



**Shaping a Sustainable Future
for South Staffordshire**

Core Strategy

Development Plan Document

Working Towards a Preferred Option

Alternative Spatial Strategy Options

December 2007



South Staffordshire Council

SOUTH STAFFORDSHIRE LOCAL DEVELOPMENT FRAMEWORK
CORE STRATEGY DEVELOPMENT PLAN DOCUMENT
WORKING TOWARDS A PREFERRED OPTION

ALTERNATIVE SPATIAL STRATEGY OPTIONS

1. Introduction

- 1.1 In order to address the issues and challenges facing the District and ensure that future development meets the needs of the residents of South Staffordshire, businesses and visitors, we need to make sure that new development occurs in a sustainable way and in the most sustainable locations.
- 1.2 The Spatial Strategy will set out how the Council envisages the different parts of the District developing in relation to the key issues which have been identified. In order to ensure that the most appropriate strategy is taken forward, it is necessary to consider, consult upon and evaluate a range of alternative spatial strategy options.
- 1.3 In developing a preferred option for the Core Strategy, it will be important to ensure that it is capable of being delivered and that the capacity of existing services and infrastructure and the need for additional facilities is taken into account. The adequacy of existing infrastructure may influence the distribution and timing of development. It is also recognised that service and infrastructure providers need to have a clear picture of the future shape of local communities in order to plan ahead.
- 1.4 We are therefore seeking the views of key service and infrastructure providers on the deliverability of the alternative spatial strategy options and a series of key questions are set out at the end of this Paper.

2. Issues/Challenges facing South Staffordshire

- 2.1 The development of the evidence base underpinning the preparation of the Core Strategy including residents' panel surveys, work on the Sustainable Community Strategy and community engagement work to date, has identified a number of key issues that need to be addressed by the Local Development Framework. The key issues and challenges that will drive change in the District and which the Core Strategy will seek to address are summarised below:
 - **Protecting the Green Belt and Open Countryside.** Maintaining the attractiveness, local distinctiveness, character and quality of the countryside and the villages in South Staffordshire will remain key priorities for the future of the District.

- **Determining the best way of achieving sustainable development in South Staffordshire.** Within the context of the new development requirements established by the Regional Spatial Strategy, determining the location and distribution of new housing and employment development will be the most important issues to be addressed. Ensuring that new development is sustainable and responding to the implications of climate change will be major challenges.
- **Ensuring that local people have access to a good range of essential facilities and services.** The loss of facilities and services in villages are particular concerns. Protecting sole facilities and providing accessible community delivered services to meet the needs of all sectors of the community are key priorities.
- **Meeting the needs of the elderly population in the District.** In line with national trends, South Staffordshire has an increasingly ageing population especially the very old and over the next 20 years, it is expected that those in the age group 75 and over will more than double. There is a concern that the expected changes in the population structure, particularly the increase in the number of elderly residents, will have an impact on the social mix and balance of the population in some of the villages in the District. Meeting the needs of elderly people including providing the right mix of specialist housing, will be a major challenge.
- **Delivering affordable housing to meet local needs.** The average house price in South Staffordshire is high and has been increasing. Achieving the delivery of decent homes for all sections of the community will be one of the most important issues to be addressed. Ensuring that affordable housing is provided to meet local needs will be a key priority.
- **Ensuring that local people have access to a broad range of employment opportunities.** A large proportion of South Staffordshire's working population travels to work outside the District. Supporting local businesses, the development of skills and infrastructure, providing learning opportunities, encouraging new employment opportunities and the development of identified employment sites are important issues to be addressed. The aspiration will be to provide jobs locally and reduce levels of out commuting. The re-use of redundant rural building for employment uses could provide opportunities for residents to gain employment locally, thus reducing the need to travel.
- **Supporting farm diversification.** With the changes to the farming industry there has been increasing recognition of the need to diversify the rural economy whilst enabling farmers to continue managing the rural landscape. Farm complexes, with

a range of different size buildings, can offer scope for alternative employment uses that support the rural economy, including tourism, in preference to other uses which may be less sustainable, such as conversions to residential uses.

- **Developing tourism and raising awareness of the District.** Tourism is an important part of the local economy and it is recognised that there is a need to encourage the improvement of tourist facilities and promote South Staffordshire as a tourist destination, particularly as a base from which to access a wide range of different tourist attractions within the West Midlands Region and beyond, in addition to the attractive rural surroundings and heritage of South Staffordshire.
- **Protecting and improving the environment.** Looking after the environment and ensuring that it is passed on to future generations in an improved state is an important responsibility. Many of the District's environmental assets are improving including air and water quality and work has been undertaken to identify the extent of contaminated land. Ensuring that the environment is protected is a key issue to be addressed and the location of new development and related transport issues such as the movement of traffic will need careful consideration.
- **Protecting and enhancing South Staffordshire's biodiversity.** There is a recognition that existing wildlife sites, including local sites of biological importance and local nature reserves, need to be protected, managed and enhanced and that opportunities need to be taken to create new wildlife habitats in order to sustain and restore biodiversity in the District.
- **Maintaining the historic character of villages and enhancing the historic environment.** There is a need to ensure that the local identity and distinctive character of the historic environment in South Staffordshire, including its buildings and landscapes, are sustained for the future. Ensuring high quality design and local distinctiveness in new development is an issue to be addressed.
- **Ensuring the provision of a better public transport service.** The level of car ownership in the District is high and improving public transport for those without a car remains a priority. A high quality and effective rural public transport service is essential to ensure that people have access to facilities and services. Innovative transport solutions will be needed to improve travel between villages in the District, including solutions that do not rely on public transport provision.

