

HAMMERWICH NEIGHBOURHOOD PLAN



2018-2040

August 2020

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1 Background to the Plan

1.1 The Localism Act 2011 promoted neighbourhood engagement in the planning process. It introduced a new kind of Plan, called a Neighbourhood Development Plan (or Neighbourhood Plan, for short), that could be prepared by Parish Councils. One of the key aims of the legislation is to enable people to contribute to the long term development of their own community. A Neighbourhood Plan can make a real difference to how development is carried out in the Parish, because once it has been through all the stages of preparation and been “made” (adopted) by Lichfield District Council (LDC), it becomes part of the District’s Development Plan, alongside the LDC Local Plan. Its planning policies will therefore be used in the decision-making process when planning applications within the Parish are considered by the Local Planning Authority. This Neighbourhood Plan supports the delivery of strategic policies contained in the Lichfield District Local Plan in accordance with the National Planning Policy Framework 2019 para 13.

1.2 LDC is currently working on a Local Plan Review 2018-2040. A significant driver for a review at this time is the District’s commitment to investigate the options for providing part of the West Midlands conurbation’s assessed housing need. The latter is unable to provide sufficient land within its boundaries to meet this need. LDC has reached an advanced stage in the preparation of the Review, and so, in order that the Neighbourhood Plan remains up to date, the Parish Council has ensured that the Neighbourhood Plan’s policies are in general conformity with the policies in the Review, rather than the 2015 adopted document. Whilst there is a risk that the Review policies could still change, the risk is mitigated by:

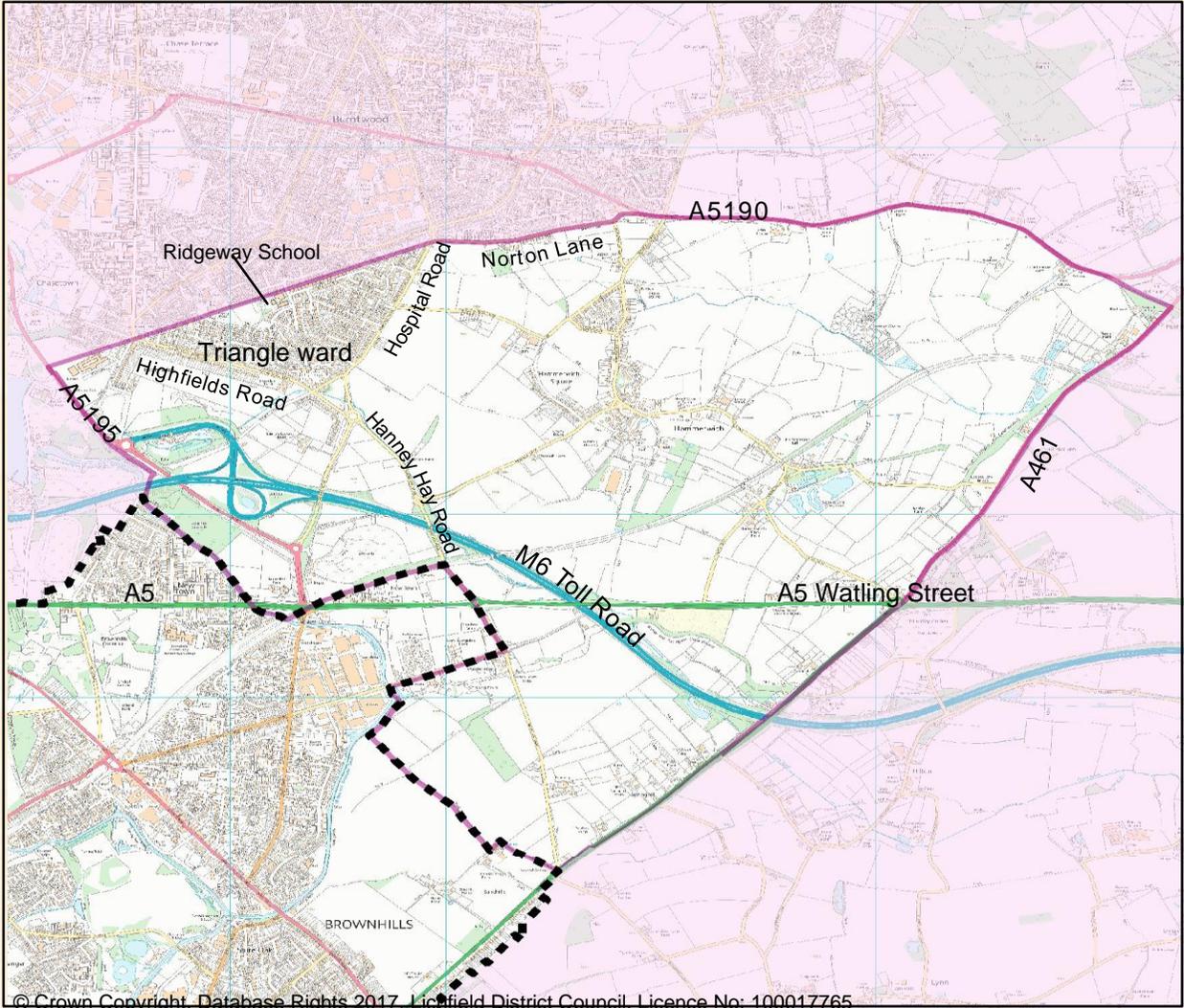
- (i) the likelihood of a major change in policy direction at this advanced stage being slight; and
- (ii) close liaison with LDC at all stages of both the Neighbourhood Plan’s and the Review’s progress, to ensure any necessary changes are made in good time.

1.3 The Hammerwich Neighbourhood Area was designated by LDC on December 9th 2014 for the purposes of producing a Neighbourhood Plan. The Neighbourhood Area has exactly the same boundaries as the Parish area, so the term ‘Parish’ will be used throughout this Plan, to avoid confusion. This Plan has been prepared by a Neighbourhood Plan Steering Group, which reports to the Parish Council.

1.4 The period covered by this Neighbourhood Plan is 2018-2040, so that it aligns with the Local Plan Strategy Review. This will ensure that the LDC evidence base used is for the same time period as this Plan. There has been some delay in finalising this Neighbourhood Plan for Submission, because studies by LDC underpinning the work leading up to the publication of the Local Plan Allocations document suggested a significant housing development in the Green Belt off Highfields Road in the Parish was being considered. This would not have accorded with the Vision and Objectives of this Plan (see below), themselves drawn from what the people of the Parish said in the Parish Survey. However, the finally adopted Allocations document (adopted in July 2019) did not include this site as an allocation (see also para 3.10 below). Further unavoidable delay was introduced by the Covid 19 pandemic lockdown period. The Parish Council was ready to consult on an updated Neighbourhood Plan (Section 14 consultation) when the lockdown started.

1.5 The Parish Council believes it is now appropriate, after ensuring it has been brought up to date, to submit the Neighbourhood Plan to LDC for the next step towards it being “made” (the Council’s “section 16” consultation).

MAP 1 – LOCATION MAP



2 Hammerwich's History and Context

2.1 The discovery of the Anglo-Saxon Staffordshire Hoard in the Parish in 2009 has highlighted the fact that Hammerwich's history as a settlement goes back a very long time. *Wich* is derived from Old English *wic*, a settlement that was already old in Saxon times, i.e. dating back at least to the Roman era. *Hamor* is derived from the Old English for 'hammer', which has led to the interpretation of *Hammerwich* as 'the old settlement with a smithy'. (Mills, p.162; Poulton-Smith, p.57)

2.2 Although no physical evidence has yet been recovered which proves Roman settlement in Hammerwich, the presence of a major Roman military highway, Watling Street, only $\frac{3}{4}$ -mile from the village would tend to support the existence of Hammerwich in Roman times, and excavations near Crane Brook Cottage have revealed some Roman remains. *Domesday* indicates the existence of two hamlets named Hammerwich.

2.3 A desktop archaeological study by Birmingham University (in 2007), which predates the finding of the Staffordshire Hoard in Hammerwich, and which focused on land off Coppy Nook Lane revealed that the study area has experienced little historical development, originating as heath land cleared from the Royal Cannock Forest, some of which passed into the ownership of the Bishop of Chester and Lichfield in the 13th century and to the Paget family (later the Marquess of Anglesey) in the 16th century following the Dissolution of the Monasteries.

2.4 Throughout its history the area appears to have remained common heath land with farmland and pasture.

2.5 Extensive urban development to the west, associated with the rise of coal mining in the later 19th century, has not encroached upon the Parish, which has retained its rural, agricultural aspect.

2.6 Today, the north-western corner of the Parish, Triangle Ward, has been built-up, providing a contrast to the village of Hammerwich which is surrounded by Green Belt land. The M6 Toll Road and A5 highways traverse the Parish's southernmost parts, from west to east, and the Chasewater Park leisure park lies immediately to the west.



2.7 The 2011 Census Neighbourhood Statistics, published by the Office for National Statistics, reveals some interesting facts about Hammerwich electoral ward. 3412 'usual' residents live in 1406 households but the percentage of people who are self-employed, work part-time or who are retired are higher in each case than the percentages for Lichfield District as a whole, the West Midlands percentage and the England percentage – see below:

	% of economically active in Hammerwich ward	% of economically active in Lichfield District	% of economically active in West Midlands	% of economically active in England
Self-employed	11.1	10.4	8.5	9.8
Part time employed	15.2	14.6	14.0	13.7
Retired	26.9	18.6	14.4	13.7
Unemployed	2.3	3.4	5.1	4.4
Full time employed	34.0	38.6	37.4	38.6

2.8 The age profile of the Parish mirrors the economic profile above. There are fewer young people, and more people who are older, in Hammerwich than elsewhere. Compared to the three areas above, Hammerwich's percentage of population in the age cohorts between 0 and 44 years is lower in every case. However, from 45 to 75, Hammerwich has more in these age

cohorts than in Lichfield, West Midlands or England. Above 74, the percentages for all four areas are about the same. The greatest disparity occurs in the 65-74 range which accounts for 19.6% of Hammerwich's population, but only 11.9% of Lichfield's, 9.0% of the West Midlands' and 8.6% of England's.

2.9 The very high proportion of retired and older people points to the need for planning policy to ensure that there is suitable housing for those who are older, and highlights the importance of good local services accessible by public transport, particularly for those people who may no longer be able to drive a car (or who prefer not to). The poor public transport provision in the Parish is detailed below in para. 8.6.

2.10 As one would expect for a largely rural Parish, the percentage of households with no access to a car or van is very small – 7.8%, compared to 13.6% for Lichfield District, 24.7% for the West Midlands and 25.8% over England as a whole. The percentage of households with more than one car per household is higher than all the above areas, too.

(Source of all information in this section: ONS Neighbourhood Statistics – Economic Activity, Car and Van Availability, Age Structure - Hammerwich Ward – Census 2011)

3 Planning Framework

3.1 Neighbourhood Plans are prepared by identifying local community ambitions whilst also paying due regard to national and European legislation. This includes European law on environmentally sensitive sites such as Cannock Chase Special Area of Conservation (SAC), and national planning advice, such as the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The NPPF states that the Neighbourhood Plan must also be in general conformity with the strategic policies of the Local Plan.

