Green Belt boundaries, plans should:
- ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development;
  - not include land which it is unnecessary to keep permanently open;
  - 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;
  - 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;
  - be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period; and
  - define boundaries clearly using physical features that are readily recognisable and likely to be permanent.
- 6.292 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 and plays an important role in providing for recreation, maintaining the District's character and its wildlife, and safeguarding the wider open countryside.

#### **POLICY SO7.5: PROTECTING, CONSERVING AND ENHANCING THE GREEN BELT**

**The Green Belt area within the Cannock Chase District, as shown on the Proposals 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 at South of Lichfield Road, Cannock, Wimblebury Road and Kingswood Lakeside, land indicated on the proposals 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.**

#### **Explanation**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- 6.293 The Green Belt area within the Cannock Chase District Council area is shown on the Proposals Map. This designation will be confirmed at the point that the Cannock Chase Local Plan is adopted. The Local Plan policies relating to Green Belt will apply to the boundaries that are designated in the Local Plan.
- 6.294 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 at Wimblebury Road and Kingswood Lakeside.
- 6.295 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 Local Plan Issues and Options Consultation (2019)

### POLICY SO7.6: AMENDMENTS TO THE GREEN BELT

#### Introduction

- 6.296 Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.
- 6.297 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 SO7.6: 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 proposals map and are at:**

- **South of Lichfield Road, Cannock;**
- **East of Wimblebury Road;**
- **Land to rear of Longford House, Watling Street Cannock;**
- **Kingswood Lakeside Extension 2, Blakeney Way**
- **Land east of The Meadows Armitage Lane Brereton;**
- **Hagley Park Academy, Burnthill Road, Rugeley (southern site- part)**

**Suitable mitigation will be identified and detailed boundaries are shown in the site specific policies. .**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

**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  
 Site Allocation S5-Watling Street Business park and extension**

**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.**

### Explanation

- 6.298 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).
- 6.299 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 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.
- 6.300 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 environmentally quality and accessibility of remaining Green Belt land.
- 6.301 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.
- 6.302 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



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

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.

- 6.303 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 and 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.
- 6.304 Sites S4 and S5 have the potential to deliver sustainable employment development and deliver the compensation required in addition to mitigating their own impact. Sites S4 and S5 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.
- 6.305 The amendments to the Green Belt boundary proposed in this Local Plan will be approved through the local plan process. Further changes to the Green Belt boundary, if required, will need to be made through a formal review of the Local Plan policies, or through a Neighbourhood Plan.

#### List of Relevant Evidence

- Cannock Chase Local Plan Issues and Options Consultation (2019)
- Nature Recovery Network Mapping report 2020

### **POLICY SO7.7: PROTECTING AND IMPROVING GREEN INFRASTRUCTURE**

#### **Introduction**

- 6.306 Green infrastructure is defined (NPPF 2021) 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).



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- 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 Area of Outstanding Natural Beauty (AONB) (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).
- 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).

- 6.307 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.
  - encouraging new development to enhance existing areas of green infrastructure, and where possible, provide new areas of green infrastructure.

#### **POLICY SO7.7: 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.**



## 6. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

**Development that would result in an unacceptable conflict with the functions or characteristics of the ‘Strategic Green Space Network’ will be resisted except where:**

- **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.**

**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.**

### Explanation

- 6.308 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.
- 6.309 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.
- 6.310 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. Local Plan Policy Options

### Objective 7: Protecting and Enhancing the Natural Environment

- 6.311 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.
- 6.312 Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

#### **List of Relevant Evidence**

- Cannock Chase Local Plan Issues and Options Consultation (2019)
- Open Space Assessment 2022)



## 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 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 minerals reserves;
- Minimise waste: and,
- Encourage and facilitate the use of sustainable modes of transport.

#### **National Policy Context**

6.313 The Environment Bill 2020<sup>55</sup> sets out how the Government plans to protect and improve the natural environment in the UK. The Environment Bill will help deliver the vision set out in the 25 Year Environment Plan.

#### **POLICY SO8.1: LOW AND ZERO CARBON ENERGY AND HEAT PRODUCTION**

##### **Introduction**

6.314 The 25 Year Plan for the Environment<sup>56</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

6.315 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.

6.316 Planning applications for renewable and low carbon development will not require applicants to demonstrate the overall need for renewable or low carbon energy.

<sup>55</sup> <https://www.gov.uk/government/publications/environment-bill-2020>

<sup>56</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.

#### **Explanation**

- 6.317 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.
- 6.318 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



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

solar photovoltaic (PV) arrays into existing built infrastructure, including industrial sites and car parks should be investigated.

- 6.319 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, 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).

### **POLICY SO8.2: ACHIEVING NET ZERO CARBON DEVELOPMENT**

#### **Introduction**

- 6.320 National planning policies (NPPF 2021) 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.
- 6.321 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.
- 6.322 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.

### **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.**



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

**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.**

### Explanation

- 6.323 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 technical advice with regard to energy efficiency and mitigating and sustainable design at : **xxxx**
- 6.324 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 LZC installations and / or installations on existing built infrastructure (e.g. solar car parks), afforestation, and peatland restoration.
- 6.325 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.
- 6.326 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;



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

- 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).

### POLICY SO8.3: SUSTAINABLE DESIGN

#### Introduction

6.327 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.

#### **POLICY SO8.3: SUSTAINABLE DESIGN**

**All residential development proposals should meet or exceed the standards set out by the Home Quality Mark, or equivalent, and deliver the optional water efficiency standards for new developments set out in the Planning Practice Guidance**



## **6. Local Plan Policy Options**

### Objective 8: Supporting a Greener Future

**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').**

### **Explanation**

- 6.328 National Planning Policy Guidance supports appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.
- 6.329 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 by 2030. An important part of the partnership effort will be to ensure that all new developments make a contribution by minimizing their impacts during their lifetimes, including construction. All new development must therefore achieve the appropriate



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

standards set out in national guidance and the Local Development Plan and the Local Design Guides.

- 6.330 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.
- 6.331 The optional water efficiency standards currently set a target of 110l/p/d this should be seen as a maximum as examples already exist in the district where 105 l/p/d and 95 l/p/d can be achieved on new build properties.
- 6.332 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).

### POLICY SO8.4: MANAGING FLOOD RISK

#### Introduction

- 6.333 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.
- 6.334 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;
  - 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.



## **6. Local Plan Policy Options**

### Objective 8: Supporting a Greener Future

#### **POLICY SO8.4: MANAGING FLOOD RISK**

**The Local Planning Authority will manage flood risk within the Plan Area 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 must be undertaken to demonstrate that there are overriding sustainability benefits to the community to be gained from allowing the development.**

**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.**

#### **Explanation**

- 6.335 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 1292 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. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.336 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)

### POLICY SO8.5: AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION

#### Introduction

6.337 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.

6.338 The District currently has three Air Quality Management Areas (AQMA's) to address elevated nitrogen dioxide concentrations primarily caused by road traffic. These are on the A5 Watling Street and A5190 Cannock Road, Heath Hayes. Air quality at these locations is showing some 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.

### POLICY SO8.5: AVOIDING AIR, WATER, NOISE OR LIGHT POLLUTION AND SOIL CONTAMINATION

#### 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 it 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.





## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

- **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).**

### Explanation

- 6.339 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.
- 6.340 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.
- 6.341 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).
- 6.342 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](#).
- 6.343 The Council has declared three Air Quality Management Areas within the District. This is because levels of nitrogen dioxide (NO<sub>2</sub>) in those areas exceed the national air quality objectives, mainly due to road traffic on the A5 Watling Street and A5190 Cannock Road. Maps of the three Air Quality Management Areas can be found [here](#), and more general information is available [here](#).
- 6.344 The District Air Quality Action Plan is available on the Council's website along with further local advice on air quality and planning



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.345 National Planning Practice Guidance<sup>57</sup> requires noise to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment. The Noise Policy Statement for England (2010) sets out the long-term vision of national noise policy to promote good health and a good quality of life through the management of noise.

6.346 The Cannock Chase AONB in particular includes a largely intact landscape which offers a haven of tranquillity and wildness. The AONB and the other areas designated as protected areas are particularly vulnerable to the impacts of air, water, noise and light pollution and soil contamination.

6.347 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 ) the link is [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

### **POLICY SO8.6: BROWNFIELD AND DESPOILED LAND AND UNDER-UTILISED BUILDINGS**

#### Introduction

6.348 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.