- **Keeping the population healthier longer.** The health and well being of the people of South Staffordshire remains a priority. The population of the District is growing older and living longer and there is a need to ensure a good quality of life for everyone. There is a need to ensure that each community has access to health, leisure, recreational and cultural services and access to good quality green space.
- **Keeping the population safe.** The reduction of crime and anti-social behaviour and people's fear of crime are key issues to be addressed.

Challenges arising from Regional Planning Policy

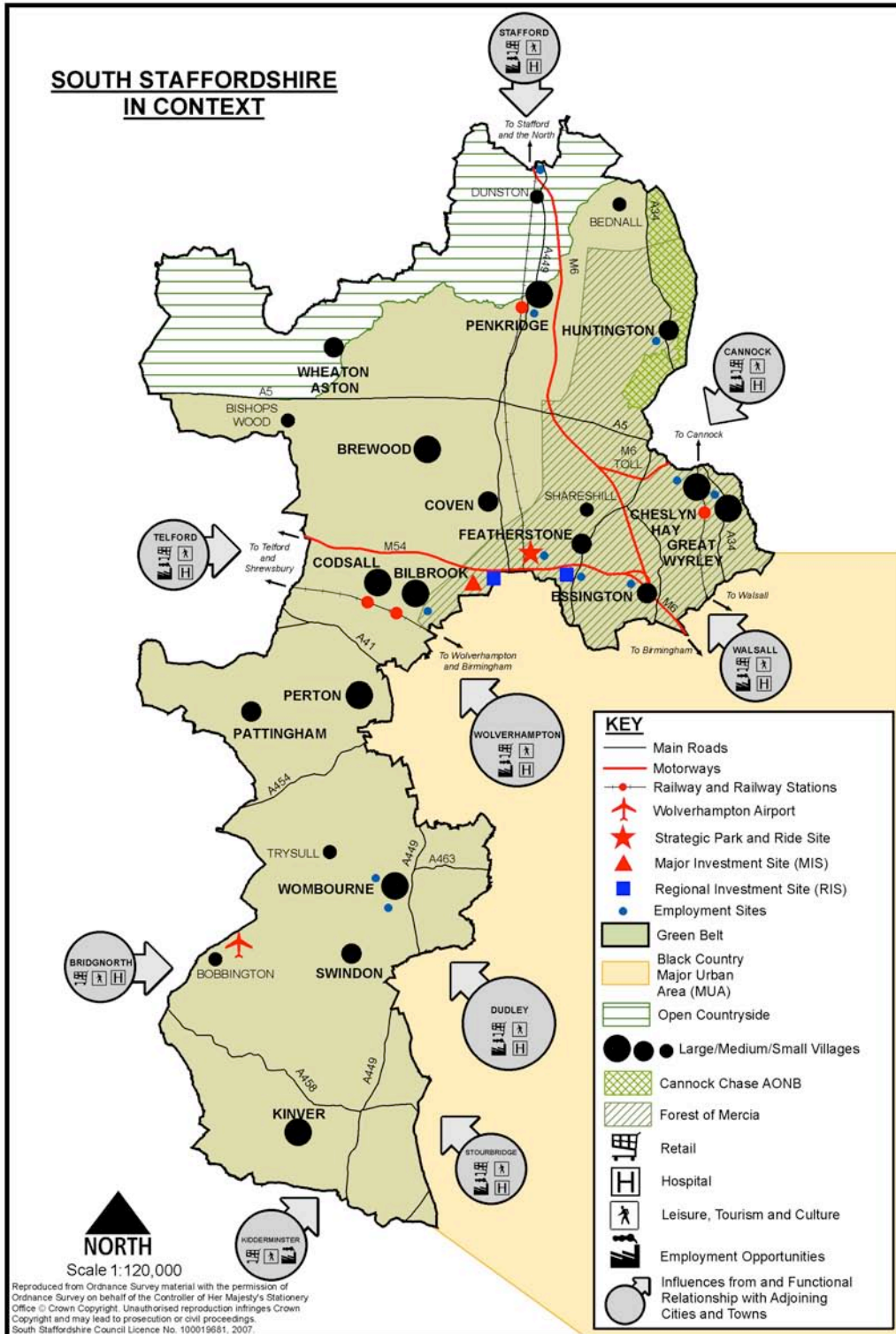
- 2.2 **New housing growth** within South Staffordshire will be provided within the framework set by the Regional Spatial Strategy (RSS) for the West Midlands Region. RSS policy has introduced a fundamental change in policy direction for the West Midlands Region in order to achieve an Urban and Rural Renaissance. South Staffordshire is located in close proximity to the Black Country Major Urban Area (MUA) – see map of South Staffordshire in context. The Black Country Sub-Region has specific objectives, established by the Phase 1 Revision, that seek to stem the out-migration of population from the Black Country MUA, particularly social groups A and B, and to transform the local environment to make the Black Country a place where people want to live, work and invest. The fundamental policy change of the RSS is seeking to move away from the patterns of the past, where villages in South Staffordshire were expanded, often using greenfield sites in the Green Belt, in order to accommodate new housing growth. See map for the extent of the Green Belt in South Staffordshire and the location of its villages relative to the Black Country MUA.
- 2.3 RSS policy now requires rural areas like South Staffordshire to meet their local housing needs, within the context of the overall RSS housing requirements. This means that a lower level of housing growth will be accommodated within South Staffordshire over the next 20 years, compared with the levels of housing provision in the past. The affordability of housing in South Staffordshire is an increasing problem. Policies in the emerging Core Strategy DPD will need to consider carefully the findings of the Strategic Housing Market Assessment for South Staffordshire. The Council will need to consider the most effective ways of delivering a suitable number of affordable dwellings, in the right places, as well as ensuring that the mix of new housing developments, including house type and tenure, meets local needs.
- 2.4 Sites on the periphery of the MUAs have been the focus of attention regarding the provision of **Regional Employment Land** within the context of the RSS. South Staffordshire has two such sites situated in close proximity to the M54 (Junctions 1 & 2). i54 is a strategic employment area, of about 100ha, located close to M54 Junction 2