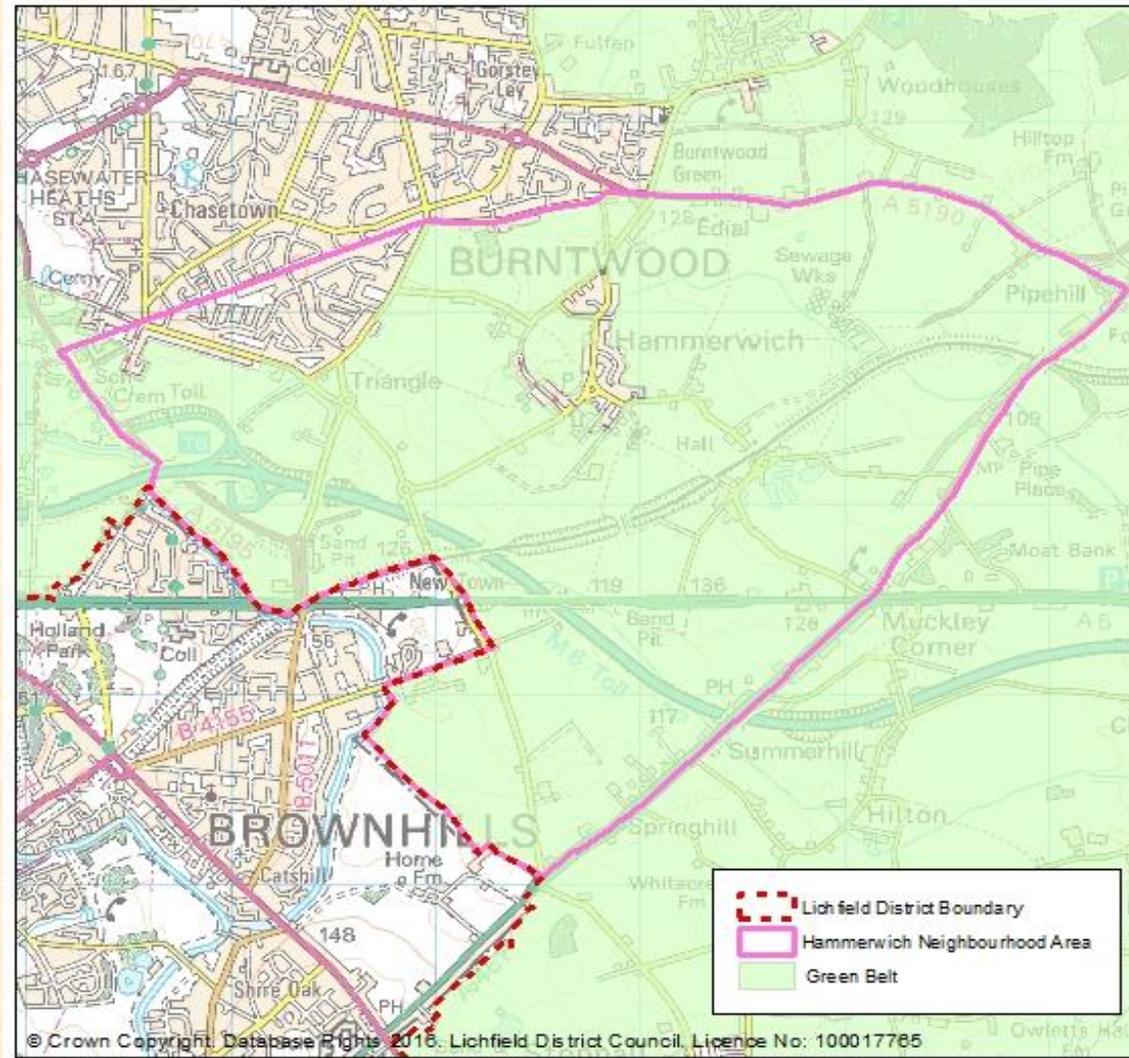
3.2 The Basic Conditions Statement which accompanies this Plan sets out how each of the Plan's policies conform with the relevant parts of all the above documents.

3.3 The process to develop a Parish Neighbourhood Plan began in March 2014 and a significant proportion of the population of Hammerwich has engaged with the process to provide an evidence base, which has been used to identify key areas and form the basis of the Plan policies. A Parish Survey was undertaken in summer 2014 and the results of this form a key part of the evidence base for this Plan. The key findings are set out below under "Consultation", the full results of this Survey can be found in the Evidence Base Document accompanying the Plan, and details of how the Survey was undertaken are given in the Consultation Statement.

3.4 The Plan identifies local issues within the Parish and proposes policies which will be a material consideration when LDC determines planning applications.

3.5 The area of the Parish is approximately 9 km². As can be seen from the Green Belt map (Map 2 below), much of the Parish lies in designated Green Belt, of which a significant proportion is farmland. Currently, the land use of the Parish is a mixture of farming, residential, retail and commercial.

MAP 2 - THE EXTENT OF GREEN BELT DESIGNATION IN THE PARISH



3.6 Future development in the Parish will need to strike a delicate balance between identified constraints and the need to remain sustainable, in order to ensure that it meets the needs of local people in the future.

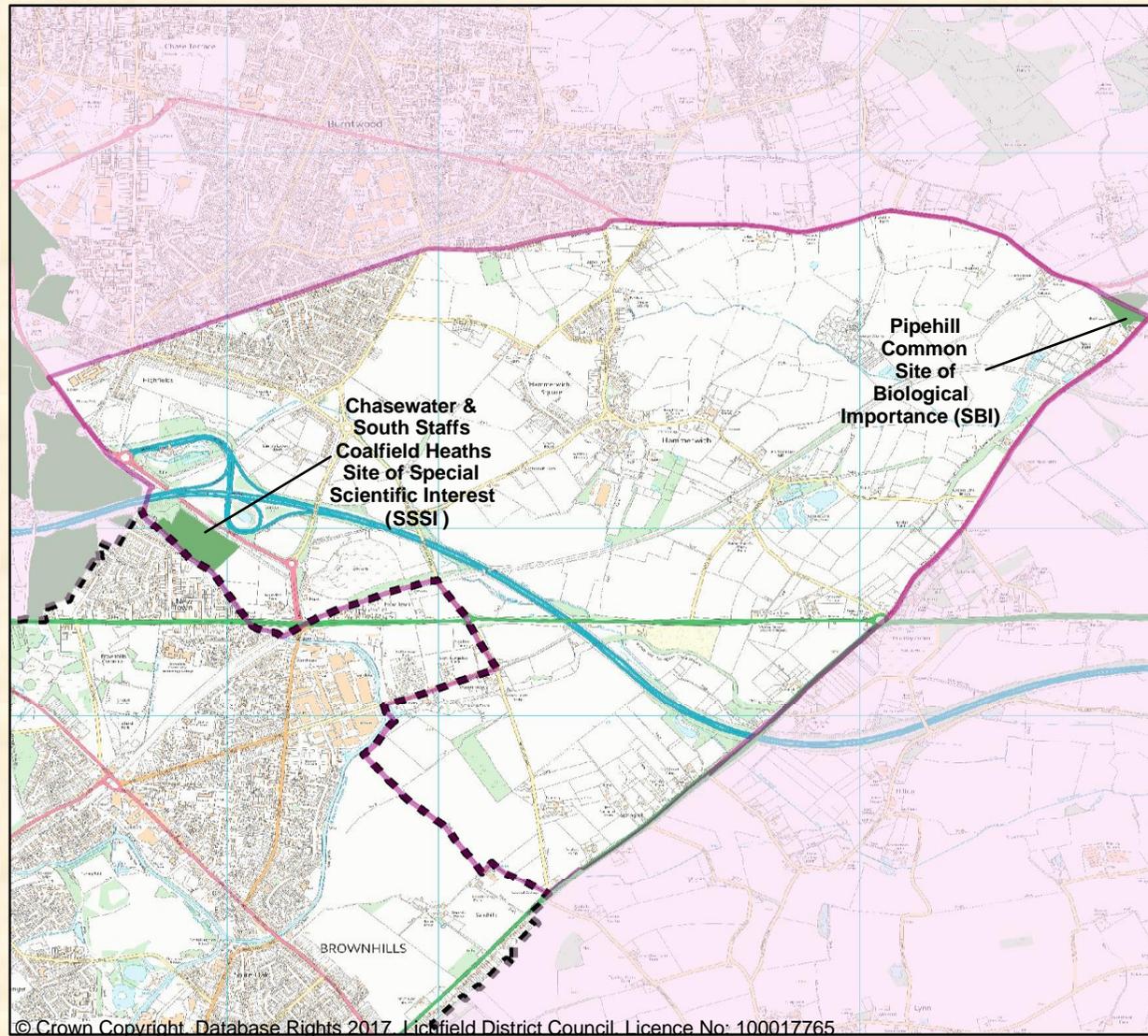
3.7 Unit 15 of the Chasewater and Southern Staffordshire Coalfield Heaths Site of Special Scientific Interest (SSSI) lies in Hammerwich Parish (see Map 3). It is nationally important for its wet and dry lowland heath with dwarf shrubs. It is a priority habitat for nature conservation and needs protection from development to ensure no further loss. The SSSI forms part of an ecological network between Cannock Chase to the west of the Parish and Sutton Park to the south and links between habitats are essential to allow the movement of species. Biodiversity within the Parish needs protecting and enhancing in line with Lichfield District Council's Biodiversity Strategy and the Staffordshire Biodiversity Action Plan. This is important not only for its intrinsic value but also for its role in promoting sustainable development and a sense of wellbeing.

3.8 Pipe Hill Common Site of Biological Importance (SBI) is a small remnant of lowland heath, which is also classified for its biological importance. Lowland heath is rare across the world and 80% of the UK's habitat has been lost. Some areas were destroyed locally for the construction of the M6 Toll Road.

3.9 The Parish also lies within the Forest of Mercia area, and a substantial length of the Lichfield & Hatherton Canal traverses the Parish too. Local Plan Review Strategic Policy ONR4 states that LDC will "support partner organisations working to deliver management improvements, enhancement and restoration to those habitat networks that we have identified as important" which include both these important ecological areas. They both provide connected corridors for wildlife (see paras 9.7 and 9.8 below) and are identified as areas where there is "connectivity stress" (factors or features that work against the easy movement of wildlife). The route of the Lichfield & Hatherton Canal, including the heritage towpath trail, "will be safeguarded from any development which could prejudice its long-term restoration".

3.10 In the Local Plan Review no growth areas or large-scale development have been identified within the Parish. Hammerwich Village is regarded as one of the 'Smaller Rural Villages' in the Local Plan Review. Local Policy OR1 states that "support will be given to rural settlements wishing to provide small scale development to meet local needs, where the need for

MAP 3 - THE SITE OF BIOLOGICAL IMPORTANCE AND THE SITE OF SPECIAL SCIENTIFIC INTEREST IN THE PARISH



this can be clearly and robustly evidenced by the local community and where this accords with policies in the Local Plan.”

3.11 In the Parish Survey, maintaining the extent of the Green Belt was identified frequently in responses. NPPF paras 145 and 146 set out the limited range of developments that may be permissible in the Green Belt. The Local Plan Review is supported by the Green Belt Review (September 2019). This assesses various parcels of Green Belt land in the District against the functions of Green Belt. These functions are set out in para. 134 of NPPF, and are:

- a) To check the unrestricted sprawl of large built-up areas;
- b) To prevent neighbouring towns merging into one another;
- c) To assist in safeguarding the countryside from encroachment;
- d) To preserve the setting and special character of historic towns; and
- e) To assist in urban regeneration, by encouraging the recycling of derelict land and other urban land.

3.12 The Local Plan Review does not propose that any land is taken out of the Green Belt in the Parish. Now that the Green Belt Review has taken place, as part of the preparation of the Local Plan Review, the Green Belt boundaries will now remain permanent in the long term. This is in accordance with para 136 of the NPPF:

“Strategic policies should establish the need for any changes to the Green Belt boundaries, having regard to their intended permanence in the long term, so that they can endure beyond the plan period.”

On this understanding, the Neighbourhood Plan’s policies have been prepared to be in general conformity with the LPR’s strategic policy as it, in turn, conforms to the NPPF.



3.13 Policy OR1 of the Local Plan Review makes it clear that Lichfield District Council is seeking, over the duration of the Local Plan period, provision for 566 new dwellings in the ‘smaller rural villages’ and wider rural areas. This 566 is made up of 366 existing commitments (developments that already have planning permission) with a further 200 to come forward as neighbourhood plan allocations. Given the large number of ‘smaller rural villages’ in the District – over 20 of which have a neighbourhood plan either in preparation, like Hammerwich, or already “made” (adopted by LDC) - each settlement would only need to supply a very small number of new homes over the Plan period for this requirement to be met.