6.349 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,**

<sup>57</sup> Paragraph 30-001-20190722



## **6. Local Plan Policy Options**

### Objective 8: Supporting a Greener Future

- **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.**

#### **Explanation**

- 6.350 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 (SHLAA 2022) which includes all known potential residential development sites across the District.
- 6.351 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.
- 6.352 A 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 2038. The Study will be kept under continuous review. The Study will inform the preparation of the Local Plan and meet the requirements set out in the NPPF (2021 regarding the release of land from the Green Belt for development.
- 6.353 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 (2021);
- 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);

### **POLICY SO8.7: SAFEGUARDING MINERAL RESERVES**

#### **Introduction**



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

6.354 National planning policies (NPPF 2021) require local 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). 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. 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.

National planning policies also require local plans to 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.

#### **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.**

#### **Explanation**

- 6.355 Minerals are a finite resource and best use need to be made of them. 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.
- 6.356 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



## 6. Local Plan Policy Options

### Objective 8: Supporting a Greener Future

minerals development (including Green Belt, the Cannock Chase AONB, and the natural environment).

- 6.357 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.
- 6.358 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.
- 6.359 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: that 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.
- 6.360 The Local Planning Authority will follow the relevant standing advice (October 2018 or subsequent revisions) 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

## POLICY SO8.8 MANAGING WASTE

### Introduction

#### 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.



## **6. Local Plan Policy Options**

### Objective 8: Supporting a Greener Future

- **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.**

#### **Explanation**

- 6.361 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 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.
- 6.362 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)

- 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 (in Winter 2022), and subsequently reviewed regularly. IDP is a living document and progress will be reported in the AMR.
- 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.

**Draft Monitoring Framework Note - requires review/updating**

### **STRATEGIC OBJECTIVE 1: DELIVERING HIGH QUALITY DEVELOPMENT THAT IS DISTINCTIVE, ATTRACTIVE & SAFE**

Policy	Indicator	Target	Contingency	Data Source
SO1.1 Protecting, Conserving and Enhancing the Distinctive Local	Design and Access Statements and Heritage Statements (where	Proportion of Design and Access Statements and Heritage Statements	Review pre- application guidance and advice.	In house monitoring of Design and Access Statements and Heritage

Historic Environment	appropriate) secured for major development and listed building applications.  Heritage at Risk Register. Local List.	(where appropriate) protecting designated and non-designated assets.  Positive impacts on historic environment.	Prepare/review Local Design Guides.  Review policy if necessary.	Statements through development management process.
SO1.2 Enhancing the Quality of the Built Environment	Design and Access Statements secured.  Major developments meeting National/Local Design Guide standards.	Proportion of Design and Access Statements addressing design quality.  Proportion of applications meeting National/Local Design Guide standards.	Review pre-application guidance and advice.  Prepare/review Local Design Guide.  Review policy if necessary.	In house monitoring of Design and Access Statements & conformity to Design Guides through development management process.
SO1.3 Creating Safe Places which Deter Crime and Reduce the Fear of Crime	Design and Access Statements secured.  Developments meeting National/Local Design Guide standards.  Levels of crime and anti-social behaviour, and fear of crime.	Proportion of Design and Access Statements addressing crime and community safety.  Proportion of applications meeting National/Local Design Guide standards.	Review pre-application guidance and advice.  Prepare/revise Local Design Guides.  Review policy if necessary.	In house monitoring of Design and Access Statements & conformity to Design Guides through development management process.  Crime and disorder statistics.

**STRATEGIC OBJECTIVE 2: CREATING COMMUNITY INFRASTRUCTURE AND HEALTHY LIVING OPPORTUNITIES ACROSS THE DISTRICT**

Policy	Indicator	Target	Contingency	Data Source
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## 7. Monitoring Framework

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<p>SO2.1 Safeguarding the Provision of New Community Infrastructure</p>	<p>Provision of Community Infrastructure: Education; Health</p> <p>Community Infrastructure accessible by walking and cycling.</p>	<p>Net increase in provision (by type of infrastructure).</p> <p>Proportion of residents who are able to access Community Infrastructure by walking and cycling (by type of infrastructure and location).</p>	<p>Prioritise use of Community Infrastructure Levy to address shortfalls in provision.</p> <p>Review Infrastructure Delivery Plan.</p>	<p>In house monitoring through development management process.</p> <p>Baseline study of accessibility to Community Infrastructure &amp; programme of regular review.</p>
<p>SO2.2 Safeguarding Health and Amenity</p>	<p>Design and Access Statements secured.</p> <p>Major developments meeting the National Design Code/Local Design Guide standards.</p>	<p>Proportion of Design and Access Statements addressing Health and Amenity.</p> <p>Proportion meeting National Design Code/Local Design Guide standards.</p>	<p>Review pre-application guidance and advice.</p> <p>Prepare/revise Local Design Guide.</p>	<p>In house monitoring of Design and Access Statements &amp; conformity to Design Guides through development management process.</p>
<p>SO2.3 Providing Active Leisure and Sport Facilities</p>	<p>Provision of Active Leisure and Sports Facilities.</p> <p>Participation in sports and active leisure.</p> <p>Health inequalities.</p>	<p>Net increase in number of Active Leisure and Sports Facilities.</p>	<p>Prioritise use of Community Infrastructure Levy to address shortfalls in provision.</p> <p>Review Infrastructure Delivery Plan.</p>	<p>In house monitoring of Active Leisure &amp; Sports Facilities (numbers &amp; participation).</p> <p>Health statistics.</p>
<p>SO2.4 Providing Opportunities for Healthy Living and Activity</p>	<p>Provision of walking and cycling routes &amp; open space.</p> <p>Major developments meeting the</p>	<p>Net increase in provision of cycling routes and open space.</p> <p>Proportion meeting National/Local</p>	<p>Prioritise use of Community Infrastructure Levy to address shortfalls in provision.</p> <p>Review Infrastructure Delivery Plan.</p>	<p>In house monitoring of Design and Access Statements &amp; conformity to Design Guides through development</p>

## 7. Monitoring Framework

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	National/Local Design Guide standards.  Usage of leisure facilities.	Design Guide standards.		management process.  In house monitoring of Open Spaces Strategy.
SO2.5 Allotments and Community Food Growing	Provision of new allotments and community food growing sites.  Allotments and community food growing sites protected through planning decisions, or replaced.	Net increase in provision of allotments and community food growing sites.	Review pre-application guidance and advice.	In house monitoring of Open Spaces Strategy.

### **STRATEGIC OBJECTIVE 3: PROVIDING FOR HOUSING CHOICE**

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>	<b>Contingency</b>	<b>Data Source</b>
SO3.1 Provision for New Homes	The number of new homes completed against the targets set out in the Spatial Strategy and allocations set out in local Plan.	Achieve the required level of housing completions and maintain 5 year supply.	If delivery falls below the (MHCLG set) percentage of the housing requirement, an Action Plan will set out the ways that delivery will be boosted.	Housing Completions. Housing Delivery Test. SHLAA.
SO3.2 Housing Choice	The mix of housing size, type & tenure.  Affordable housing units delivered.	Meet policy targets for housing mix.  Increase the provision of affordable housing.	Review pre-application guidance and advice.	In house monitoring of housing completions & permissions.
SO3.3 Delivering High Quality Housing	Homes meeting Nationally Described Space Standards.	Proportion of homes meeting space standards.	Review pre-application guidance and advice.	In house monitoring of housing completions & permissions.

	Provision for people with health problems or disabilities	Proportion of homes providing for people with health problems or disabilities.		
SO3.4 Gypsies, Travellers and Travelling Show People	Provision of additional pitches and plots required by need set out in GTAA.	Number of additional pitches and plots provided.	Reassess site allocations and baseline data on the number of pitches and plots required	In house monitoring of provision.