and includes both a Regional Investment Site (RIS) and a Major Investment Site (MIS). Outline planning permission has now been granted for the i54 development. The MIS is targeted at large scale development by a single occupier involving technology related manufacturing. The RIS is targeted at uses that include a technology gateway (including campus with business support services and university related research), small business village, advanced manufacturing, ancillary service centre and business hotel. Warehouse and distribution uses (B8 development such as logistics) are specifically excluded from the planning permission. Hilton Cross is a 9.3ha RIS situated close to M54 Junction 1 and permitted uses include general industrial (B2) and warehouse and distribution (B8). Both of these sites, Hilton Cross and i54, are located within the North Black Country and South Staffordshire Regeneration Zone (RZ) and also the Wolverhampton Telford High Technology Corridor (WTTC). The location of the i54 and Hilton Cross sites are identified on the map on page 7.

- 2.5 The emerging RSS Phase 2 Preferred Option includes a revision to Policy PA9 (Regional Logistics Sites - RLS). The revised policy states that the Region should have a choice of RLS available at any point in time and consideration and priority should be given to bringing forward additional land taking into account a priority order. Third, and last in the priority order, is the potential for new rail-served facilities to serve (a) the needs of the Black Country located in southern Staffordshire and (b) to serve the North Staffordshire conurbation. The West Coast Main Line (WCML) passes through the District on a north/south axis passing from Wolverhampton, south of the District, through to Stafford to the north. There is an existing station at Penkridge, where car parking capacity is limited. The Wolverhampton to Shrewsbury line passes through the District on an east/west axis. There are railway stations at Bilbrook and Codsall. Bilbrook has no available car parking whilst provision at Codsall is limited. These railway lines and the stations are marked on the map on page 7.
- 2.6 Policy PA6A (Employment Land Provision) in the emerging RSS Phase 2 Preferred Option states that local planning authorities should make provision for a **continuing five-year reservoir of readily available employment land** outside town centres throughout the plan period. In order to ensure the availability of land to meet this requirement local planning authorities in preparing their development plan should also take account of, and where appropriate, make provision for likely **longer-term employment land requirements** taking account of the need to control the release and identification of land through the Plan, Monitor, and Manage process. In meeting both the five-year reservoir and longer-term requirements priority should be given to the identification and development of brownfield land. The amounts of employment land identified for local planning authorities reflect the need to balance new housing and population change with new employment growth. The quantity identified for South Staffordshire

in the emerging Phase 2 Preferred Option is a rolling five-year reservoir of 8ha and an indicative long-term requirement of 24ha. The Core Strategy DPD will need to include policies to ensure that an appropriate balance is struck between the re-use of brownfield sites for new housing development and the retention of sufficient employment land to meet local needs.

- 2.7 Policy PA4 (development related to Higher/Further Education Research Establishments and Incubator Units) in the current RSS states that development plans should facilitate the needs of higher/further education institutions and research facilities to grow and expand. **Rodbaston College** near Penkridge is a long established agricultural college and educational institution and lies in the Green Belt. The college is seeking to expand and develop the educational and research facilities at Rodbaston, and the Council will need to address the issues relating to the expansion of the site in the Local Development Framework within the context of RSS policy.
- 2.8 Brinsford has been identified within RSS policy, and saved policies of the Staffordshire and Stoke on Trent Structure Plan, as a suitable location for a **Strategic Park and Ride** facility, linked to the provision of a new railway station. The location is identified on the map on page 7. Vehicular access to a park and ride facility at Brinsford would need to be gained from a new access to the A449, bridged over the WCML. There is an opportunity to link the site of the former Royal Ordnance Factory (ROF) Featherstone into a park and ride development. A large proportion of the former ROF site is brownfield land and not situated within the Green Belt. Up to 14ha of land is allocated for employment purposes as part of the saved policies of the adopted South Staffordshire Local Plan. The provision of a new access onto the A449 could provide a better highway solution than the use of the existing highway network to service a new employment site. There is also approximately 15ha of brownfield land, but located within the Green Belt, adjacent to the allocated employment site.
- 2.9 **Wolverhampton Airport**, at Halfpenny Green, is located next to the village of Bobbington and is identified on the map on page 7. The Airport is located in a rural location on the edge of Shropshire and is used for business and general aviation purposes. The surface access to the Airport is poor given its rural location and the nature of the road network serving the area. The emerging RSS Phase 2 Preferred Options includes a revision to the policy on airports in the region, and seeks to clarify the role of Wolverhampton Airport in the context of the Air Transport White Paper published in 2003. The Council will prepare a DPD for Wolverhampton Airport as set out in the Local Development Scheme (LDS).