3.14 Local Plan Review Strategic Policy OHF1 states that in the “Smaller Rural Villages” only the following residential development will be permitted:

- Infill development within defined village settlement boundaries [a defined boundary for Hammerwich is formally established by Policy VB1 below];
- Affordable housing delivered through rural exceptions (these are explained in Strategic Policy OHF4: Affordable housing);
- Changes of use and conversion schemes;
- Development supported by local communities identified through neighbourhood plans or through the subsequent Allocations document [this is currently the July 2019 document, but a review of this document will undoubtedly be made in the future];
- Dwellings for agricultural, forestry and other occupational workers within the rural areas.

3.15 Given this policy context, it is considered that the right approach for this Neighbourhood Plan should be to be positive and recognise the need for appropriate housing development in the Parish, but because of the constraints to development outlined above (Green Belt, SSSI site, SBI site, etc.) these developments should be within the settlement boundaries, subject to meeting criteria that prevent harm to the amenity of the residents and which also take into account other planning considerations such as the impact on local infrastructure.

4 Consultation

4.1 The activities the Steering Group undertook to engage the groups and individuals in the Parish are set out in more detail in the Consultation Statement which accompanies this Plan. Of fundamental importance to this work was the sending out of a Parish survey questionnaire in summer 2014, the analysis of which forms the primary evidence base document for this Plan. Key findings are set out in the following sections, linked to the Policies which flow from them. The Evidence Base Document (published alongside this Plan) also includes summaries of comments from the Survey's questions, which capture more precisely the concerns of local residents, albeit that not all refer to planning matters. Other evidence base sources are acknowledged within the text – mainly documents produced by Lichfield District Council as evidence base for their Local Plan Strategy 2015 and the current Local Plan Review - reproduced in more detail in the Evidence Base Document.

4.2 The Plan did seek to engage with local businesses but anyone making even a cursory evaluation of the area and its poor links to freight routes would immediately discover why there are no significant retail/industrial operations in the Parish and hence little engagement in the survey from local business.

KEY POINTS FROM THE PARISH SURVEY

- Protection of the Green Belt, public open spaces, parks and the openness of the countryside, of the buildings that help to give the Parish its character, and of key views across the landscape.
- Maintaining local facilities – especially as some of these had recently been lost – and, if possible, improving provision;
- Being able to influence the size of housing development in the Parish, the types of housing within them, their location and their design;
- Concerns on even small developments causing traffic difficulties, given the narrowness of some lanes in the Parish;
- Poor public transport;
- Support for local recreational projects

5. Issues, Objectives and Vision for Hammerwich Parish

5.1 These can be turned into 6 OBJECTIVES for this Neighbourhood Plan:

The Objectives

- 1) To maintain local facilities, and encourage the replacement of lost facilities, and the provision of new ones.**
- 2) To influence the size of new development, particularly housing, its location in the Parish, and the types of housing built.**
- 3) To ensure that the very narrow lanes of the rural part of the Parish are not subjected to levels of traffic that will cause safety and congestion problems.**
- 4) To improve public transport provision.**
- 5) To protect the openness of the Parish, particularly the Green Belt, public open spaces, parks, the identified Special Views across the Parish, and buildings that help to give the Parish its character.**
- 6) To support local recreational projects.**

5.2 From the main issues that came out of the Parish Survey, the Steering Group has tried to distil a Vision of how the community would want to see Hammerwich Parish at the end of the Plan period:

The Vision

By 2029, Hammerwich Parish will continue to be extensively covered by the Green Belt designation. New developments within the development boundary of Hammerwich Village will have been well-designed and well integrated into the Village, and will not have taken the narrow road network beyond its capacity. In Triangle Ward, new development will have contributed to enhancing the area and the facilities available to local residents. Any development permitted in the Green Belt will have been small-scale, supportive of local rural businesses and will not have adversely affected the openness of the countryside, or key views across the Parish to Lichfield Cathedral.

The following matrix shows how these six Objectives have underpinned the Policies of the Plan:

	OBJECTIVE					
	1 Local Facilities	2 Type, Size and Location of Development	3 Traffic	4 Public Transport	5 Openness and Green Belt	6 Local Recreational Projects
POLICY						
CF1	●					
VB1					●	
H1		●				
H2		●				
T1			●	See para 8.6 and Appendix 1		
T2			●			
T3						●
T4						●
L Env 1					●	
L Env 2					●	
L Env 3					●	
LE1		●				
Ed1	●					

5.3 Having noted the main Issues the people of the Parish have identified, the rest of the Plan puts forward realistic development planning **POLICIES** that work together with the District Council's policies to help achieve the Vision above.

The Policies

6 Parish and Community Facilities

6.1 The Parish Survey responses showed clearly the residents' desire to preserve and develop, where possible, local services and facilities to ensure that the Parish is a thriving and sustainable community.

6.2 Hammerwich Parish has the following facilities and amenities available within easy walking distance:

FROM HAMMERWICH VILLAGE

Bowling Green

Youth & Community Hall

Women's Institute Hall

Care Home

Environment group

Gardening Guild

Church

Hammerwich Cricket Club

Football Club

Leisure classes

Street lighting in village and partially on lanes

The following facilities and amenities are within easy walking distance

FROM OTHER PARTS OF THE PARISH (MAINLY TRIANGLE WARD):

Chinese Takeaway

Fish and Chip Shop

Dog Kennels/Groomer

GP Surgery

Football Club

Indian Restaurant

Pharmacy

Petrol Station

Public House

Post Office

Vehicle Servicing

Small Supermarket

Leisure Classes

Vet

Butchers

Dentist

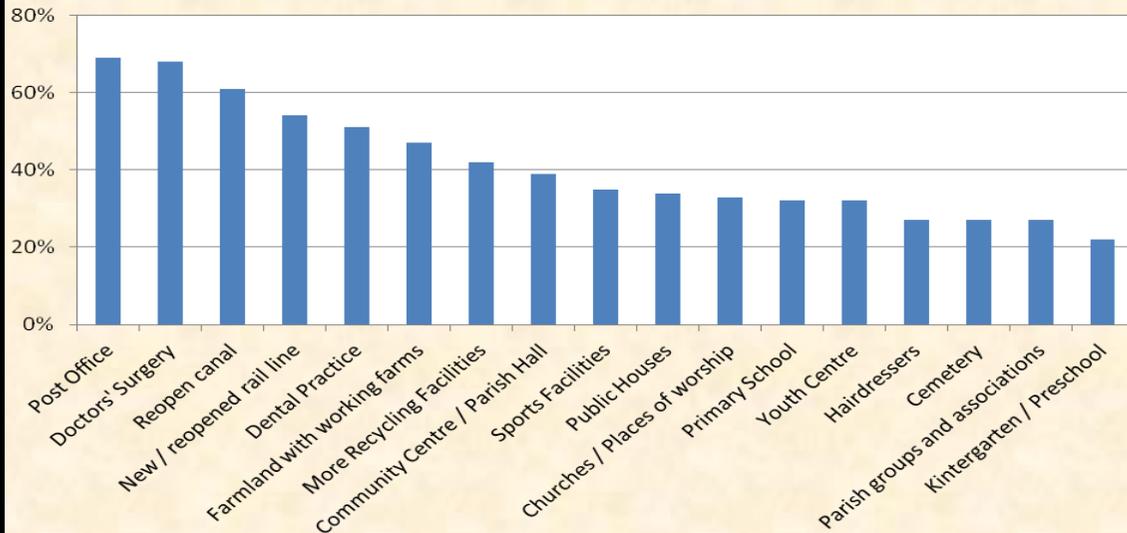
Church

Funeral Service

School

Opticians

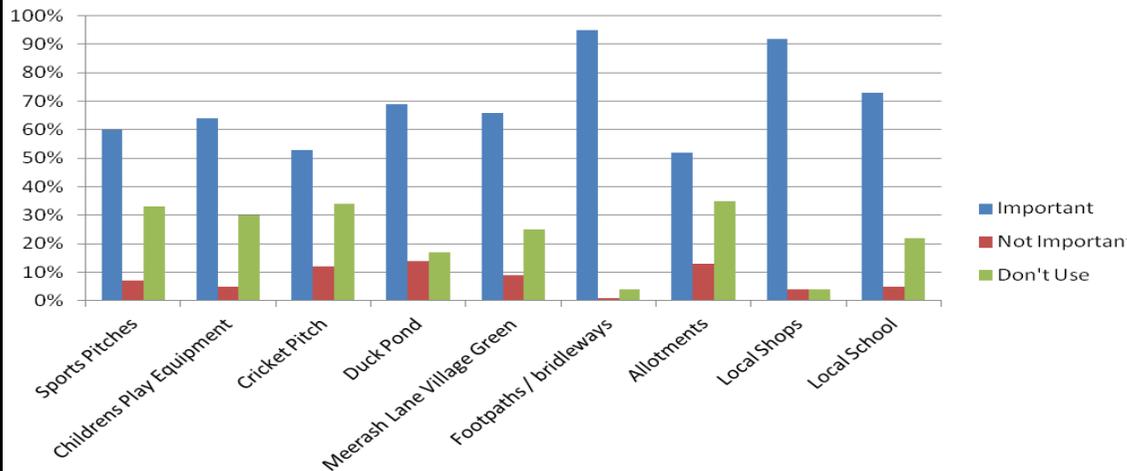
What would you like to see in the parish



6.3 Residents support retaining and enhancing existing facilities but have identified some extra facilities they would like to see. The two charts opposite show what facilities people want in the Parish (both those that currently exist and those that do not) and which local facilities are important to most.

6.4 Hammerwich is not well served in terms of accessible dental services but already has most of the other items noted. The community response is that these are valued facilities and should be retained.

How important are local facilities



6.5 The range of established facilities was identified as one of the attractions of living in Hammerwich and retaining/enhancing or providing these services must be embedded in this Plan.

6.6 Village/community halls are owned and operated by the Women's Institute and charitable/voluntary groups including Hammerwich Youth and Community Centre.

6.7 For younger children there are several groups in the village. However, with no youth club, there is limited provision of activities for teenagers. Village groups endeavour to include teenagers as much as possible.

6.8 Sustainability may require change and the responses from the Parish Survey indicate that the community supports this view. New facilities will clearly be welcomed as much as the retention of existing ones. It is appreciated that changes of use from some of these valued facilities to other uses can be achieved without the need for planning permission (from one type of shop to another, for example), but where an application is required, the following Policy should be applied.

POLICY CF1 - PROTECTING AND ENHANCING LOCAL FACILITIES

Proposals which enhance or extend the facilities within the Neighbourhood Plan Area will be supported where they are appropriate to their location, and do not conflict with other policies in this Plan or the Local Plan.

Development proposals which would result in the loss of community facilities will only be supported where it can be demonstrated that an equal or better facility in an appropriate location will be provided in compensation.