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

Policy	Indicator	Target	Contingency	Data Source
SO4.1 Safeguarding Existing Employment Areas for Employment Uses	Employment sites protected through planning decisions.	No unjustified loss of safeguarded employment sites.  Sufficient supply and variety of employment areas (hectares, units and jobs).	Identify further allocations for employment use to compensate for losses of existing sites through a Local plan review.	In house monitoring through development management process. ELAA. SHLAA.
SO4.2 Provision for New Employment Uses	Employment sites completed against the targets set out in the Spatial Strategy and allocations set out in local Plan.	New provision employment (type, floorspace, hectares, units and jobs).	Site promotion.  Identify alternative allocations to compensate for anticipated slippage.	In house monitoring through development management process. ELAA.
SO4.3 Sustainable Tourism and the Rural Economy	Development proposals that will contribute to the development of Tourism and the Rural Economy.	Number of planning applications approved for rural enterprises.	Economic development and promotion.	In house monitoring through development management process.
SO4.4 Live Work Units	Development proposals for new Live Work Units.	Increase in number of Live Work Units.	Economic development and promotion	In house monitoring through development management process.

SO4.5 Provision for Local Employment and Skills	Employment and Skills Plans secured by major developments.	Proportion of major development proposals with Employment & Skills Plans.	Review pre- application guidance and advice.	In house monitoring through development management process.
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### **STRATEGIC OBJECTIVE 5: SUPPORTING THE PROVISION OF SUSTAINABLE TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE**

Policy	Indicator	Target	Contingency	Data Source
SO5.1 Accessible Development	Numbers of Transport Assessments, Travel Plans, and Design and Access Statements secured with relevant provisions such as those with LTN 1/20 or its subsequent revisions  Mode of transport to work.	Secure Travel Plans for all developments of 50+ dwellings.  Secure Design and Access Statements for all major developments of 10+ dwellings.	Review pre- application guidance and advice.	In house monitoring of Travel Plans & Design and Access Statements through development management process.
SO5.2 Communication Technologies	Provision of communications infrastructure to facilitate digital connectivity to business and residential occupiers of major developments.	Provision of digital connectivity at the point of first occupation.	Review pre- application guidance and advice.	In house monitoring through development management process.
SO5.3 Low and Zero Carbon Transport	Design and Access Statements secured.	Proportion of Design and Access Statements addressing Low and Zero Carbon Transport.	Review pre- application guidance and advice.	In house monitoring of Design and Access Statements through development management process.

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SO5.4 Maintaining and Improving the Transport System	To be identified in the Cannock Chase Integrated Transport Strategy (to be produced by the County Council to support the Local Plan).	TBD	TBD	Staffordshire County Council.
SO5.5 Hatherton Canal Restoration Corridor	Route protected to safeguard the restoration of the Canal.	Route protected.	Consider alternative options.	In house monitoring of planning applications through development management process.
SO5.6 Safeguarding Proposed Recreational Footpath and Cycle Routes	Recreational Footpath and Cycle Routes safeguarded.	Routes protected.	Consider alternative options.	In house monitoring of planning applications through development management process.
SO5.7 Parking Provision	Numbers of Design and Access Statements secured with relevant provisions.  Major developments meeting the parking standards set out in the National/Local Design Guide.	Secure Design and Access Statements for all major developments of 10+ dwellings.	Review pre-application guidance and advice.	In house monitoring through development management process.

### **STRATEGIC OBJECTIVE 6: CREATING ATTRACTIVE TOWN AND LOCAL CENTRES**

Policy	Indicator	Target	Contingency	Data Source
SO6.1 Hierarchy of Town and Local Centres	Outcome of applications for uses deemed inappropriate to the designated role of the Centre within the hierarchy.	Very low proportion of approvals of inappropriate uses.	Review pre-application guidance and advice.	In house monitoring through development management process.
SO6.2 Thresholds and Impact Tests for Town Centre Services	Impact Assessments secured to accompany proposals above the thresholds for Primary Shopping Areas and Local Centres.	Proportion of required Impact Assessments secured.	Review pre-application guidance and advice.	In house monitoring through development management process.
SO6.3 Safeguarding Existing Town Centre Services	Town centre service uses in the Primary Shopping Areas safeguarded from changes of use.	Number of proposed changes of use from the specified town centre service uses in the Policy resisted.	Review pre-application guidance and advice.	In house monitoring through development management process and health checks
SO6.4 Town Centre Design Guide	Major development proposals take account of design policy guidance.	Proportion of proposed town centre development proposals that provide evidence that the design policy guidance has been considered.	Review pre-application guidance and advice. Issue Local Design Guides.	In house monitoring through development management process.
SO6.5 Cannock Town Centre Redevelopment Areas	Redevelopment proposals for identified areas.	Amount of new development achieved by use class.	Consider partnership schemes.	Town centre Health Check
SO6.6 Rugeley Town Centre	Redevelopment proposals for identified areas.	Amount of new development	Consider partnership schemes.	Town centre Health Check

Redevelopment Areas		achieved by use class.		
SO6.7 Hednesford Town Centre Redevelopment Areas	Redevelopment proposals for identified areas.	Amount of new development achieved by use class.	Consider partnership schemes.	Town centre Health Check

### **STRATEGIC OBJECTIVE 7: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT**

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>	<b>Contingency</b>	<b>Data Source</b>
SO7.1 Protecting, Conserving and Enhancing Biodiversity and Geodiversity	Development permitted which has a harmful impact on designated sites of importance for biodiversity & geodiversity.	No development permitted if it impacts on designated sites unless exceptional circumstances apply.	Ensure that necessary compensatory provisions are applied.	In house monitoring through development management process.
SO7.2 Biodiversity Net Gain	Biodiversity net gain provided by development.	Development proposals include plans for the restoration & recreation of priority habitats.	Off-site provision of habitats that will provide for compensatory biodiversity.	In house monitoring through development management process.
SO7.3 Special Areas of Conservation (SAC)	Development permitted which has an adverse impact on the SAC.	No planning permissions granted contrary to policy which would have an adverse impact on the SAC.	Refer to the Cannock Chase SAC Partnership and Natural England to advise on avoiding or mitigating impacts.	In house monitoring through development management process and SAC condition survey.
SO7.4 Protecting, Conserving and Enhancing Landscape Character	Landscape and Visual Impact Assessment secured.	Landscape and Visual Impact Assessment secured for all major development proposals.	Review pre-application guidance and advice.	In house monitoring through development management process.
SO7.5	Cannock Chase AONB	No planning permissions	Review pre-application	In house monitoring

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Protecting, Conserving and Enhancing the Cannock Chase AONB	protected from damaging and inappropriate development through development management process.	granted that would have detrimental impact.  All major proposals to meet the objectives of the AONB Management Plan.	guidance and advice.	through development management process.
SO7.6 Protecting, Conserving and Enhancing the Green Belt	Green Belt character and openness protected from development.	No planning permissions granted that would have detrimental impact unless exceptional circumstances demonstrated.	Compensatory provision secured.	In house monitoring through development management process.
SO7.7 Amendments to the Green Belt	Compensation from development within the Green Belt	No planning permissions granted that would have detrimental impact.	Amendments to the Green Belt boundary only secured via formal review of Local Plan or Neighbourhood Plan.	In house monitoring through development management process.
SO7.8 Protecting, Conserving and Enhancing Green Infrastructure	Development within Green Space of High Value to Adjacent Urban Communities.	Development that conflicts with the functions & characteristics of Green Space of High Value to Adjacent Urban Communities will be resisted.	Development permitted will provide compensatory provision of Green Space.	In house monitoring through development management process.

### **STRATEGIC OBJECTIVE 8: SUPPORTING A GREENER FUTURE**

Policy	Indicator	Target	Contingency	Data Source
SO8.1	Proposals for LZC Energy and Heat	Increased number of proposals for	Review pre-application	In house monitoring through



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Low and Zero Carbon Energy and Heat Production	Production, and LZC installations into built infrastructure.	LZC Energy and Heat Production submitted and approved.	guidance and advice.	development management process.
SO8.2 Achieving Net Zero Carbon Development	Delivering the highest performance that can be practically and viably achieved.	Increased proportion of development achieving the higher levels set out in the hierarchy.	Review pre-application guidance and advice.	In house monitoring through development management process.
SO8.3 Sustainable Design	Sustainability Statement secured for major development proposals (as part of the Design and Access Statement).	Proportion of major applications where a Sustainability Statement has been secured.	Review pre-application guidance and advice.	In house monitoring through development management process.
SO8.4 Managing Flood Risk	Major development proposals avoid areas of highest flood risk, and incorporate sustainable water management measures.	Reduced proportion of development within areas of highest flood risk.	Review pre-application guidance and advice.  Complete exception test to demonstrate overriding sustainability benefits of development.	In house monitoring through development management process.
SO8.5 Avoiding Air, Water, Soil, Noise and Light Pollution	Major development proposals avoid air, water, soil, noise and light pollution.	Development proposals to set out how air, water, noise and light pollution will be avoided.	Ensure that mitigation measures are suitable to compensate for potential impacts.	In house monitoring through development management process.
SO8.6 Brownfield and Despoiled Land and Under-Utilised Buildings	Major development proposals maximise use of brown field land and under-	Proportion of available brown field land and under-utilised land and buildings used	Review pre-application guidance and advice.	In house monitoring through development management process.