3. Alternative Spatial Strategy Options

3.1 Initial consultation into the Spatial Strategy and alternative options was carried out with stakeholders and the wider community at the end of 2006 with the publication of the Core Strategy Issues and Options paper. The Issues and Options paper set out the following alternative development options:

Option 1 – Focus Development on the main villages

Option 2 – Focus Development on the main villages with limited growth in the smaller villages

Option 3 – Share development between the villages across the District

The consultation response on the Issues and Options Paper indicated a clear preference for an option of sharing development between villages across the District. The Issues and Options Paper can be viewed on our website at www.sstaffs.gov.uk.

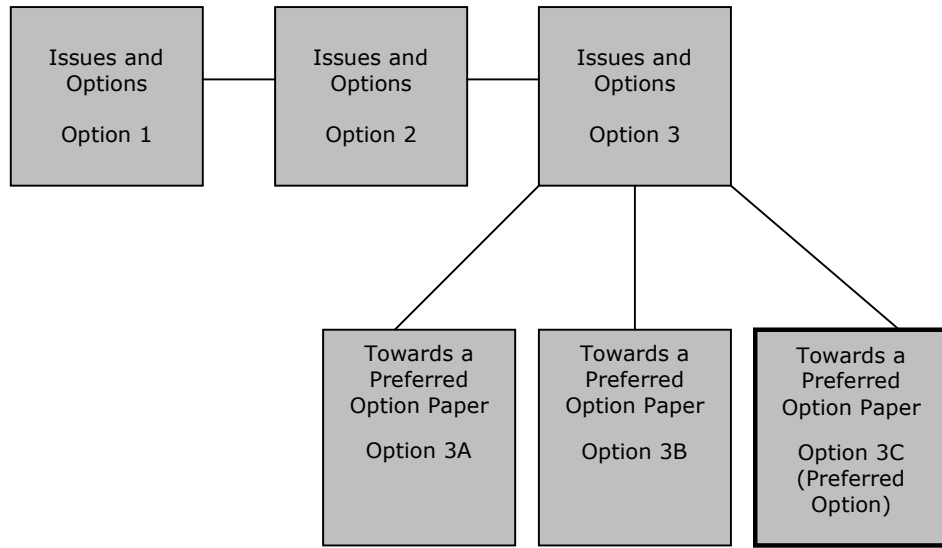
3.2 In order to move forward towards a preferred option it was considered that it would be appropriate to carry out further work to refine the alternative options, and on that basis the following refined options were formulated:

- Option 3A – focused development in a small number of locations within South Staffordshire
- Option 3B – geographic spread in an even manner throughout the 22 villages of South Staffordshire
- Option 3C – geographic spread but within the context of a South Staffordshire Hierarchy of Settlements that determines the appropriate levels of new housing development within the existing villages of South Staffordshire.

3.3 A report setting out these further options and the context and the key background issues relating to the development of the spatial strategy, was considered by the Council in April 2007. It was resolved to support the geographic spread of development (Option 3C) and to develop a Hierarchy of Settlements to determine the appropriate housing distribution strategy.

3.4 The spatial strategy options set out in the Core Strategy Issues and Options Paper (Option 1, Option 2 and Option 3) and the refined options (Option 3A, Option 3B and Option 3C) are set out below together with the advantages and disadvantages of each. Reference is also made to the implications of each of the options on service and infrastructure provision and relevant cross boundary issues.

3.5 The origins of all the alternative options can be seen diagrammatically below:



3.6 For each of the spatial strategy options, indicative development levels are given based on an apportionment of the District’s housing requirements to 2026. The spatial strategy will need to provide a degree of flexibility and therefore a range of development levels have been given. The development levels range between a lower growth level of 3,500 dwellings (as proposed in the emerging Regional Spatial Strategy Phase 2 Revision) and a higher growth level of 4,375 dwellings (based on the lower growth level plus 25%). Completions in the period 2006/2007 (185 dwellings) and current commitments (1,494 dwellings with planning permission and under construction) have been deducted to give a residual housing requirement. The figures are provided as a guide only as to the levels of housing development that may be expected in the District up to 2026.

3.7 The Council considers that its Preferred Option (Option 3C) is flexible and robust enough to accommodate increased levels of growth up to the higher growth level (identified in para 3.6 above). Housing growth beyond this upper level would require a re-evaluation of the alternative options and a review of the emerging Core Strategy Development Plan Document (DPD).

