

[REDACTED]

[REDACTED]

Mr  
Richard Jenking

[REDACTED]

I consent to be notified of progress

I am commenting as an individual

Commenting on local plan 2018-2040

Q5 - the would like to see these modifications.

I believes that access to Affordable, secure and comfortable accommodation is a basic human right. I also believe that we need to protect our Green Spaces. My preference, therefore, would always to be to build homes on brownfield sites like the former power station in Rugeley. i acknowledge however that the demands placed on Cannock Chase District Council to fulfil our quota of housing, cannot be met solely by building on previously developed land. This means we have to make very difficult choices that affect our communities. I do not believe we have all the answers to these problems. We can make proposals, but ultimately the decisions should be made by those people who are most affected by new developments.

I have tried to listen to comments made directly to me and via monitoring social media. The overwhelming views tend to be that people value their green space, they are concerned that new developments bring traffic problems, the local schools won't cope and health services will be stretched.

I hope our proposals can address some of these concerns.

1 We should look closely to see if we can reduce the district's housing quota. As the former Power Station site in Rugeley straddles two district councils, less than halve (check this) of the

homes provided will form part of the district's allocation even though the District will then be expected to cope with the resulting pressures.

2 There are five large sites clustered together that will take the bulk of the remaining allocation. Two are strategic and three are safeguarded sites.

3 We think the safeguarded sites are destined to be built on either during the life time of this plan or immediately following the lifetime of this plan. So it is easier to comment as if they are all likely to be developed.

4 All of these sites are poor choices as they are clustered together and are in areas where intensive development has already taken place and the roads, schools and health services are already struggling. We accept, however, that there are no better places to build if we are forced to accept the high quotas being imposed on us.

5 To mitigate the adverse affects of traffic we propose that each of these five developments, if selected, shall be CAR FREE. That is that there should be no provision for garaging or parking private vehicles on any of the sites. The design will, of course, have to provide for access for emergency vehicles, refuse vehicles and delivery vehicles.

6 The current plans seem to assume a density of around 20-30 homes per hectare. We think that by building three-storey apartments and/or Victorian terrace type courtyards, that the density could be increased to 80-90 homes per hectare. The higher the density the less land that needs allocating to meet the quota.

7 Apartments and terraced housing lend themselves to achieving better insulation and energy performance. Fuel poverty is a real issue across the district and the country. Providing high quality homes reduces this burden on households.

8 We think that targeting the 55 plus age range reduces the pressure on surrounding schools. It also allows for developers to provide green spaces like outdoor exercise machines, bowling greens, community gardening and quiet reflection spaces.

9 Across the country and the district many people can't move out from their parents' homes until later in to adulthood. By providing developments that target the over 55s, it provides the option of the elder members moving on on leaving the family home to their offspring. This can apply across tenures.

10 There is also a national shortage of care homes across the country and the district. Providing some care home space within these developments would be encouraged.

11 We realise that elder communities have their own health care needs and these should be considered and address if these proposals gain public backing.

12 The land owners developers should contribute to a bus service that connects all the sites selected with the local community facilities, the and Cannock train and bus stations.

13 The developers and the council should together plan safe routes for mobility scooters, cycles and walking to connect the chosen sites with all local facilities. There is plenty of scope to make a safe scooter/cycle paths that run from Cannock Town centre to Chasewater Country park.

14 In the event that all the sites are selected by public backing, then the allocation will be exceeded. The lifetime of the plan should therefore be exceeded proportionately, so that residents know that we will not have to endure yet more development.

15 We are also aware that the M6 Toll motorway will revert to public ownership within 30 years and a lot of the land around the M6/A5 corridor that runs through our district will become prime development land. We need to consider now, how we are going to respond to this pressure.

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