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	utilised land and buildings.	in major development.		Brownfield Land Register. SHLAA & ELAA.
SO8.7 Safeguarding Mineral Reserves	Major development proposals minimise use of primary mineral resources, and safeguard mineral reserves.	Use of substitute or secondary and recycled materials in construction.	Review pre-application guidance and advice.	In house monitoring through development management process. Minerals Local Plan monitoring process.
SO8.8 Managing Waste	Site Waste Management Plan secured with all major development proposals.	Proportion of major development proposals that include a Site Waste Management Plan.	Review pre-application guidance and advice.	In house monitoring through development management process.

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Phrase	Abbreviation	Definition
Active frontages		Includes active street frontages...
Air Quality Management Area	AQMA	An area designated by the local authority which is not meeting the national air quality objectives.
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).
Area of Outstanding Natural Beauty	AONB	A statutory National Landscape designation to provide special protection to defined areas of natural beauty.
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 a previously developed site that is available for re-use, usually due to abandonment or under use.
Brownfield Development		Site available for re-use which has been previously developed and is abandoned or underused.
Brownfield Registers		A statutory list of previously developed sites that could be suitable 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 charging rates are set locally and vary from one area to another e.g. on the types of development

## Appendix I: Glossary

Phrase	Abbreviation	Definition
		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.

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Phrase	Abbreviation	Definition
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.
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

## Appendix I: Glossary

Phrase	Abbreviation	Definition
		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.
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, Special Protection Areas (SPAs) which relate to important bird populations and Ramsar sites which are internationally important wetlands. Collectively, these are often referred to as Natura 2000 sites.
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

## Appendix I: Glossary

Phrase	Abbreviation	Definition
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 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		The Development Plan for a Local Planning Authority area. It can include Development Plan Documents such as Site Allocations and Area Action Plans.
Local Planning Authority	LPA	The authority responsible for planning functions within a District, County or any other type of administrative area.

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Phrase	Abbreviation	Definition
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 Safeguarding Areas		An area of land protected from development due to the presence of minerals within a site that could be required for future extraction.
Minerals Plan		A planning document that sets out future minerals needs within an area and protects mineral extraction sites to meet that demand.
Mitigation and Implementation Strategy		A framework that aims to provide protection against a potential threat and provide practical solutions or alternatives to solve the problem.
The National Design Guide		This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
National 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 Space Standards		This sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a particular 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.
Proposals 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.



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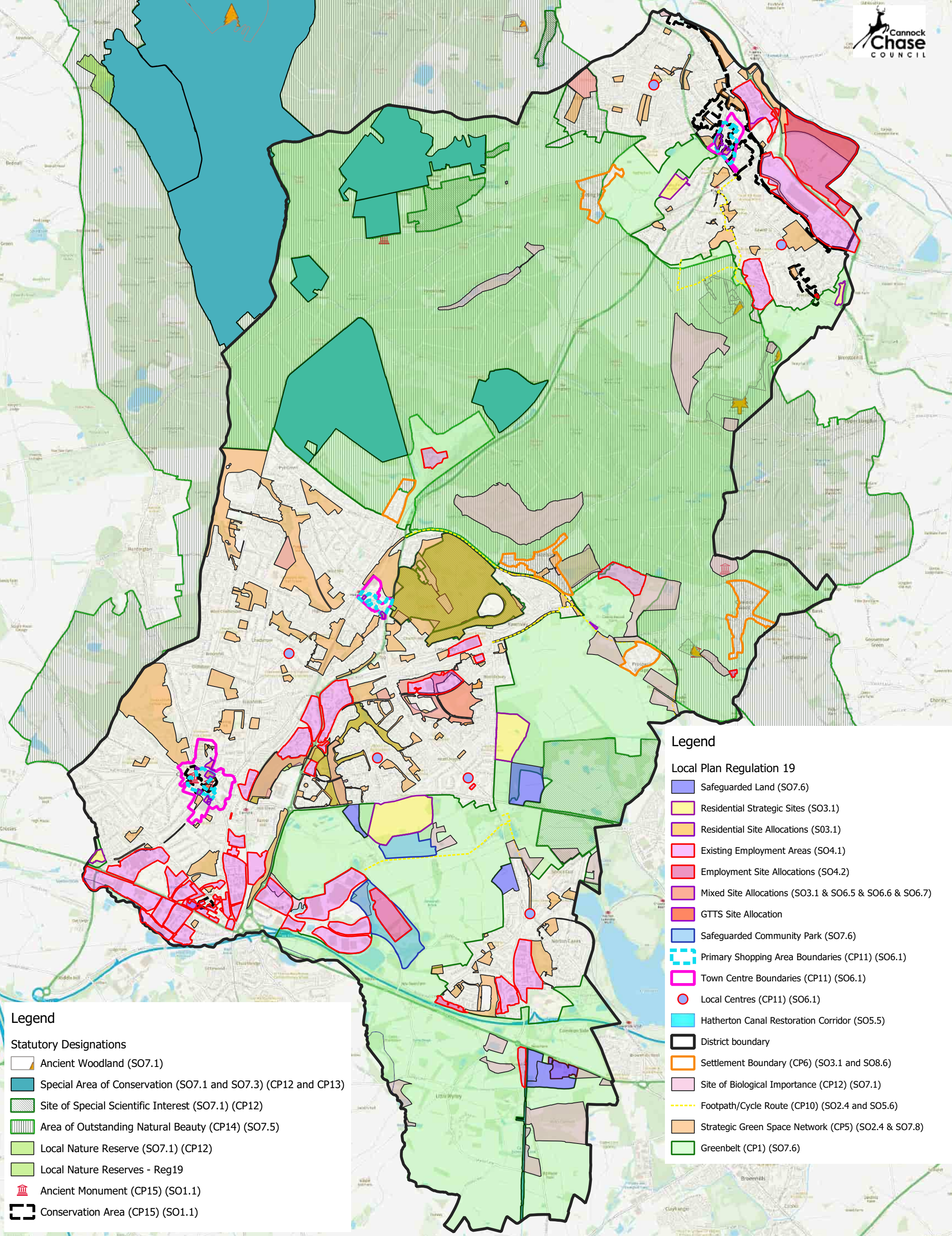
Phrase	Abbreviation	Definition
Safeguarded Land		Land that is protected for a specific future, often longer term, land use.
SAC Zone of Influence		An area within which new residential development must provide mitigation measures to avoid harm to Cannock Chase Special Area of Conservation.
Self Build 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 under the European Community Habitats Directive. 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 AONB, Brocton and Great/Little Haywood.
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

## Appendix I: Glossary

Phrase	Abbreviation	Definition
		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	A local document that may cover a range of issues, thematic or site-specific, and provides further detail of policies and proposals in the local 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		An assessment which sets out the 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 to deal with the anticipated transport impacts of development
Travel Plan		A long-term management strategy for integrating proposals for sustainable travel based on evidence of the anticipated transport impacts of development. They set measures to promote and encourage sustainable travel (such as promoting walking and cycling).
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

## Appendix I: Glossary

Phrase	Abbreviation	Definition
		decision making and funding from central Government to the West Midlands on specified areas (as set out within devolution agreements) e.g. transport, housing.