3.8 The outcome of 3 major planning inquiries for significant residential development in South Staffordshire is currently awaited. The decision of the Secretary of State will be issued on or before 14 February 2008. If all 3 appeals are allowed then this could mean a total of up to 2,000 dwellings to be built in South Staffordshire (870/1000 at Brinsford, 560 at Cheslyn Hay and 360 at Featherstone). This would remove the need to consider the Options set out in this paper since the District would have a housing supply, consistent with the requirements of emerging RSS Phase 2 Preferred Option, for the next 20 years. If any 2 of the appeal proposals were to be allowed then the Council would want to re-

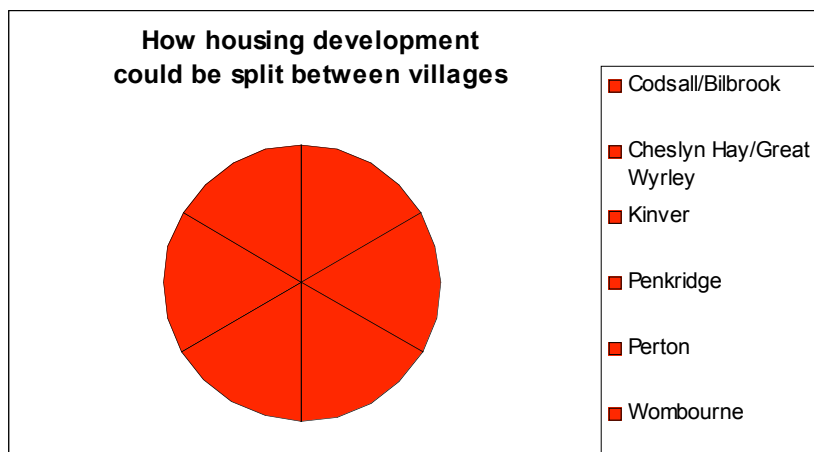
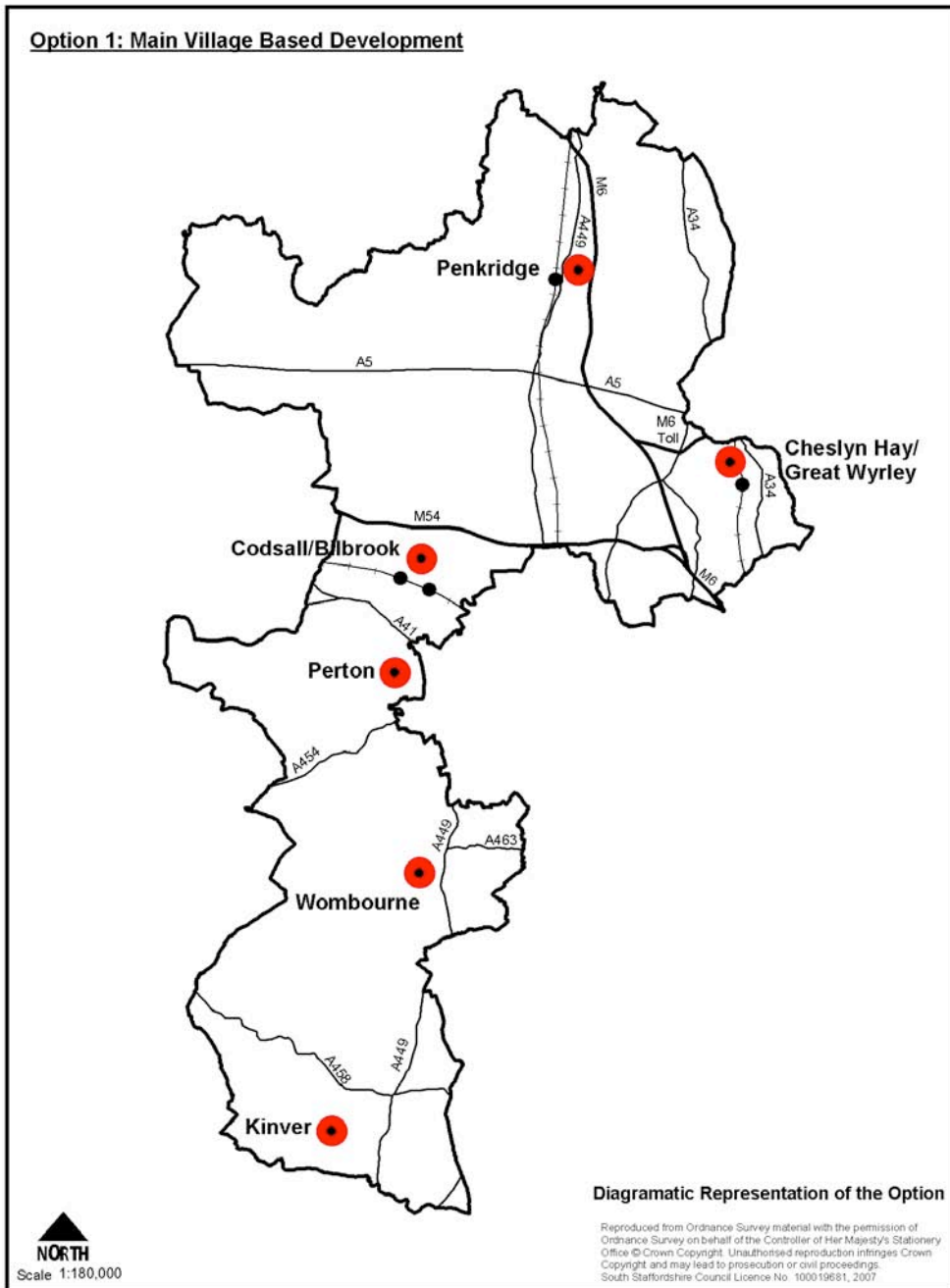
evaluate the selection of its Preferred Option 3C (see para 3.3). If either the Featherstone (360 dwellings), or the Cheslyn Hay proposal (560 dwellings) were to be allowed on their own then the Council consider that the Preferred Option 3C (see para 3.3) would be robust and flexible enough to retain its integrity and would remain applicable. If, however, the Brinsford proposals were to be allowed on their own (870/1000 dwellings) then the Council would want to re-evaluate the selection of its Preferred Option 3C (see para 3.3).