7. Housing

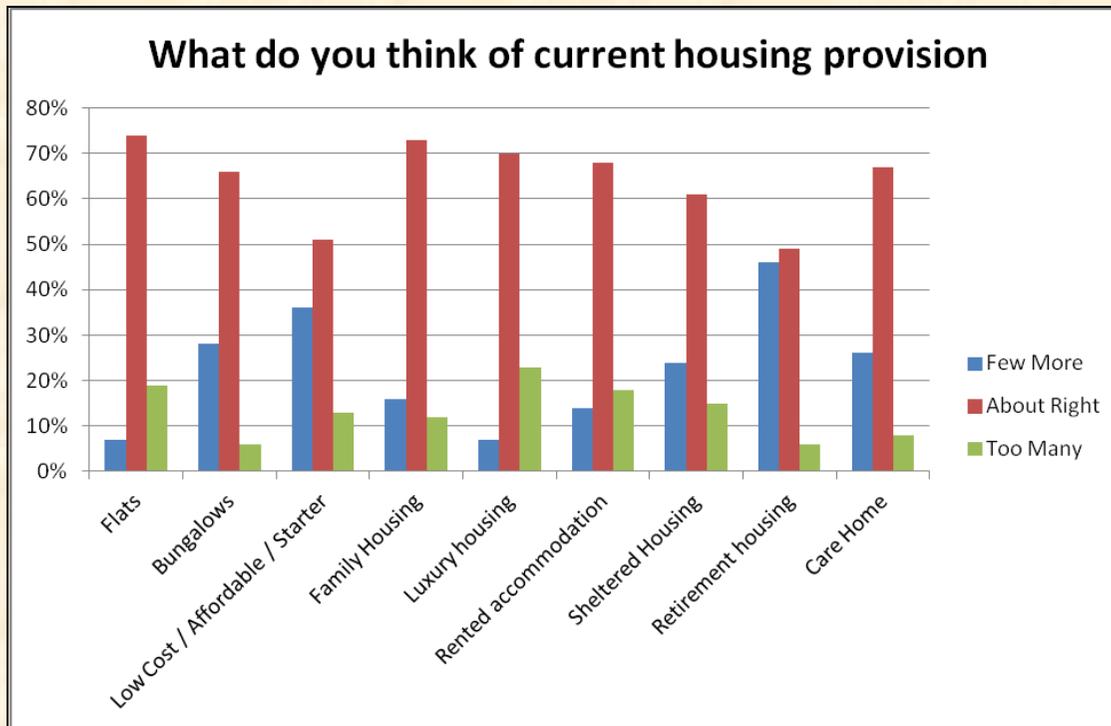


Fig. 3 Views on the types of housing currently featuring in the Parish

Fig 4 - % of respondents in support of each range of numbers of new homes.

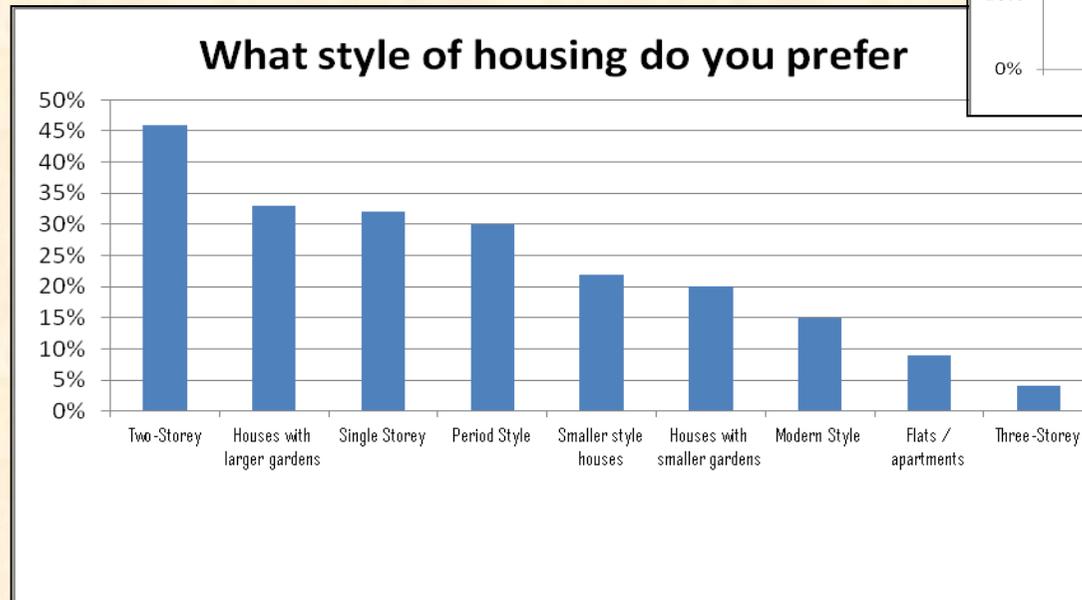
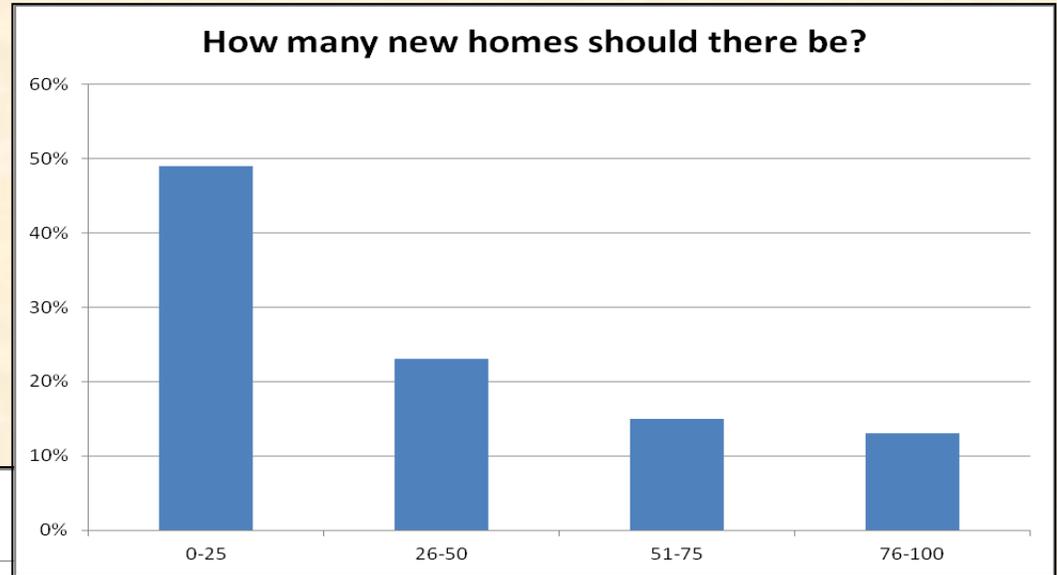


Fig.5 - Types of new homes preferred

7.1 As can be seen from the above charts drawn from the Parish Survey, there were a variety of responses regarding the scale of house building and the style and size of accommodation that Parishioners felt would be appropriate in the future. Clearly, there is little appetite for large-scale housing development. However, this Plan conforms with the strategic housing policies of the Local Plan Review, (see para 3.12 to 3.14 above) and it is acknowledged that small-scale development within the village boundary defined in Policy VB1 below would be acceptable.

7.2 The results of the Survey did not give a clear indication that there was a need for one type of housing more than another, although retirement housing and low-cost/affordable/starter housing recorded the highest scorings under the “a few more” category.

7.3 Policy OHF2 of Lichfield’s LP Review 2018-2040 - Preferred Options (November 2019) (based on evidence from the Housing and Economic Development Need Assessment - GL Hearn for Lichfield District Council and Tamworth Borough Council September 2019) makes it clear that the aim of the Council is to deliver new residential developments with an integrated mix of dwelling types, sizes and tenures in order to deliver a balanced housing market. According to LDC, there is currently an imbalance of dwelling types within the District and so to redress this, they are actively promoting the delivery of smaller properties, particularly two and three bed dwellings. They are also promoting the delivery of supported housing and care homes to reflect the needs of the changing demographic profile of the District’s population over the Plan period, as well as ensuring new homes are built to the latest environmental standards. Given the higher than average percentage of older people in the Parish (see para 2.8) this is especially relevant to Hammerwich. The provision of units which allow for home-working will also be supported, particularly in the rural communities, (such as Hammerwich).

7.4 The LP Review sets out the housing mix that will be required to meet the forecast demand to 2040. This is:

	One Bed	Two Bed	Three Bed	Four Bed+
Market Housing	5-10%	30-35%	45-55%	5-15%
Affordable (Owned)	10-20%	40-45%	30-40%	5-15%
Affordable (Rented)	20-30%	25-35%	35-40%	5-10%

7.5 The Lichfield Rural Housing Needs Survey (2015) identified that size of dwelling was the main reason given in relation to residents finding their property unsuitable for their needs. The Rural Housing Needs Survey results also demonstrated that there

was greatest demand for two and three bed properties, particularly by newly forming households. Given the evidence from both the Parish Survey and from LDC's own evidence base, Policy H1 below sets out the Parish's position on housing provision in the Parish.

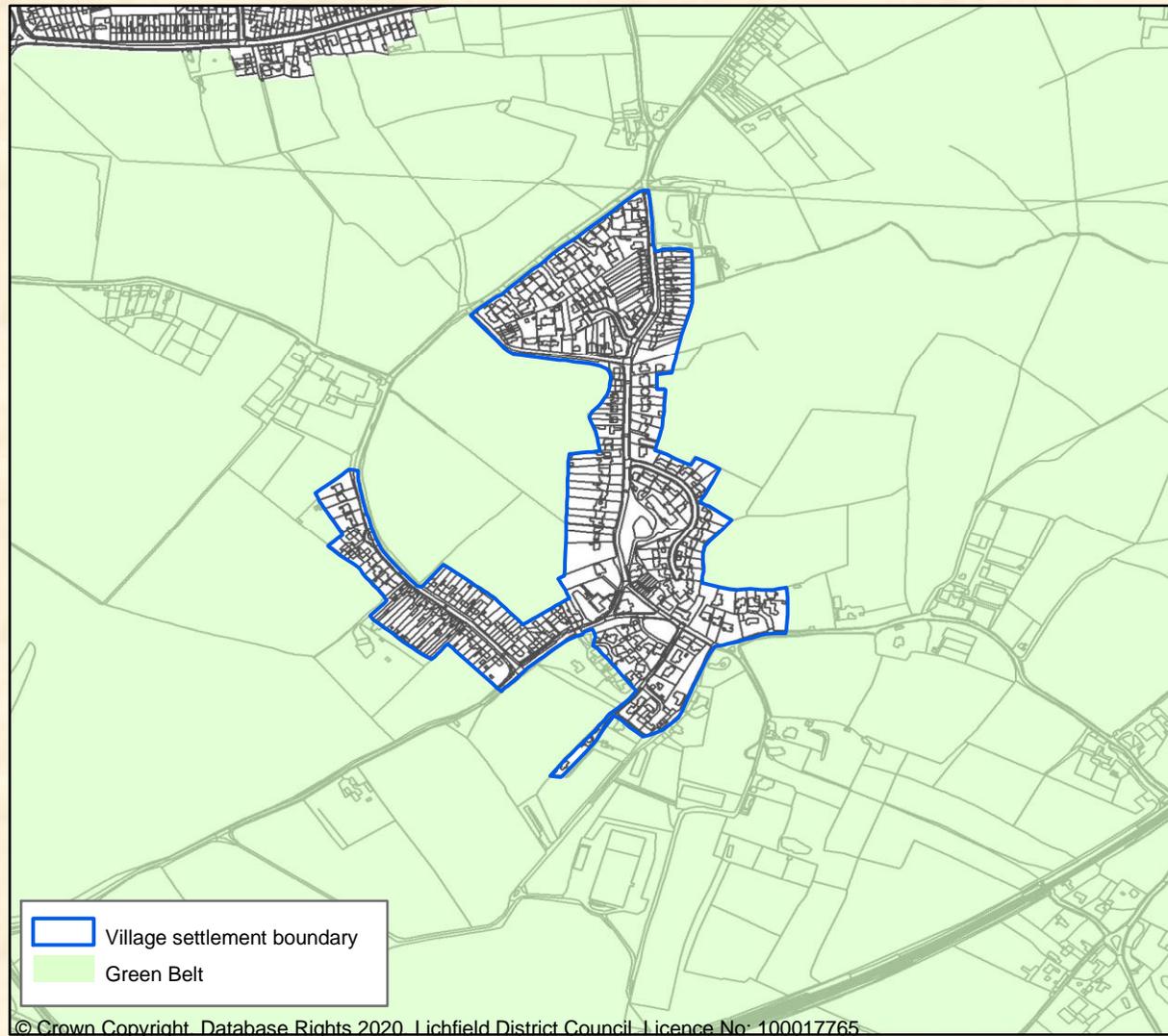
7.6 Unlike some areas where there is a strong unifying style or character to the local buildings, perhaps due to the widespread use of a locally occurring building material, this is less the case in Hammerwich. Therefore, rather than trying to match a settlement-wide style of new development, it is more important that any new housing development respects the style and scale of its neighbours.