**Legend**

**Statutory Designations**

- Ancient Woodland (SO7.1)
- Special Area of Conservation (SO7.1 and SO7.3) (CP12 and CP13)
- Site of Special Scientific Interest (SO7.1) (CP12)
- Area of Outstanding Natural Beauty (CP14) (SO7.5)
- Local Nature Reserve (SO7.1) (CP12)
- Local Nature Reserves - Reg19
- Ancient Monument (CP15) (SO1.1)
- Conservation Area (CP15) (SO1.1)

**Legend**

**Local Plan Regulation 19**

- Safeguarded Land (SO7.6)
- Residential Strategic Sites (SO3.1)
- Residential Site Allocations (SO3.1)
- Existing Employment Areas (SO4.1)
- Employment Site Allocations (SO4.2)
- Mixed Site Allocations (SO3.1 & SO6.5 & SO6.6 & SO6.7)
- GTTS Site Allocation
- Safeguarded Community Park (SO7.6)
- Primary Shopping Area Boundaries (CP11) (SO6.1)
- Town Centre Boundaries (CP11) (SO6.1)
- Local Centres (CP11) (SO6.1)
- Hatherton Canal Restoration Corridor (SO5.5)
- District boundary
- Settlement Boundary (CP6) (SO3.1 and SO8.6)
- Site of Biological Importance (CP12) (SO7.1)
- Footpath/Cycle Route (CP10) (SO2.4 and SO5.6)
- Strategic Green Space Network (CP5) (SO2.4 & SO7.8)
- Greenbelt (CP1) (SO7.6)

<b>Report of:</b>	<b>Head of Economic Prosperity</b>
<b>Contact Officer:</b>	<b>Amanda Laight</b>
<b>Contact Number:</b>	<b>01543 464309</b>
<b>Portfolio Leader:</b>	<b>Innovation &amp; Resources</b>
<b>Key Decision:</b>	<b>No</b>
<b>Report Track:</b>	<b>Cabinet: 25/08/22</b>

**Cabinet  
25 August 2022  
Elmore Park Public Toilets**

**1 Purpose of Report**

- 1.1 To present a proposal to replace the existing toilet block in Elmore Park, Rugeley and to seek approval from Cabinet to invest in the proposal.

**2 Recommendation(s)**

- 2.1 Cabinet to approve the proposal to demolish the existing toilet block in Elmore Park and replace with two accessible toilets in the same location.
- 2.2 Cabinet to agree to pause the Phase 2 development of the Community Sports and Recreation Hub at the Stadium site on Pye Green Road, Hednesford, and delegate authority to the Head of Environment & Healthy Lifestyles to evaluate the remaining Phase 2 works and identify potential alternative schemes; the immediate impact of which will be to release capital funding back into the Council's Capital Programme, to fund alternative schemes.
- 2.3 Cabinet to recommend to Council that a sum of £110,000 for the proposed scheme, is added to the Council's Capital Programme and revenue costs will be included within the Elmore Park budget for ongoing maintenance and repairs.
- 2.4 Cabinet to delegate authority to the Head of Economic Prosperity in consultation with the Portfolio Leader for Innovation & Resources to implement all actions necessary to progress the replacement of the toilets at Elmore Park.
- 2.5 Cabinet notes that due to the current volatility of construction costs and tender prices, that if the tendered costs are significantly higher than those included within this report, that a further report be presented to Cabinet for permission to proceed.

### 3 Key Issues and Reasons for Recommendations

#### Key Issues

- 3.1 On 30 January 2020, Cabinet agreed to proceed with officers undertaking a feasibility study and options appraisal to address the condition of the toilets in Elmore Park, Rugeley; on the basis the estimated cost of feasibility work could be met from existing budgets.
- 3.2 Since then, officers have undertaken an assessment of the condition of the toilets and reviewed options. The recommended option is to demolish the existing toilet block and replace with new toilets, two of which would be accessible.

#### Reasons for Recommendations

- 3.3 This report sets out a proposal to replace the existing Elmore Park toilets and authority is required from Cabinet to proceed with the recommended scheme.
- 3.4 Authority is also required from Cabinet to pause Phase 2 works linked to the Stadium to allow a re-evaluation of the scheme to take place, and to release funding back into the Council's capital programme.

### 4 Relationship to Corporate Priorities

- 4.1 This report supports the Council's Corporate Priorities as follows:
  - (i) Supporting Priority 2, Health and Wellbeing, and Priority 3, The Community. The availability of a public toilet facility within Elmore Park may help reach out and encourage more people to use the park, helping them to improve their physical and mental health and well-being.

### 5 Report Detail

#### Background

- 5.1 In January 2020, Cabinet agreed to proceed with a feasibility study to assess the practicalities and cost of proposals to improve the toilets with the aim of including a toilet refurbishment scheme in the Council's Capital Programme. This followed community and member concerns being expressed in relation to the poor condition of the existing toilets. Officers have reviewed the current condition of the toilets and looked at different options. The work has been delayed somewhat due to the Covid-19 pandemic, officer capacity and backlog maintenance work on other sites taking priority.

#### Existing Toilet Facilities within Council owned parks

- 5.2 The Green Flag Award Scheme recognises and rewards well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces across the United Kingdom and around the world.

- 5.3 In total, Cannock Chase Council has four parks with Green Flag Award status, these being Cannock Park, Hednesford Park, Ravenhill Park and Elmore Park.
- 5.4 Although these parks all have toilet facilities, the Green Flag Award criteria is not prescriptive about the facilities on each site; only that the site should have appropriate provision of recreational facilities and activities for all sectors of the community. There is also a general requirement for the buildings to be well maintained and a management plan in place for each site.
- 5.5 A summary of the toilet facilities at each Green Flag Park are outlined below:
- Cannock Park - one accessible public toilet integral with the changing rooms building.
  - Hednesford Park - two public toilets integral with the pavilion building. One of the toilets is classified as 'accessible' and the other is a 'changing place' toilet.
  - Ravenhill Park - three public toilets integral with Brereton & Ravenhill Parish Hall building (one male, one female & one accessible).
  - Elmore Park - A separate block of male and female public toilets adjacent the park entrance. None of these toilets is accessible.

### **Review of the Existing Elmore Park Toilets**



- 5.6 The existing toilet facilities within the park are located near to the park entrance off Elmore Lane, opposite the bus station and are clearly visible from the park entrance. Integral within the building is a small retail kiosk, which has not been let for many years and remains empty and boarded up. The facilities include male toilets (one cubicle & two urinals) and female toilets (two cubicles).

- 5.7 The toilets are in poor condition, key issues are as follows:
- There are no facilities for less ambulant users or any baby changing facilities.
  - There is no heating or hot water and there are no wash hand basins, and hence no running water for handwashing.
  - The toilet cubicles are not accessible for less mobile users.
  - The walls are a single skin of painted rustic blockwork. Cracks are evident in the walls.
  - Internally the toilet facilities and building have regularly suffered from extensive vandalism and anti-social behaviour requiring regular repair and maintenance. On average, circa £1,000 per annum has been spent on keeping these toilets in working order.
- 5.8 In summary, the building is dated and does not meet current standards. As it gets nearer the end of its useful life, maintenance costs are likely to increase.

### **Feasibility Study and Options Appraisal**

- 5.9 On the basis of the toilet facilities provided at other parks, this report reflects providing two toilets, one male and one female, with both toilets being classified as accessible. Consideration was also given to the provision of a 'Changing Places' toilet to meet the needs of those people who would not be able to use an accessible toilet. Having reviewed the 'Changing Places' guidance, Elmore Park is not the ideal location for such facility and hence this has not been included as an option within this report.
- 5.10 Three options have been considered in detail:
- (i) Fully refurbish the existing toilet block to incorporate two toilets, both accessible.
  - (ii) Demolish the existing toilet block and not provide any replacement public toilet facilities.
  - (iii) Demolish the existing toilet block and build new toilets in the same location.
- 5.11 Consideration has been given to the practicalities of undertaking each option, the potential impact on the public use and enjoyment of the park and the financial implications of each solution. Demolishing the existing toilet block and not replacing with new toilets is an option and is the cheapest option financially. However, not providing toilets within the park, might affect the ability of some people to enjoy the park. The nearest alternative public toilet facility would be 0.6 miles away at Rugeley Leisure Centre (which is the current position for non-ambulant park users). Therefore, this option is not recommended.
- 5.12 Full details of the assessment are provided within Appendix 1.
- 5.13 Based on the assessment undertaken by officers, refurbishing the existing toilet block is the cheapest option (£142,500 cost over 5 years). However, the existing building structure does not lend itself to being adapted to create modern accessible toilet facilities and practically, it may not be possible to undertake the necessary alterations in order to make the building compliant. Also, the existing



toilet block includes the empty retail kiosk which would need to be retained as an ongoing liability. The existing building is not aesthetically pleasing and is an unwelcoming structure near the park entrance. It is therefore recommended that option 1 is discounted and not considered further.