- 3.9 Development at Brinsford would effectively involve the creation of a new settlement. Brinsford has been identified in the RSS as a location for the provision of a Strategic Park and Ride site, linked to the provision of a new railway station (see para 2.8)
- 3.10 In the context of Option 3C, the Council will need to consider the issue of housing growth to the South of Stafford. Stafford has been identified as a Settlement of Significant Development within the emerging RSS Phase 2 Preferred Option. The emerging RSS Phase 2 Preferred Option requires South Staffordshire Council and Stafford Borough Council to jointly consider the most appropriate locations for development before producing or revising Local Development Documents (LDDs). New housing growth on land South of Stafford would essentially meet the needs of an expanded town of Stafford.
- 3.11 The local distinctiveness of South Staffordshire has been an important factor that has underpinned the development of alternative options. A key aspect of South Staffordshire's local distinctiveness is based around its ethos and philosophy of being a 'community of communities'. The settlement pattern of South Staffordshire is that of a rural area with many villages of different sizes situated within 27 parishes. This means that local residents will rely on the services provided within towns and cities outside of the District to meet some of their 'higher order' needs e.g. hospitals, certain types of retail needs and employment opportunities. The locations of the principal service centres outside the District that perform such a role are indicated on the map on page 7. The Council is proud of its identity and would not want to pursue a strategy that would prejudice the local distinctiveness of South Staffordshire. For example, the geography of the District would make it difficult for a single village to become the main centre and new focus for South Staffordshire. It was considered that focusing development on a single village and thereby creating a "town" would fundamentally change the settlement pattern of the District and would be an unrealistic option.
- 3.12 In respect of employment land, the Council will seek to balance the level of provision with the level of housing growth proposed in the villages, as far as possible. The emphasis will be on accommodating employment land needs on existing employment sites within the villages and on free standing sites, and the implementation of current development plan allocations such as i54 Wobaston Road,

Hilton Cross, Four Ashes and the former Royal Ordnance Factory at Featherstone. If new employment sites are required, the priority will be for the reuse of brownfield land.