7.7 Clearly, the design, location and impact of any development is critical if the Green Belt setting and rural nature of much of the Parish is not to be compromised. The policies in this section and in subsequent sections are designed to achieve this.

7.8 The extent to which sites in Hammerwich Village could be considered for development (as long as they meet the provisions of this Neighbourhood Plan and those of the Local Plan) is currently reliant upon the Green Belt boundary that surrounds it. It allows infill sites within the Village to be developed in the future. The Parish feels that this extent is the right area to meet the needs of the future without overwhelming local roads and changing the character of the Village. In order to formalise this, and to separate the Village's definition from that of the Green Belt, the designation of a Village Boundary is formally established by Policy VB1 and Map 4 below. This will help to avoid confusion over where Village-specific policies within this Neighbourhood Plan (such as H1 below), and Local Plan Review policies such as Strategic Policy OHF1 and Local Policy OR1 should be applied.

POLICY VB1 - VILLAGE BOUNDARY OF HAMMERWICH VILLAGE

The village boundary of Hammerwich Village shall be as shown on Map 4 below.



MAP 4 VILLAGE SETTLEMENT BOUNDARY

7.9 Whilst the Parish does not lie in an area of major flood risk from rivers etc, there is an identified problem, particularly in Hammerwich Village, of surface run-off from the surrounding land causing localised flooding. There is concern that new development, even individual new residential properties, can alter local drainage patterns. Dealing with the existing problem locations is an aim of the Parish, through negotiation and through the use of funds such as the Community Infrastructure Levy (CIL). Meanwhile, it is important that any new development (housing or other use) incorporates measures – preferably Sustainable Drainage Systems (SuDS) - so as not to exacerbate the problem for other properties, whilst protecting the development itself from flooding. Local knowledge on drainage patterns should be sought in assessing what mitigation measures might be required. The Parish Council can often be a useful “first point of contact” for this.

7.10 New housing development should meet the standards set out on LDC’s “Sustainable Design Supplementary Planning Document” (SPD). The main parts of the SPD that are pertinent to new development in the Parish are set out in the first part of Policy H2 below. In the light of the sensitivity of sites bordering onto Green Belt land, and the narrow lanes in the rural parts of the Parish (see Transport section below), additional considerations are set out in the second part of the Policy

POLICY H1 - NEW HOUSING DEVELOPMENT – SITING AND MIX OF HOUSING TYPES

New small-scale infill housing development and conversions will be supported on suitable sites within Triangle Ward and within the Hammerwich Village designated village boundary (see Policy VB1 above).

Development on such sites should seek to provide, where appropriate, accommodation suitable for older people – such as bungalows, properties constructed to lifetime homes standard, supported housing or care homes. Where a site is large enough to support a mix of housing types, accommodation for older people should form a part of the development, unless there are overriding viability reasons why this is not feasible.

Affordable housing should be provided in accordance with Lichfield Local Plan Review Strategic Policy OHF4. These should be 2 or 3 bedroom houses, unless local need evidence suggests other types of home are required.

POLICY H2 - HOUSING DEVELOPMENT DESIGN

The requirements of Lichfield District Council's Sustainable Design Supplementary Planning Document, will need to be applied when applications for housing development are being considered. In particular:

a) The proposed development shall:

- 1. complement adjoining land uses;**
- 2. have good access to sustainable forms of transport;**
- 3. define clearly public and private areas;**
- 4. maintain and/or improve footpaths and access points, and provide for easy access for people with disabilities into and around the site;**
- 5. provide sensitively designed, high quality, street furniture where this is necessary for the development;**
- 6. provide adequate storage for bins, recycling and cycles;**
- 7. incorporate additional roads (if these are needed) that are designed to reduce vehicle speeds;**
- 8. provide for sustainable drainage methods where this is feasible and desirable; and**
- 9. Incorporate charging points for electric vehicles convenient to the parking spaces.**

(Policy H2 continued overleaf)

POLICY H2 continued

b) In addition to the SPG requirements, the development shall:

- 10. relate well to surrounding land and buildings in style, scale and mass, and be landscaped and designed to minimise the impact on views from open countryside;**
- 11. not have a detrimental effect on local facilities such as public footpaths, playing fields and public open spaces unless adequate mitigation in the form of compensatory facilities is provided;**
- 12. make positive use of site characteristics e.g. topography, trees, hedges, natural habitats etc;**
- 13. provide sufficient off-road parking for residents and visitors (see Policy T2 below); and**
- 14. not give rise to an increased risk of localised flooding, and must not increase levels or rates of surface water run-off from the developed site. Local knowledge should be sought on drainage patterns.**

c) Buildings with more than 2 storeys will only be permitted if the impact on surrounding properties is acceptable and there is no detrimental impact on key views across the Parish (see also Policy LEnv2 below).

d) Developments of suitable unused farm buildings for barn conversions etc. will be supported where these are modest and unobtrusive.

See also Policy T1 below.

8 Traffic and Transport

Development and Traffic Levels

8.1 In the Parish Survey, respondents raised concerns about speeding vehicles and the volume of vehicles that travel within the Parish. Further concerns were expressed in respect of parking problems and the size of vehicles using narrow lanes and roads within the area. It is, therefore, reasonable to expect a Transport Statement to be prepared for proposed developments to assist in the consideration of highway matters whenever there is likely to be a significant impact on the local roads. Bearing in mind some lanes in the Parish are single track or of sub-standard width, even a relatively small development might have a disproportionate impact on highway safety and traffic flow. (See Planning Practice Guidance “Travel plans, transport assessments and statements in decision-taking” para 013, reproduced in the Evidence Base Document accompanying this Plan). The Transport Statement will enable the Highways Authority (Staffordshire County Council) to make a decision as to whether the applicant will be required to fund highway improvements or not, and make a recommendation to Lichfield District Council who, as Local Planning Authority, will decide the application. A Transport Statement is a simpler version of a full Transport Assessment, likely to be more appropriate for the smaller-scale developments envisaged in the Parish.

8.2 A County Council traffic survey, undertaken in early 2014, suggested that any perceived speeding problem is greater than reality but, given the response from residents, it is important that the Neighbourhood Plan acknowledges this perception, and provides policies to ensure that future development does not add to the problem. Conversely, any changes that would improve the situation would be welcomed (see also Policy H2(a) point 7 above).

Vehicle Parking

8.3 Parking is also an issue in parts of the Parish with narrow local roads and properties which have no off-street parking facility. Whilst there is little that can be done to improve the arrangement within existing residential areas it is a consideration for future development within the Plan area. Whilst Lichfield District Council has parking standards in its Sustainable Design Supplementary Planning Document these date from December 2015, and do not necessarily make provision for the much higher car ownership rates

in rural areas like Hammerwich Village which has no public transport provision. The LDC Rural Settlement Sustainability Study 2016 (table 4.11) (reproduced in Evidence Base Document accompanying this Plan) states that the average number of vehicles per household in the Village is just under 2. In addition, there have been other social trends emerging in recent years, such as working siblings still living at home due to a lack of affordable property (see para 7.4 above and the results of LDC's Rural Housing Needs Survey 2015), usually having to own a car where public transport is poor, that tend to increase the number of vehicles per household and the need to find adequate space for them to be parked.

8.4 Because of the higher levels of car ownership necessary in the village, and the trend towards higher ownership elsewhere in the Parish, as in many existing residential areas, higher parking standards than those in the LDC are set out in Policy T2 below. For residential care homes, the LDC standards should be applied.

8.5 General practice around the country* tends to permit garage spaces to be considered as part of the off-road provision of parking space (though many are used by households for storage) as long as there is adequate space for a vehicle and a small area of storage (for cycles, for example). This means a minimum floor area of 7m by 3m measured internally.

POLICY T1 – INCREASED TRAFFIC FROM NEW DEVELOPMENTS

The impact of any increase in traffic that new developments may generate should be assessed to ensure local roads can accommodate this traffic. If the particularly narrow lane network around the Village would be subjected to significant traffic flows, the development should be refused, unless satisfactory traffic management or other highway improvements would be provided to avoid safety and congestion problems in these lanes. Where the traffic flow generated is likely to have a significant impact, a Transport Statement will be required.

**for example Rochford District in Essex, Eastbourne Borough, Northern Ireland Planning Portal*

POLICY T2 – CAR PARKING STANDARDS FOR NEW DEVELOPMENTS

Off-street car parking provision should be provided for all new housing development to the following standards:

- 1 bed home - 1 off road car parking space plus 1 space per two dwellings for visitor parking where there is communal parking**
- 2 bed home - 2 off road car parking spaces**
- 3 bed home - 3 off road car parking spaces**
- 4 bed home - at least 3 off road car parking spaces**
- 5 bed home - at least 4 off road car parking spaces**

Garage spaces will only be regarded as counting towards this off-road provision if they are a minimum of 7 metres by 3 metres, measured internally.

Where it can be satisfactorily demonstrated to the Local Planning Authority that there are exceptional circumstances that require the provision of fewer spaces than the above standards, permission may be granted as long as there would be no unacceptable harm to highway safety or the free flow of traffic on the highway.

Public Transport

8.6 Public transport provision is perceived to be inadequate, with 64% of those responding to the Parish Survey saying they were greatly or slightly concerned by this, at a time when the Village had a bus service, albeit an infrequent one (Route 15). In October 2016, the 15 was withdrawn, replaced by a demand responsive service – the Lichfield and Rugeley Villages Connect. Subsequently, this service was also withdrawn, so the Village is now completely unserved by bus. The 10A bus serves Highfields Road, The Triangle and Ogle Hay Road, linking to Lichfield, Burntwood, Brownhills and Walsall. With the size of development envisaged in the Parish, it is unlikely that s.106 contributions could be sought for new services. However, the Parish Council will seek to negotiate improvements to any type of public transport, as appropriate to the scale of need expressed by parishioners. This will be achieved

by using sources of funding, including accumulated Community Infrastructure Levy (CIL) funds available to the Parish Council, and this is recorded in Appendix 1, along with other matters for which the Parish Council will investigate funding.

Walking, Cycling, the Lichfield & Hatherton Canal and Walsall-Lichfield Railway Line

8.7 Ninety-five percent of those responding to the Parish Survey said that access to footpaths and bridleways was important to them. The N5 National Cycle Route lies close to Triangle Ward and gives access to Chasewater Country Park. The Route passes through the middle of Burntwood before taking a rural lane route to the A51 Lichfield Western Bypass and on into central Lichfield.

8.8 The Parish supports a cycle link from Route N5 at its junction with the A5, north of Brownhills High School, to Lichfield via the A5 to Muckley Corner and then the A461 Walsall Road via Pipehill / Three Tuns roundabout (and thence outside the Parish to Lichfield). This would require the footpath along these roads to be marked for dual use of pedestrians and cyclists, new junction mouth markings and possibly the widening of the existing path in places. Whilst this is a longer route than if the old railway line route were to be made available for cycle use, the presence of adjacent traffic would make this route more secure at night for all users. Improvements along the A5190 Lichfield Road from its junction at Farewell Lane to Pipehill would also be supported, connecting to the existing link to Route N5 along the A5190 Bridge Cross Road/Cannock road (see Map 5 below). The Parish Council is aware that alternatives to these proposals are being put forward, and the Parish Council will consider these against the policies of this Neighbourhood Plan if they come forward.

8.9 Whilst the creation of any of these links, or parts of them, (and any other suitable improvements to cycle ways) through the development process is formally supported in Policy T3 below, the Parish Council will also pursue other funding sources for achieving them (see Appendix 1).

8.10 There are proposals to re-open local canals and it is crucial that the course of the Lichfield & Hatherton Canal is protected, as it can potentially provide leisure and health opportunities as well as being an alternative transport facility. Local Plan Review Strategic Policy ONR4 sets out the District's support of safeguarding the Lichfield & Hatherton Canal. The support for the reinstatement of the Lichfield to Walsall railway line is also expressed in this Policy, and the Parish Council concurs with this position. The latter is likely to be a longer-term goal, and in the meantime, given the local support for countryside walking and cycling, improvements to allow interim use of sections of the line for these activities would be appropriate.