- 5.14 It is therefore recommended that Cabinet approve the option to demolish the existing toilet block and re-provide with new toilets. This option allows for the demolition of the existing toilet block and the installation of a new building containing two accessible toilets. The specification of the new facility would be fully compliant with the current building regulations and will be designed to meet the requirements of a low carbon future. Existing paving flags would need to be levelled and re-laid to suit levels. Cabinet should note that following the approval of the new Asset Strategy, that a more detailed review of Elmore park will be undertaken as part of the agreed asset review process, and this will examine the condition and future potential of the other structures within the park.
- 5.15 The cost of demolishing the existing toilets and re-building a new toilet block in the same location is estimated at £110,000.
- 5.16 The annual maintenance costs are estimated at £12,500. Over a 5 year period, the total cost to the Council would be £172,500.
- 5.17 There are no capital funds currently available in the Council's capital Programme to fund the scheme. However, officers have identified the need to review and re-evaluate an existing scheme; the Phase 2 Development of the Community Sports and Recreation Hub at the Stadium site on Pye Green Road. As part of the agreed scheme, a package of works has already been completed, but there are some works outstanding, totalling £258,628. It is recommended that Cabinet agrees to re-evaluate the outstanding works and potentially re-focus on existing and wider wheeled activities, including, more onsite cycling provision for beginners and intermediates. The revised proposal will be in line with the Council's Commonwealth Games legacy around cycle sports, activity, and links to health and wellbeing, as a follow up to the Games incredible success, locally on Cannock Chase, regionally, and nationally.
- 5.18 It is therefore recommended that Phase 2 of the Stadium project is paused to allow for this evaluation to take place, with a further report to be brought back to Cabinet setting out proposed options, including the above Commonwealth Games legacy links. Pausing now would release funding back into the Council's Capital Programme and allow other schemes such as the Elmore Park Toilet scheme to move forward. There is the potential to utilise Section 106 funding to fund a revised scheme for the Stadium Phase 2, and a full review of S106 funds will be undertaken by officers.

## **6 Implications**

### **6.1 Financial**

- 6.1.1 Below are the cost implications for each option. The recommended option is Option 3, which will require initial capital investment of £110,000 and an ongoing maintenance cost of £12,500 per annum will be required.

Option	Capital Cost	Ongoing Annual Maintenance Cost	Total Cost After 5 Years
<b>(i) Refurbishment of the Existing Toilet Block</b> Provision of 2 accessible toilets and the existing kiosk will remain. The majority of the maintenance cost is for cleaning.	£75,000	£13,500	£142,500
<b>(ii) Demolition of the Existing Toilet Block</b> Nominal annual maintenance provision for the area where the toilets were located.	£36,000	£500	£38,500
<b>(iii) Demolish the Existing Toilet Block and Rebuild a New Toilet Block in the Same Location</b> Provision of 2 accessible toilets. The majority of the maintenance cost is for cleaning.	£110,000	£12,500	£172,500

6.1.2 In March 2020, Cabinet agreed to the Phase 2 Development of the Community Sports and Recreation Hub at the Stadium site on Pye Green Road, Hednesford.

6.1.3 The following Phase 2 works have been completed, in progress, or have been commissioned, totalling just over £142,000 of a total £401,000 for the project.

Park signage and installation	£11,841	Completed
Rubber mulch to BMX Track	£59,800	Completed
Additional Drainage work	£9,068	Completed
Eco trails	£18,000	Commissioned and externally match funded
Themed soft planting at entrance - Queens Jubilee and Commonwealth Games	£12,181	Completed
Planters at entrance	£2,100	Completed

Architects & PD roles for design work for Community Hub and changing rooms	£7,720	In progress
Quantity Surveying and pricing for above design work	£8,100	In progress
Mulch to allotment banks	£14,561	Commissioned

6.1.4 The following Phase 2 works are outstanding, totalling £258,628.

Additional footpaths	£51,000	Outstanding
Skate Park development	£175,000	Outstanding
Project Contingencies	£35,000	Outstanding

6.1.5 It is proposed to pause and re-evaluate the remaining Phase 2 works and look at the potential of refocusing on existing and wider wheeled activities, including, more onsite cycling provision for beginners and intermediates, etc.

6.1.6 If approved by Cabinet, pausing the Phase 2 works at this point would mean that capital would be immediately released and become available for alternative schemes, such as the redevelopment of Elmore Park toilets.

6.1.7 The pause would also allow for a review to be undertaken of the S106 monies available in the area and a revised Phase 2 scheme to be drawn up and agreed.

## 6.2 **Legal**

There are no legal implications arising from this report.

## 6.3 **Human Resources**

There are no human resources implications arising from this report.

## 6.4 **Risk Management**

The existing toilets are not compliant with current standards and hence a solution resolving this needs to be progressed.

## 6.5 **Equality & Diversity**

The existing toilets do not meet the needs of people with mobility issues, neither do they have baby changing facilities.

The solutions offered do not include a 'Changing Places' toilet. Whilst this is not currently a requirement, future changes in legislation may make this necessary.

## 6.6 Climate Change

The existing building does not have any heating and hence does not currently require any energy efficiency improvements to the fabric. Any new building should be designed to BREEAM Excellent standard. Incorporating a public toilet facility within the Pet's Corner building will require the Council to commit to improving the energy efficiency of the Pet's Corner building.

## 7 Appendices to the Report

Appendix 1: SWOT Analysis

### Previous Consideration

Feasibility Study and Options Appraisal in Respect of the Toilet Facilities Located in Elmore Park, Rugeley	Cabinet	30 January 2020
Motion Referred from 06/11/19 Council – Elmore Park Toilets	Cabinet	19 December 2019
Motion to Council 06/11/19 – Elmore Park Toilets	Council	06 November 2019

### Background Papers

- The House of Commons Communities and Local Government report on 'The Provision of Public Toilets', 6 October 2008.
- The Building Regulations Part G.
- Changing Places: The Practical Guide.
- Elmore Park Management Plan 2021-23.

## SWOT Analysis of Each Option

Option	Advantages	Disadvantages	Opportunities	Threats
<b>(i) Refurbishment of the Existing Toilet Block</b>	The toilets are near the play area and park entrance, so more accessible for the bus station and general public use, not just park users. Converting each side of the toilet block into one toilet would prevent more people gathering in the toilets whilst providing adequate space for a parent or responsible adult with small children and pushchair to use the toilets.	The proximity to the park entrance makes the toilet block an easier target for anti-social behaviour and vandalism. Also, the building itself is now 50 years old and is showing signs of age with cracking in the existing walls which are only made of single skin hollow blocks. Hence, when considering the remaining life of the building, major expenditure on alterations may not be best use of resources. The toilets would be likely to be out of action for three months.	The inclusion of accessible toilets would be beneficial to those less-ambulant park users and nearer for those using the bus station.	The empty kiosk has not been let for a long time and would still be part of the toilet block as an ongoing liability. The refurbished toilets may be a greater attraction for vandalism. Widening the entrance doors to each toilet may not be viable within the existing structure (structural survey required to ensure the reduced area of wall would be capable of taking the weight of the roof)
<b>(ii) Demolition of the Existing Toilet Block</b>	Financially, this is the cheapest solution with minimal ongoing maintenance cost for the repurposed land. The entrance and view of the park from Elmore Lane would be much more aesthetic	There would be no public toilet provision within the park, which might affect the ability of some people to enjoy the park. The nearest alternative public toilet facility would be 0.6 miles away at Rugeley Leisure Centre (which is the current position for non-ambulant park users).	The space where the toilets are currently located would look more welcoming and could become a new planting bed or shrubbery.	Not having any public toilets may create a negative impact on the locality through an increase in street fouling and could negatively impact on the confidence for people to venture into Rugeley town centre because there is no access to any public toilets
<b>(iii) Demolish the Existing Toilet Block and Build a New Toilet Block in the Same Location</b>	The new toilet block would have a 40+ year life span. The toilets are clearly accessible for play area and the park entrance, so more accessible for the bus station and general public use, not just park users.	When taking running costs into consideration, over a five year period this is the most expensive solution offered. The toilets would be likely to be out of action for two months.  Two toilets would be required in order to make the building substantial enough.	The provision of accessible toilets would be beneficial to those less-ambulant park users and those using the bus station. The inclusion of baby changing facilities would be beneficial to families.	The proximity to the park entrance makes the toilet block an easier target for anti-social behaviour and vandalism.