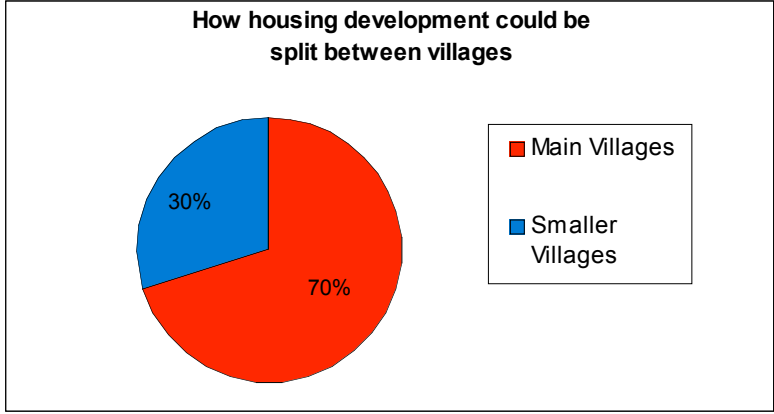
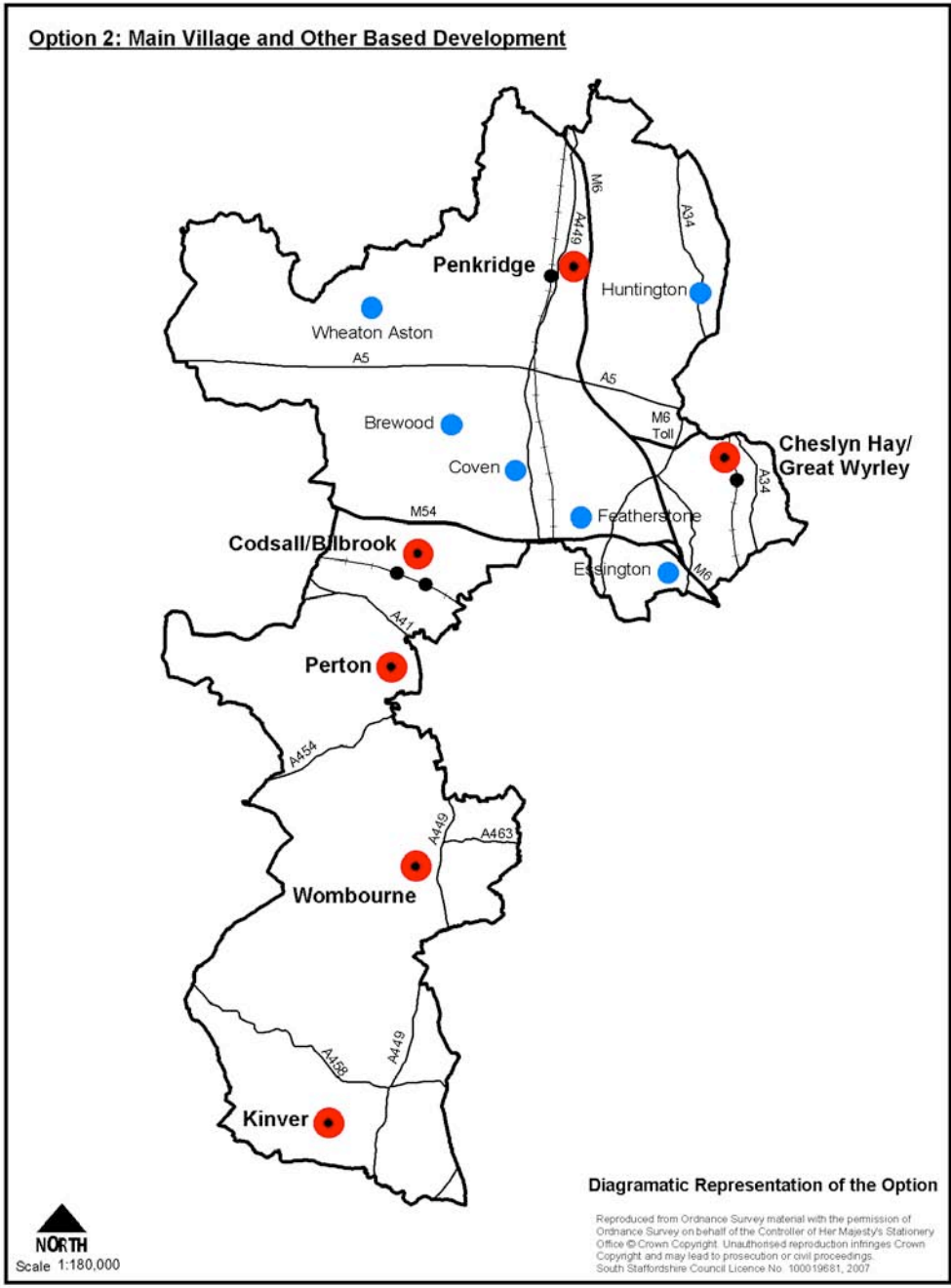
Option 1: Main village based development
(Issues and Options Paper)

Overview	Focus development on the main villages*
Policy Implications	<ul style="list-style-type: none"> ▪ Growth of Codsall/Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton and Wombourne to accommodate the District’s housing development needs ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations. ▪ Priority to brownfield sites but allowing for some peripheral expansion of the main villages ▪ Main villages to grow as main service centres for the District
Advantages	<ul style="list-style-type: none"> ▪ Supports the retention of local facilities and services in the main villages ▪ Sustainable form of development ▪ Maximises the use of existing infrastructure
Disadvantages	<ul style="list-style-type: none"> ▪ Proximity of development to the Black Country Major Urban Area could harm urban renaissance ▪ Focus development in a small number of locations ▪ Limit the delivery of affordable housing ▪ Other small villages could lose facilities and services ▪ Brownfield sites will be a priority but is likely to require development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries around the villages of Cheslyn Hay/Great Wyrley, Codsall/Bilbrook, Kinver, Perton and Wombourne
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ Development may encourage commuting and outward migration from surrounding cities and towns, particularly the Black Country Major Urban Area ▪ In locations not well served by public transport continued dependency on the private car may lead to increased traffic congestion on the highway network in adjoining areas particularly the Black Country ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	<p>Lower Level 1800/Upper level 2700</p> <p>300/450 to each of Codsall/Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton, and Wombourne</p>
Source*	Main villages are those settlements with population >6500 (Census 2001)