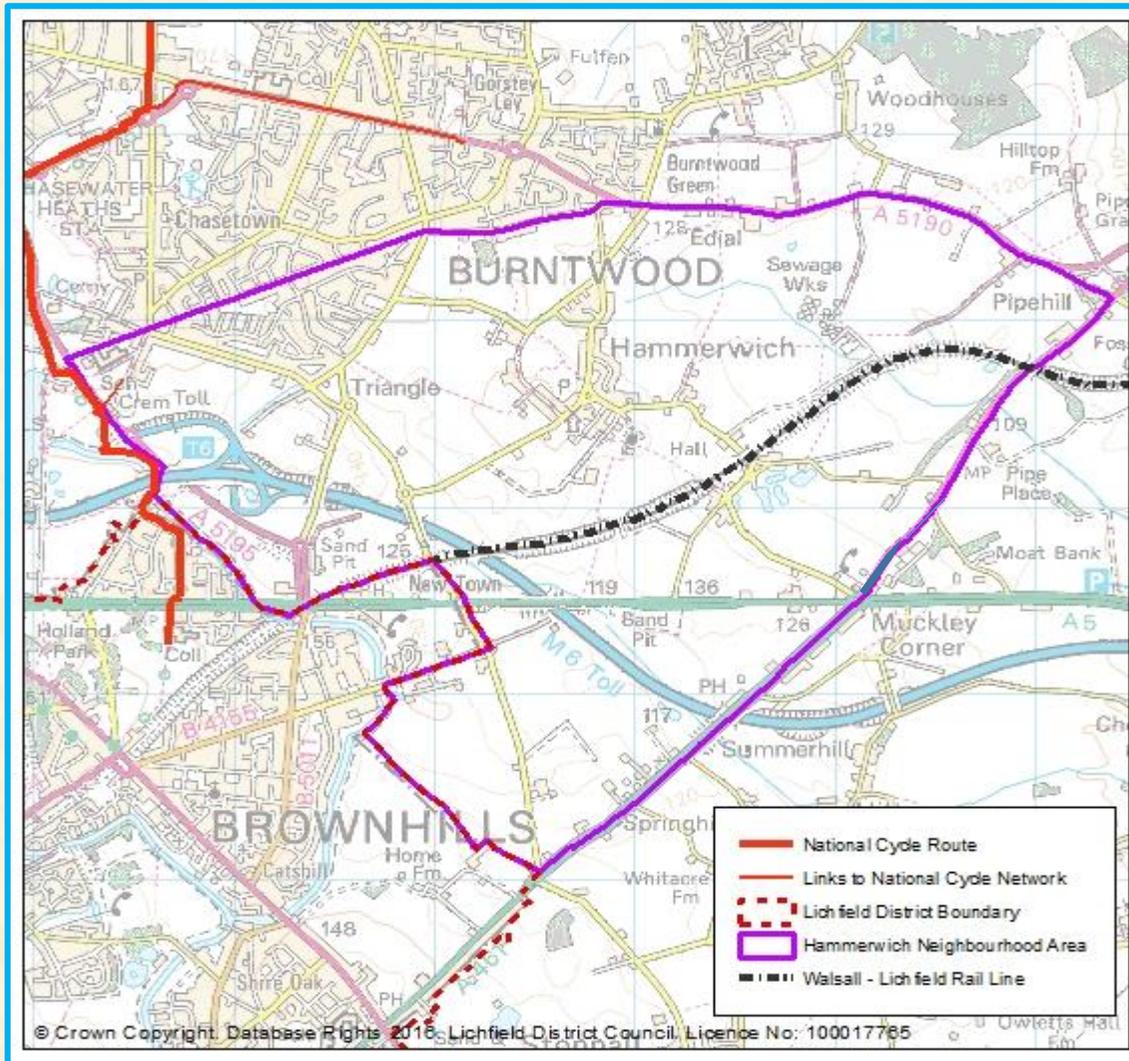
8.11 Developments should ensure disabled access where reasonably possible. (NPPF para. 127(f)) (see Policy H2(a)(4) above).

POLICY T3 – NEW CYCLE ROUTES

The creation of new cycle routes and improvements to existing ones within the Parish will be supported, in particular those that link to National Cycle Network Route N5 and also improvements to the Lichfield & Hatherton Canal towpath where this can be accommodated without harm to other recreational uses or to wildlife.

POLICY T4 – REINSTATEMENT OF THE LICHFIELD TO WALSALL RAILWAY LINE

The Parish Council supports the reinstatement of passenger services with the provision of a new station in the Parish should proposals be brought forward to reopen the Lichfield to Walsall railway line. In the interim, proposals for the use of appropriate sections of railway land for recreational use will be supported, as long as these do not prejudice the longer-term reinstatement of the line.



MAP 5 - NATIONAL CYCLE ROUTE N5 IN THE HAMMERWICH AREA, AND THE ROUTE OF THE CURRENTLY DISUSED WALSALL-LICHFIELD RAILWAY LINE THROUGH THE PARISH

MAP 6 - THE LICHFIELD & HATHERTON CANAL
 (image courtesy of Lichfield & Hatherton Canals Restoration Trust)

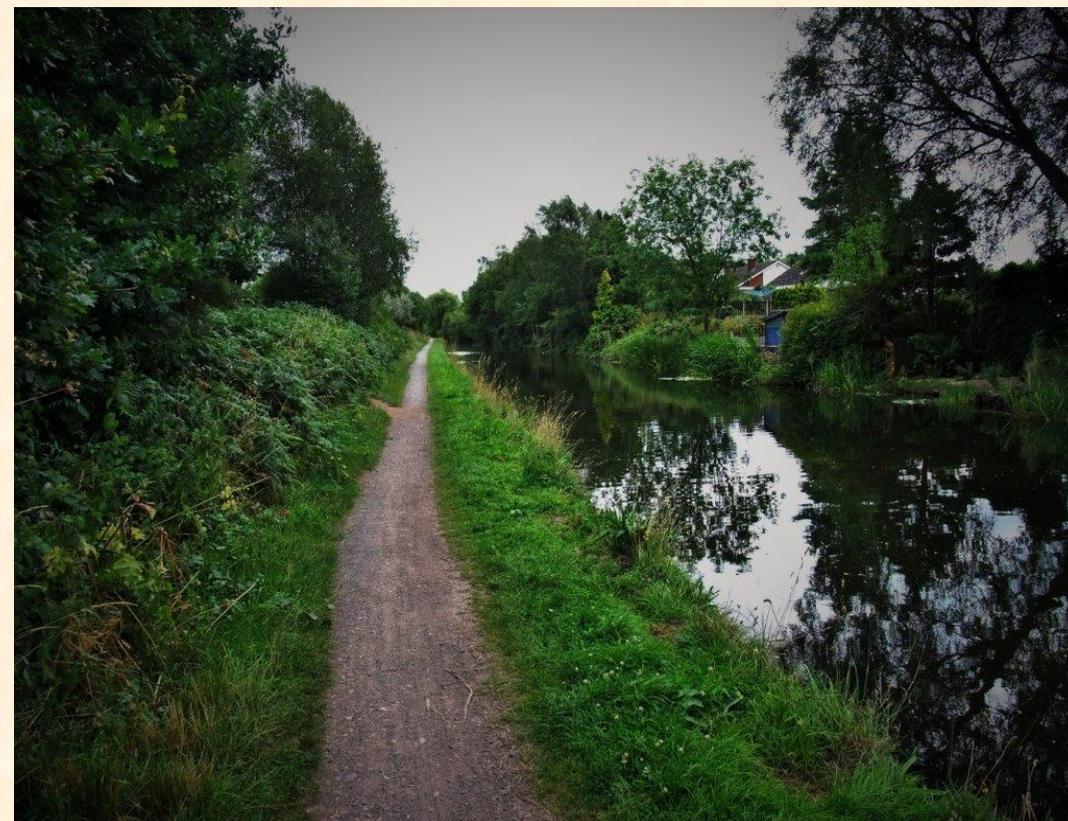
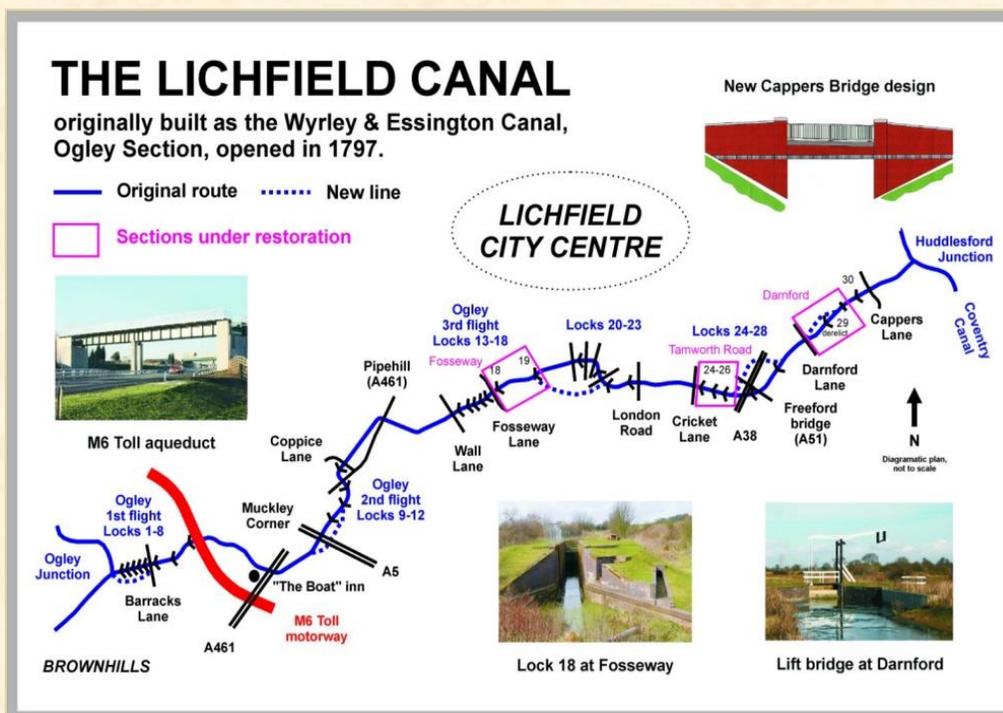


Photo of Towpath from Wharf Lane Bridge towards the A5

For more information, see: Lichfield & Hatherton Canal Restoration Feasibility Study Final Report - July 2009, prepared by Atkins:
<https://www.lichfielddc.gov.uk/downloads/file/640/lichfield-canal-restoration-feasibility-study-2009>

**Photo taken showing the rail track still in situ and looking towards Hammerwich.
The line closed to passengers in 1965 as a result of the Beeching cuts.**



9 The Local Environment

Parks and Public Open Spaces

9.1 Overwhelmingly the community wants to retain its parks and public open space. In the Parish Survey of 2014, children's play areas were important to 64% of those responding, or their families, sports pitches to 60%, and a cricket pitch to 53%.

9.2 The Parish, thanks in part to the construction of the M6 Toll and a requirement to replace open space, owns or leases a number of accessible public open space areas. It also has sports pitches managed by other organisations such as the Cricket Club in Hammerwich.