<b>Report of:</b>	<b>Head of Economic Prosperity</b>
<b>Contact Officer:</b>	<b>Debbie Harris</b>
<b>Contact Number:</b>	<b>01543 464490</b>
<b>Portfolio Leader:</b>	<b>District &amp; High Street Development</b>
<b>Key Decision:</b>	<b>No</b>
<b>Report Track:</b>	<b>Cabinet 25/08/22</b>

**Cabinet**  
**25 August 2022**  
**Deed of Gift Agreement – Commemorative Beacons**

**1 Purpose of Report**

- 1.1 To authorise the gifting of 7 commemorative beacons to relevant town/parish councils and/or other appropriate legal entities across the district.

**2 Recommendation(s)**

- 2.1 Cabinet endorse the commissioning of the 7 commemorative beacons and authorise the gifting of the beacons, by deed, to town/parish councils, or other appropriate local legal entity in each of the respective areas of Cannock, Rugeley, Hednesford, Norton Canes, Bridgtown, Chadsmoor and Heath Hayes and Wimblebury.

**3 Key Issues and Reasons for Recommendations**

**Key Issues**

- 3.1 It was confirmed by the Department for Levelling Up, Housing and Communities that the 'Welcome Back Fund' could be used to pay for the commissioning and design/ manufacturing of commemorative beacons.
- 3.2 Difficulties were experienced in finding a suitable supplier and this led to a short turnaround time in commissioning, manufacturing and delivering these beacons in time for the Queens Jubilee event held in June 2022. Consequently, it was not possible to seek Cabinet authority in advance of commissioning and funding the Beacons.
- 3.3 As a result of cost escalation in construction materials and advice from the manufacturers "Dero", the specification was enhanced to ensure the product

would be of good quality and not topple over when in use. Refer to Appendix 2 for photographs of the finished product, lit and unlit.

- 3.4 A Deed of Gift has been drawn up, refer to Appendix 1, to ensure ownership and responsibility of the beacon has been gifted to the relevant Council / Parish / Equivalent legal entity. The Deed passes all responsibility with regards to use of the beacon, storage, and siting for any future events.
- 3.5 The Council are in possession of 6 of the 7 signed Deed of Gift Agreements. Execution of the Deed is a formal requirement of the Council, not the Welcome Back funders.

### **Reasons for Recommendations**

- 3.6 Cabinet approval is required to authorise the Council to enter into the Agreement with each of the local areas for the gifting of the beacons. The Agreement will transfer and assign all legal rights, title, and interest to each of the town/parish councils or legal equivalent entities, to take ownership of and accept full responsibility for the beacons and their use.
- 3.7 6 of the beacons have been delivered to the proposed gift recipient's, with the exception, of Cannock which is currently held in storage. This is due to the change in Chair and Management of the existing Town Centre Partnership.

## **4 Relationship to Corporate Priorities**

- 4.1 This report supports the Council's Corporate Priority for "Economic Prosperity: To reinvigorate the economy and create a District that thrives" and in particular:
  - (i) Rejuvenate our town centres
  - (ii) Support the development of our visitor economy

## **5 Report Detail**

- 5.1 The Council received an allocation of £179,245 from the Government's Welcome Back Fund and Re-Opening the High Street Safely Fund). The funding was available to support the delivery of events in the district and activities to boost footfall and activity in eligible town and district centres. Officers identified the potential to source commemorative Beacons that could be used as a focal point at events in the various towns in the district. The first major event that the Beacons could be used for was the Queen's Platinum Jubilee event in June 2022.
- 5.2 All areas eligible for the Welcome Back Fund were contacted by Officers to see if a beacon was required (Cannock, Rugeley, Hednesford, Norton Canes, Bridgtown, Chadsmoor and Heath Hayes and Wimblebury).
- 5.3 Various businesses were contacted within the district to obtain quotes for the design, manufacture, and delivery of these Beacons.
- 5.4 Only one manufacturer, Dero, came back that was able to meet the brief for the design.

- 5.5 Several meetings had been held with the manufacturer of the Beacons. Designs were drawn and submitted. The Beacons needed to be manufactured, delivered, and installed in time for the first commemorative event held in June 2022.
- 5.6 The commemorative beacons have been delivered to 6 of the areas, with the exception of Cannock which is held in storage until such time as the recipient is in a position to sign the Deed of Gift.
- 5.7 Each beacon cost circa £2,950, which has been funded principally through the Council's Welcome Back Fund allocation and existing Council Economic Development / Tourism budgets.
- 5.8 The Council's Constitution and delegations do not extend authority for assets of this nature to be gifted without Cabinet authority. Therefore, approval is sought from Cabinet to authorise the execution of relevant deeds of gift.

## **6 Implications**

### **6.1 Financial**

The initial cost of the beacons purchased in 21/22 was £20,842; being partially funded by the Government's Welcome Back Fund £11,910 with the balance of £8,932 being funded from existing Council Economic Development / Tourism budgets.

Cabinet should note that any future maintenance of the Beacons and other associated costs will be at the expense of the relevant area that each Beacon was gifted to.

### **6.2 Legal**

Deed of Gift Agreement to be entered into on behalf of the Council with each of the local Town / Parish Councils/equivalent entities to transfer and assign all rights, title, and interest to each council in receipt of a beacon.

### **6.3 Human Resources**

None

### **6.4 Risk Management**

The Deed of Gift covers the risks associated with the Beacon.

### **6.5 Equality & Diversity**

None

### **6.6 Climate Change**

None



**7 Appendices to the Report**

Appendix 1 - Deed of Gift Agreement (included sketch design of beacon)

Appendix 2 - Photographs of finished beacon, lit and unlit.

**Previous Consideration**

Welcome Back Fund - 30 September 2021

**Background Papers**

None

Dated

2022

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**DEED OF GIFT OF COMMEMORATIVE BEACON**

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Between

**(1) CANNOCK CHASE DISTRICT COUNCIL**

AND

**(2) [NAME]**



Civic Centre  
Beecroft Road  
Cannock  
WS11 1BG





Executed as a Deed and delivered for and  
On behalf of [            ] **COUNCIL**  
Acting by:

....., a Councillor and  
(*Signature of first Councillor*)

....., a Councillor  
(*Signature of second Councillor*)

In the presence of:-

.....  
*Signature of Witness*

.....  
*Full name of Witness [BLOCK CAPITALS]*

.....  
*Address of Witness*

.....  
*Occupation of Witness*

OR

Executed as a Deed and delivered for and  
On behalf of [            ] **COUNCIL**  
Acting by:

....., a Council Member and  
(*Signature of first Member*)

....., a Council Member  
(*Signature of second Member*)

OR

Executed as a Deed by  
**[CIC NAME]**  
acting by a director and a director OR  
its secretary

\_\_\_\_\_  
Director (signature)

\_\_\_\_\_  
Director OR Secretary (signature)

OR

Executed as a Deed by  
**[CIC NAME]**  
acting by a director in the presence of:

---

Director (signature)

---

Witness' Signature

---

Witness' Full Name (block capitals)

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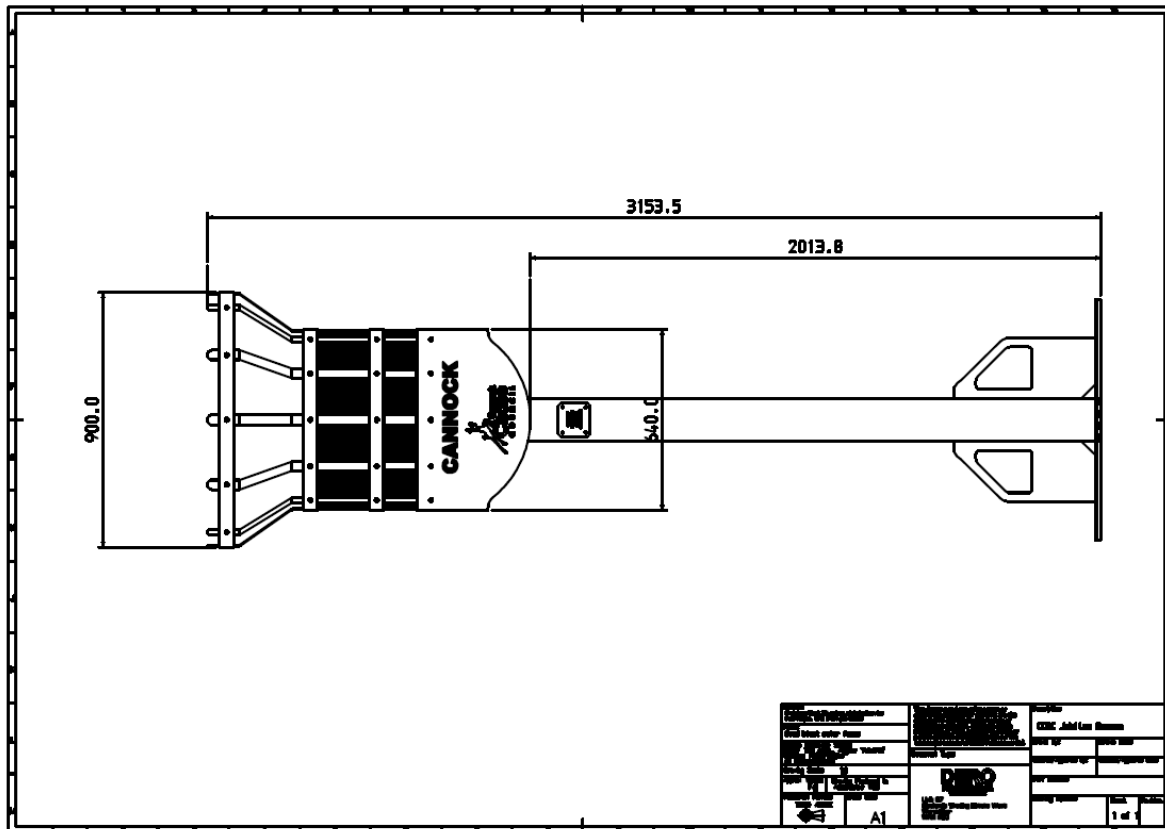
Witness' Address

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Witness' Occupation

## SCHEDULE

### Part 1



### Part 2

#### GIFTING OF WBF BEACONS

You have been gifted a handmade beacon/brazier for use in your locality (town centre/high street) which has been funded from Welcome Back monies held by Cannock Chase Council.

The future use of the Beacon/Brazier is entirely at your own discretion - the original objective is to provide a Beacon/Brazier which was capable of being lit and used by official event organisers at any future commemorative events, festivals held in that area etc.

The central pillar of the Beacon/Brazier is designed to be a date timeline for the future and plaques can be added over time each time the Beacon/Brazier is lit.

We would recommend:

- Before using your Beacon/Brazier, you must consider and complete a risk assessment for your own records every time the Beacon is to be lit.
- The event organiser will be ultimately responsible should any problems occur - therefore the organiser must have appropriate public liability insurance in place and should secure any necessary licencing consents accordingly.

- You must have the consent from the landowner where the Beacon/Brazier is to be sited.
- Health and safety considerations must be built into any plan/ arrangements for any event involving the Beacon/Brazier.
- Once lit, the Beacon/Brazier should be always supervised. Barriers would also be used to keep visitors at a safe distance from the Beacon/Brazier.
- The Beacon/Brazier must be sited on flat solid ground.
- The design of the Beacon/Brazier allows for temporary anchoring down through using fixings through holes made in the base (you would have to source the relevant bolts, fixings and have this professionally fitted).
- If you wish to locate the Beacon/Brazier permanently in a location, you must secure planning permission from Planning.
- Secure storage arrangements for the Beacon/Brazier is essential.
- The Beacon/Brazier is a log burner design. Smokeless, untreated wood would need to be used. You would be best to use a taper fire lighter due to the height of the basket off the ground when lighting the Beacon/Brazier. (If this is not possible then a ladder would have to be used.
- Completing working at heights assessment /ladder use and appropriate manual handling training is needed for any person involved in moving and fixing and lighting the Beacon/Brazier.
- Obviously, the beacon should not be in lit in high winds, storms, rain, snow etc. or any situation that would put you, your volunteers, or visitors at risk.
- If weather conditions deteriorate e.g., the wind does pick up and starts blowing embers then the Beacon/Brazier should be extinguished immediately.
- You will need to consider storage of any wood to be used during any event.
- A relevant fire extinguisher should be placed immediately close by in case of an emergency and need to act. Signs should be placed around the beacon and in appropriate areas stating that the beacon could be hot and do not touch. Do not throw objects at the fire basket, especially when lit. Keep children away from the area.
- Care must be taken when the fire has gone out due to the metal and embers being hot.

The manufacturers contact details are:

[www.dero.co.uk](http://www.dero.co.uk)

**Tel:** +44 (0)1905 455199



Photographs of the Beacon



<b>Report of:</b>	<b>Head of Finance</b>
<b>Contact Officer:</b>	<b>Rob Wolfe</b>
<b>Telephone No:</b>	<b>01543 464 397</b>
<b>Portfolio Leader:</b>	<b>Innovation and Resources</b>
<b>Key Decision:</b>	<b>No</b>
<b>Report Track:</b>	<b>Cabinet: 25/08/22</b>

**Cabinet**  
**25 August 2022**  
**Revenues and Benefits Collection Report - Quarter 1**

## **1 Purpose of Report**

- 1.1 To inform Cabinet of the performance of the Revenues and Benefits Service as regards:
- collections of Council Tax during the first quarter of the financial year.
  - collections of Business Rates during the first quarter of the financial year.
  - the recovery of overpaid Housing Benefit during the first quarter of the financial year.
- 1.2 To seek approval to the write off of the arrears listed in the **CONFIDENTIAL APPENDICES**.

## **2 Reasons 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 Appendix is considered 'not for publication' under the following categories of exemption:
- 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 Recommendation(s)**

- 3.1 That the information regarding collections be noted.
- 3.2 That the arrears listed in the **CONFIDENTIAL APPENDICES** be written off.

## 4 Key Issues and Reasons for Recommendations

### Key Issues

- 4.1 Efficient collection of the Council's revenues is of major importance to the funding of Council services and those provided by our preceptors.
- 4.2 Council Tax due for the current year amounts to £60.4 of which some **27.8%** was collected by the end of June. This slightly less than last year's performance in the same period (28%).
- 4.3 Business Rates due for the current year amounts to £37.4M of which some **24.0%** was collected by the end of June. Again showing a reduction on the previous year (26.2%)

### Reasons for Recommendations

- 4.4 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.

## 5 Relationship to Corporate Priorities

- 5.1 Not applicable.

## 6 Report Detail

### Council Tax

- 6.1 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.
- 6.2 Council Tax due for the current year amounts to £60.4M and we would hope to collect in the region of 97.5% within the year, as was the case prior to the Covid-19 pandemic. The knock-on effect of underpayments during the past two years, (in which collection rates of 96% band 96.2% were achieved), the current economic climate and the need for Revenues staff to continue to manage Council Tax Energy Rebate awards, will add to the difficulty in achieving this target in the current year. Action will continue to collect arrears after the end of the financial year, with around 99% traditionally being recovered.
- 6.3 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.

6.4 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.

6.4.1 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.

6.4.2 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 Transunion 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.

6.5 21 Irrecoverable council tax debts in the sum of £36,716.39 are listed in the confidential appendix to this report.

## **Business Rates**

6.6 Business rates income now 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.

- 6.7 Business Rates due for the current year amounts to £37.4M of which some **24.0%** was collected by the end of the June. The effects of Covid 19 have been detrimental to our collection rates.
- 6.8 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.
- 6.9 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.
- 6.10 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.

- 6.11 No business rate debts are included in the write off appendix to this report.

### **Housing Benefit Overpayments**

- 6.12 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.
- 6.13 Recovery of overpaid Housing Benefit continues to progress well, with some £79,255.15 being collected into the Council's General Fund in the first quarter of the year.
- 6.14 16 irrecoverable Benefit Overpayment debts in the sum of £76,987.50 are included in the **CONFIDENTIAL APPENDIX** 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 21 cases totalling £36,716.39. This represents 0.06% of the outstanding collectable debit as at the 1 April 2022.

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 recommended.

**6.2 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 recommended.

**6.3 Human Resources**

None.

**6.4 Risk Management**

The risk issues contained in this report are not strategic and therefore should not be included in the Strategic Risk Register.

**6.5 Equality & Diversity**

None.

**6.6 Climate Change**

None.

**7 Appendices to the Report**

Appendix 1: Council Tax Write-Offs over £1,000 (**confidential**)

Appendix 2: Housing Benefit Overpayments write-offs over £1,000 (**confidential**)

**Previous Consideration**

None.

**Background Papers**

None