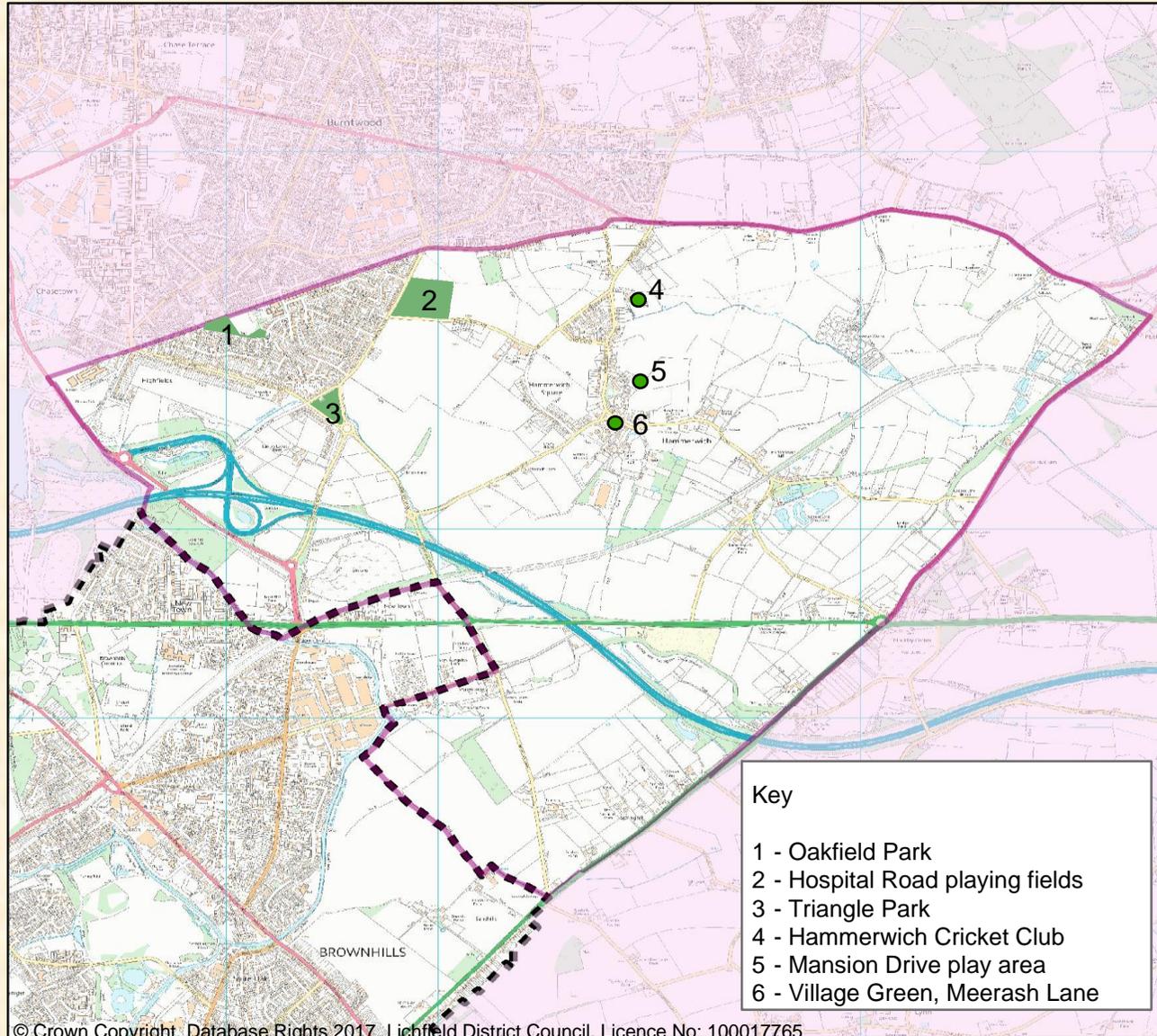
9.3 In addition to the parks identified on Map 6 below, the Parish Council leases open space from LDC at Hospital Road which is now sub-let to Burntwood Dragons & Phoenix Football Club. It owns a children's play area at Mansion Drive in Hammerwich Village and a small village green on Meerash Lane, again, in Hammerwich village. The Parish Council will investigate funding sources for improving facilities (see Appendix 1)

9.4 The Lichfield District Council Open Space Assessment November 2016 found that the Parish – both the Village and Triangle Ward – were reasonably well served by open spaces and sports/play facilities (see extract in Evidence Base Document). The focus of Policy LEnv1 below, therefore, is their retention and maintenance as such, rather than the creation of new space, and permitting only small-scale developments that improve facilities without harming the overall openness of the space.

POLICY LEnv 1 PARKS AND PUBLIC OPEN SPACES

In the public open spaces identified on Map 6 below, proposals of an appropriate scale that enhance the facilities for sport and recreation will be supported, provided that the openness of the space is not harmed.

MAP 7 - PARKS AND PUBLIC OPEN SPACES IN THE PARISH



Open Countryside Spaces



9.5 In the Parish Survey of 2014, open spaces and countryside scored 94% and 91% respectively in the question “Which of the following do you think should be preserved as they form an intrinsic part of the Parish’s character?” The Green Belt coverage in the Parish is strongly supported, and developments which have in the past threatened the openness of Green Belt have been vigorously opposed by residents and the Parish Council.

9.6 Open spaces are vital to help relax and provide stress-free areas for local residents. Parish residents have planted 3.2 hectares of new woodlands and more are envisaged. The community has also helped to plant approximately 2.5 kilometres of new hedgerow. – (see photo opposite)

9.7 The work supports LDC with its biodiversity targets, which encourages the planting of new woodland and hedgerow, helping to provide wildlife corridors. (Local Plan Review Strategic Policy ONR4)

9.8 Work is continuing on developing and strengthening the green corridor that has been created linking Hammerwich with its neighbouring Parishes. As a result, wildlife can now move between Cannock Chase, Gentleshaw Common, Chasewater Country Park, Anglesey Branch Canal towpath, woodlands in Hammerwich around the top of Coppice Lane, Pipe Hill Heathland, Beacon Park and through to the National Memorial Arboretum at Alrewas and the National Forest at Barton under Needwood. The local community supports the maintenance and improvement of these wildlife “stepping stones”.

9.9 With the protection afforded all these open spaces through national and local designations, it is not considered necessary to insert a Policy in this Plan that would merely duplicate existing policies and guidance. Instead, those seeking to apply for planning permission should refer to the relevant Lichfield Local Plan Review Strategic Policies:

OSS2 Spatial Strategy

ONR2 Habitats and Biodiversity

OSC5 Flood Risk, Sustainable Drainage and Water Quality

ONR3 Cannock Chase Special Area of Conservation

OHSC1 Healthy and Safe Communities

ONR4 Green Infrastructure and Connectivity

OSR2 Open Space and Recreation

ONR5 Natural and Historic Landscapes

ONR1 Green Belt

9.10 Unlike other communities, the Parish has very little allotment provision but there seems to be no identified pressure to provide such an amenity. This is possibly because the Parish has access to locally produced food and the support for working farms indicates that this is highly important in the evaluation of the Parish as a desirable place to live.

Key Views Across the Countryside to and from Hammerwich Village

9.11 Hammerwich has two iconic views: (i) from the Church of St John the Baptist an uninterrupted view to Lichfield and its Cathedral, and (ii) a view towards the Village that incorporates the Church and a traditional windmill (see Map 7 below). A proposal for a wind turbine was dismissed by a Planning Inspector in February 2012 (APP/K3415/A/11/2162338/NWF) who noted the attractive view of Lichfield Cathedral from the village of Hammerwich and concluded that this proposed development would have harmed visual amenity and heritage assets. Local Plan Review Strategic Policies ONR5 and OBHE4 protect the views of Lichfield Cathedral, the first Policy stating:

“Where development or land use changes may affect national or locally identified landscape designations, views of Lichfield Cathedral and its setting or the Cannock Chase Area of Outstanding Natural Beauty and its setting, a full understanding of the context, characteristics and significance of the landscape and impact on character and the views should be provided.”

Policy OBHE4 states:

“Where a development proposal would affect the significance of a heritage asset (whether designated or non-designated) including any contribution made by its setting, it should be informed by proportionate historic environment assessments...that... explain the nature and degree of any impact on a heritage asset, in particular, on elements that contribute to their significance and demonstrate how, in order of preference, any harm will be avoided, minimised or mitigated.

**Hammerwich Church viewed from Pipe Hill
(within View 1 in Map 8)**



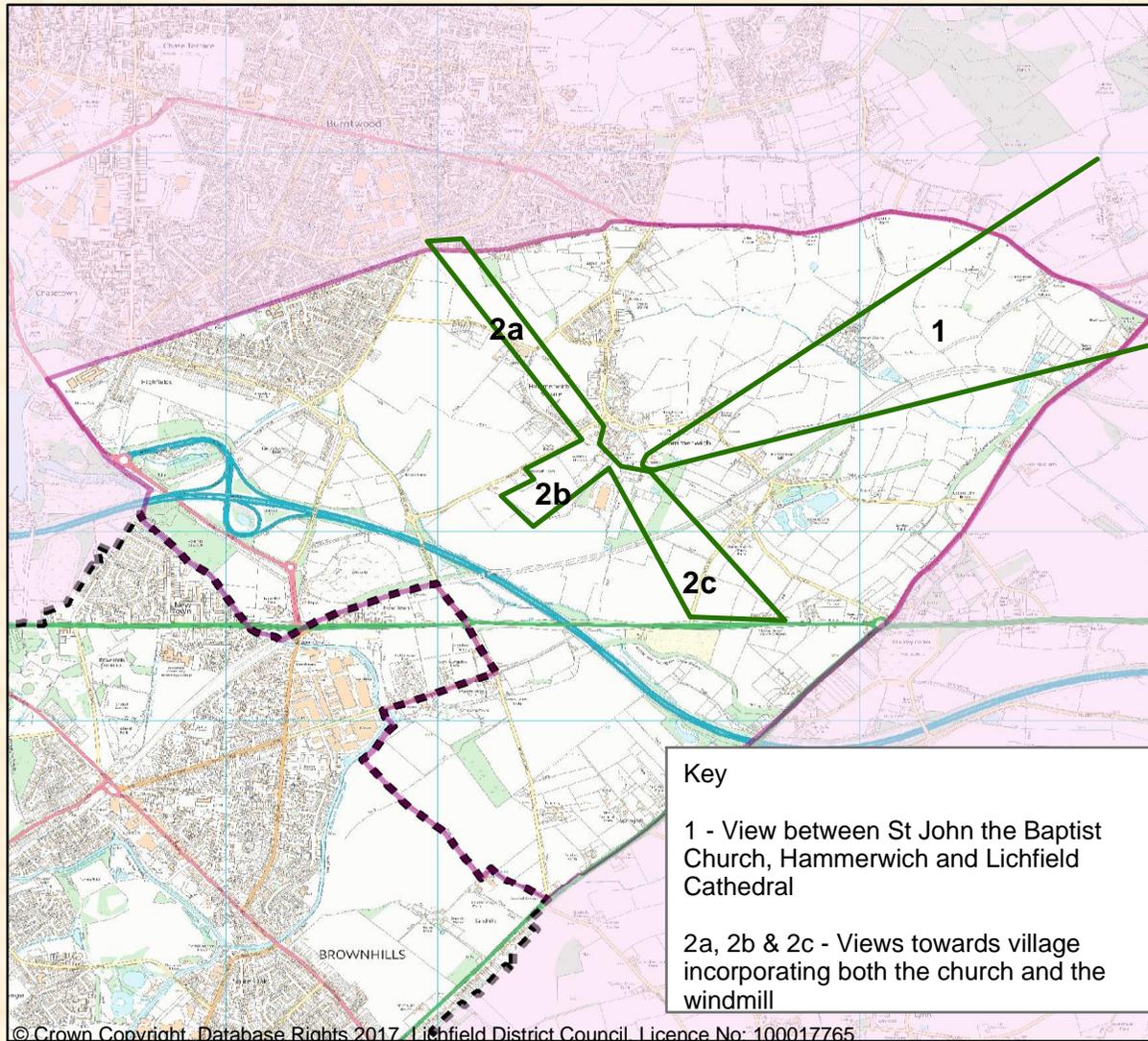
This may require an assessment of the impact of the proposal upon longer distance views and vistas of Lichfield Cathedral and the Area of Outstanding Natural Beauty or views identified in conservation area management plans or neighbourhood plans..." *[Parish Council's underlining]*

9.12 The Parish Council have identified on site, and plotted on Map 8 below, the corridors which contain the important views across the Parish listed above. Policy LEnv2 sets out the criterion for assessing developments and their potential effect on these views. Policy H2(c) above, on generally keeping residential development to 2 storeys or lower is linked to the achievement of Policy LEnv2.

POLICY LEnv 2 – PROTECTING THE KEY VIEWS ACROSS THE COUNTRYSIDE TO AND FROM HAMMERWICH VILLAGE

All development should respect the visual amenity and sense of place afforded by the two views identified above in para 9.11 and Map 8. Developments which take account of these important local views will be supported where they do not conflict with other policies in this Plan or in the Local Plan (see also Policy H2(c) above).

MAP 8 – KEY VIEWS ACROSS THE PARISH



Local Heritage Assets

9.13 In Hammerwich Parish, the following structures are listed:

- Church of St John the Baptist, Church Lane Grade II
- Hammerwich House Farm, Hall Lane Grade II
- Hammerwich Place Farmhouse, Hall Lane Grade II
- Milepost at SK 086072, A461 Grade II
- Overton Manor, 79 Overton Lane Grade II
- The Old Mill, Mill Lane Grade II
- Edial House, Lichfield Road Grade II

These have strong protection as a result of national and local planning policies.

9.14 However, the following buildings and structures in the Parish have been identified by LDC as having architectural or historic merit and contribute to the character and amenity of different parts of the Parish. They appear on their Burntwood, Hammerwich & Wall Local List Proposals 2019 (full reports set out in the Evidence Base Document).

- Chase Lodge, 1 Highfields Road, Chasetown, Burntwood, WS7 4QR
- The Old Rectory, Church Lane, Hammerwich, WS7 0JS



- The Old Vicarage, Hall Lane, Hammerwich, WS7 0JT
- Hammerwich Hall Farmhouse, Hall Lane, Hammerwich, WS7 0JU
- Barns and workshops associated with Hammerwich Hall Farmhouse
- Railway Footbridge adjacent to Old Station House, Hammerwich
- The Boat Inn, Walsall Road, Muckley Corner, Lichfield, WS14 0BU
- Springhill Methodist Church, Walsall Road, Muckley Corner, Lichfield, WS14 0BX
- Pipe Hill Waterworks, Walsall Road, Pipe Hill, Lichfield
- Gartmore Riding School, Hall Lane, Hammerwich, WS7 0JT
- 107 Burntwood Road, Hammerwich, WS7 0JL
- Elias Ashmole Club and Institute, Meerash Lane, Hammerwich, WS7 0LF
- Guidepost at junction of Hammerwich Lane, Station Road, Lions Den and Hall Lane (SK 0747 0706)

9.15 The following properties have been suggested as further additions to the Local List, and they are formally proposed within this Plan. If LDC agree, then they will be subject to Policy LEnv3 below. The Staffordshire Historic Environment Records for each proposal are reproduced in the Evidence Base Document.

- Hammerwich Hall Farm and its timber framed Barn
- Anglesey Branch of the Wyrley and Essington Canal Extension
- Canal Bridge, Ogley Junction, Wyrley and Essington Canal

9.16 During consultation the following properties were suggested as contributing to the character of the Parish, but further investigation would need to be made as to their merit, since no Historic Environment Record currently exists for them. A study in accordance with Staffordshire County Council's methodology would need to be completed to provide evidence of their merit. The Parish Council will pursue this with the County Council.

- Cherry Cottage, Meerash Lane
- Apple Tree Farm, Hammerwich Road
- Old Smithy (Forge Close), Burntwood Road
- Mill House, Mill Lane

9.17 Bearing in mind the discovery of the Staffordshire Hoard and the presence of the Roman road Watling Street in the Parish, together with the location of the Roman settlement of Letocetum in neighbouring Wall Parish where Watling Street and Ryknield Street cross, the likelihood of there being other significant archaeological remains in the Parish is quite high. In proposing development, and in its construction, developers should be mindful of this likelihood and take appropriate actions to allow proper archaeological study, recording, and, if necessary, preservation of any finds.

POLICY LEnv 3 – LOCAL HERITAGE ASSETS

All new development should take account of the impact on identified heritage assets, both designated and those non-designated Local Heritage Assets set out in paras 9.13 to 9.15 above, seeking to protect and, where appropriate, to enhance them.

For proposals affecting an identified heritage asset, it should be demonstrated how the development would take account of its conservation, enhancement and its setting. The renovation or alteration of any Asset should be designed sensitively, taking into account its historical and architectural interest.

Proposals that seek to ensure that Local Heritage Assets remain in active and viable use, and are maintained, in a sensitive manner will be supported, as will schemes that bring back an Asset into use in a manner sensitive to their heritage value. The provisions of Local Plan Review Policies OBHE1 and OBHE2 should also be demonstrated.

Applicants should consider the Historic Environment Record for the Asset if one has been prepared, and consult with the Historic Environment Record Officer at Staffordshire County Council.

All new development must take account of known surface and sub-surface archaeology, and ensure previously unrecorded and potentially significant deposits are identified and appropriately assessed during development. Lack of current evidence of sub-surface archaeology must not be taken as proof of absence.

10 Local Economy

10.1 At least 55 or so businesses have their address in the Parish (Source: Yell.com) and therefore the importance of supporting local businesses is recognised.

10.2 Based on community views, it is important to retain working farms and the Parish believes that food supply sustainability should be considered where any application for diversification or conversion of farm buildings is submitted.

10.3 The Federation of Small Businesses annual report 2013 states that small businesses, nationally, account for 33% of economic turnover and 47% of private sector employment. In Hammerwich, the self-employed residents (of whom Hammerwich has a high proportion compared to other areas – see para. 2.7 above) are largely providing goods/services which are not offered directly to the local population (except, perhaps farm produce) but are indirectly supporting the local economy.

10.4 The Neighbourhood Plan did not undertake a specific business survey as it has so few trading from the Parish. However, any support that the Parish could give to small businesses will be provided to try to attract new businesses to ensure continuing vitality.

POLICY LE1 - SUPPORT FOR RETAIL AND COMMERCIAL USES

Proposals to improve existing or provide new retail and commercial facilities will be supported where these accord with other local and national planning policies.

11 Education

11.1 Most respondents to the Parish Survey were of the view that the presence of the local school (Ridgeway Primary School) was important to the Parish, though most also thought that the Parish was well served by local school provision. The school was awarded a “good” Ofsted rating at its latest inspection in 2016 and was particularly commended for its community spirit. Given the age of the pupils, surveys were not promoted through the school, but the school was invited to be involved in the consultation process. The Parish Council are committed to supporting the school and its activities, particularly where they are of importance to the wider community.

11.2 Over half of those responding to the Parish Survey considered there should be more opportunities for adult learning. Erasmus Darwin Academy is a large establishment in the Parish providing education for 11-18 year olds. It received a “good” Ofsted rating at its last Inspection in 2018, and links with the wider community are encouraged, with many of the Academy’s facilities being available for the community to hire. With regard to any future developments that might be proposed on site in the future, the Parish Council supports any measures intended to increase opportunities for lifelong learning, and will work with Staffordshire County Council Planning and Education Teams to ensure community benefits are maximised and issues such as additional traffic are fully considered in the final design.

POLICY Ed 1 - SUPPORTING LOCAL EDUCATIONAL PROVISION

Development proposals to enhance the facilities at Ridgeway Primary School and Erasmus Darwin Academy will be supported, especially where these proposals include facilities for lifelong learning by all ages.

12 Monitoring and Reviewing the Neighbourhood Plan

12.1 Lichfield District Council has a duty to produce an Authority Monitoring Report each year, which checks how well the Local Plan's policies are performing. As a result, any need for an early review of policies that are either poorly performing or have become out of date can be flagged up. Since they are part of the District's Development Plan, all "made" Neighbourhood Plans need to be monitored, too, and any policies that need review highlighted. As the Local Plan Review moves towards its forecast adoption date of February 2022 the Parish Council and LDC will work together to review any Neighbourhood Plan policies that may not be in general conformity with draft new Local Plan policies.

12.2 The Parish Council will also review all its policies in the light of their performance in planning decisions made by LDC. The updating of the Plan will be important because the Government have made it clear that all Plans should be kept up-to-date, and up-to-date Plans – and Government guidance - will override older ones. Where a policy has been in force for a period of time, other "material considerations" may be given greater weight in planning decisions as the evidence base for the Plan policy becomes less robust.

12.3 However, the Government have also made it clear (Planning Practice Guidance – Neighbourhood Plans, paras 106, 085) that if a Neighbourhood Plan is to be updated it must go through all the stages of preparation again - updating the evidence base, consulting everyone again on the re-written Plan and submitting it to Lichfield District Council for further consultation, Examination and a Referendum.

12.4 Hammerwich Parish Council will liaise with surrounding Parishes and local authorities to ensure consistency of policy across the Parish boundary.

13 The Next Steps

13.1 The Neighbourhood Plan Steering Group has taken on board the many comments expressed in the Parish Survey, and this Plan is the result of that work. Before the Parish Council submits the Plan to Lichfield District Council, *it is running this/ it ran a* six-week statutory consultation, to allow for further comments and possible modifications. Once submitted to Lichfield District Council, the latter will undertake a further six weeks consultation period.

13.2 Following these two rounds of consultations, an approved Independent Examiner will assess the Plan. The role of the Examiner is to ensure that the Basic Conditions and legal requirements have been met throughout the process and within the document itself. If his or her recommendation is that the Plan should move forward, a referendum will be held, at which all registered Parish electors will be eligible to vote.

13.3 A 'yes' or 'no' vote on the Plan must obtain over 50% approval from those who take part for it to be "made" (adopted) by Lichfield District Council.

13.4 If there is a 'yes' vote, the Neighbourhood Plan becomes part of the statutory Development Plan for Lichfield District, thereby ensuring that all future development must be compliant with it. This status gives the document considerable weight when it comes to future planning applications.

APPENDIX 1

Priority Projects in the Parish to be Funded by Community Infrastructure Levy (CIL) or Through Other Funding Sources

- 1) **Working to improve public transport services in Parish** – the Parish Council will negotiate with Staffordshire County Council as Highways Authority, local bus operators and voluntary-sector transport providers to improve service in the Parish, especially through Hammerwich Village. The Parish Council will consider whether or not to use CIL or other funding sources to ‘pump-prime’ the introduction of such services. **See Policy H2(a)(2) and para 8.6.**
- 2) **Identifying locations where localised flooding occurs** – working with landowners and using CIL and other funds if appropriate to implement solutions to the problem. **See Policy H2(b)(14).**
- 3) **Improving facilities on the Parish’s public open spaces** – the Parish Council owns and leases the following public open spaces and will seek to use CIL and other funds to improve facilities at these locations:
 - Oakfield Park
 - Triangle Park
 - Mansion Drive play area
 - Hospital Road playing fields
 - Hammerwich Cricket Club
 - Village Green, Meerash Lane

See Policy LEnv1.

4) Improving the following links for shared pedestrian and cycle use:

- i) Junction of National Cycle Route N5 with A5 at Brownhills High School along A5 to Muckley Corner then A461 Walsall Road to Pipehill.
- ii) Along A5190 from Farewell Lane to Pipehill.
- iii) Other proposals in conformity with the Policies of this Plan.

See PolicyT3 and para 8.8.

5) Pursuing with SCC the assessment of the following properties as Local Heritage Assets, and their suitability for being added to the list of properties protected by Policy LEnv3:

- Cherry Cottage, Meerash Lane
- Apple Tree Farm, Hammerwich Road
- Old Smithy (Forge Close), Burntwood Road
- Mill House, Mill Lane

See para 9.16 and Policy LEnv3.

The Hammerwich Neighbourhood Plan has been prepared by Hammerwich Parish Council
with the assistance of gjplanhelp

*Hammerwich
Parish Council*