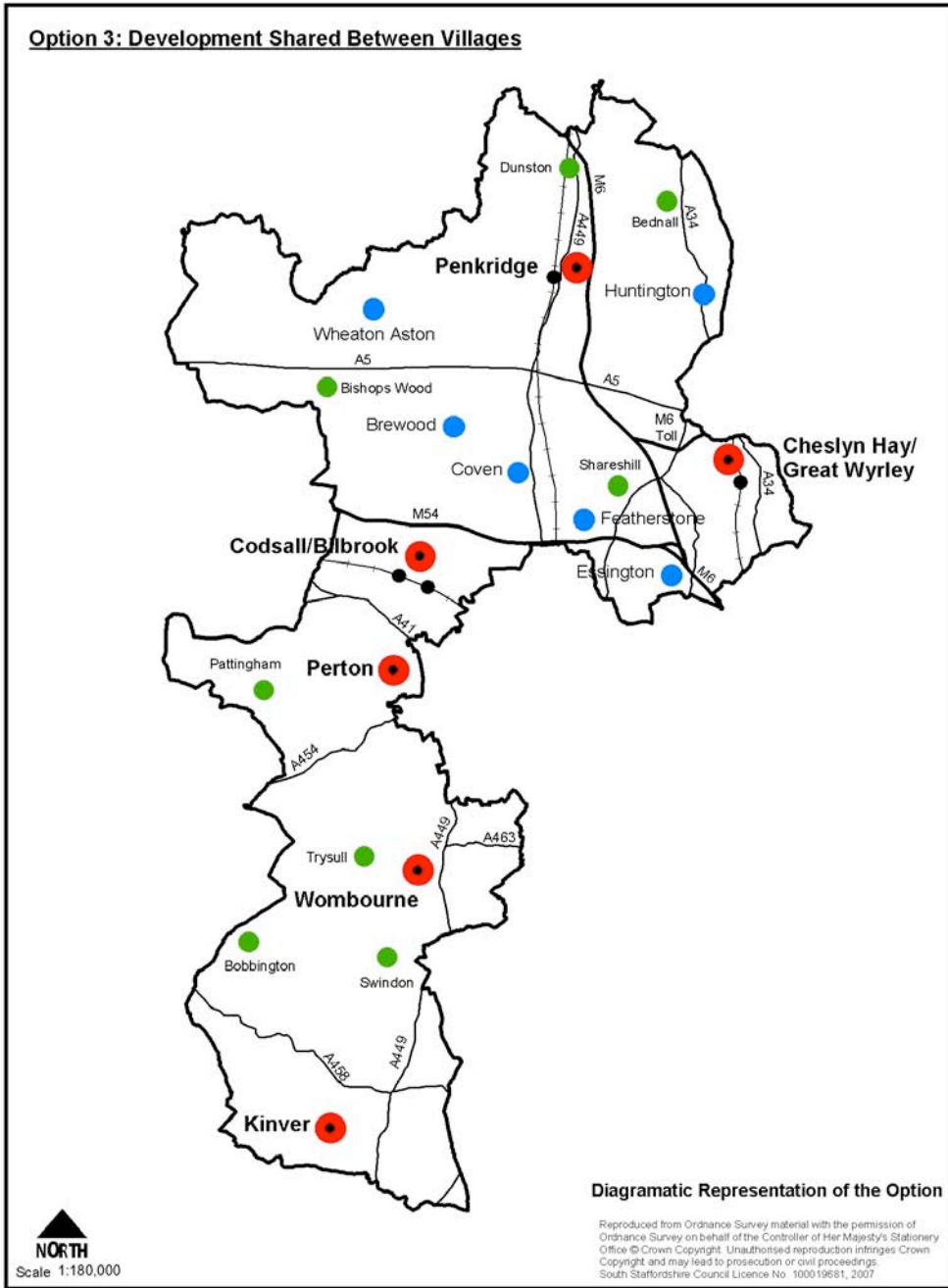
**Option 2: Main village and other village based development
(Issues and Options Paper)**

Overview	Focus development on the main villages with limited growth in the smaller villages*
Policy Implications	<ul style="list-style-type: none"> ▪ Growth of Codsall/Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton and Wombourne to accommodate the District's housing development needs ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations. ▪ Limited development in other villages ▪ Priority to brownfield sites but allowing for some peripheral expansion of villages
Advantages	<ul style="list-style-type: none"> ▪ Contribute towards rural renaissance by helping communities to sustain local facilities and services ▪ Provide small scale development in smaller villages to meet local need ▪ Assist in meeting affordable housing needs across the District ▪ Maximises the use of existing infrastructure ▪ Contribute towards the aims and objectives of the Sustainable Community Strategy
Disadvantages	<ul style="list-style-type: none"> ▪ Proximity of development to the Black Country Major Urban Area could harm urban renaissance ▪ Brownfield sites will be a priority but is likely to require development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries around the villages of Bilbrook, Brewood, Cheslyn Hay, Codsall, Coven, Essington, Featherstone, Great Wyrley, Huntington, Kinver, Perton, and Wombourne
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ Development may encourage commuting and outward migration from surrounding cities and towns, particularly the Black Country Major Urban Area ▪ In locations not well served by public transport continued dependency on the private car may lead to increased traffic congestion on the highway network in adjoining areas particularly the Black Country ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	<p>Lower Level 1800/Upper level 2700 70:30 split</p> <p>210/315 to each of Codsall/Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton, and Wombourne</p> <p>90/135 each to Brewood, Coven, Essington, Featherstone, Huntington, and Wheaton Aston</p>
Source*	<p>Main villages are those settlements with population >6500 (Census 2001)</p> <p>Smaller villages identified in Settlement Study 2003</p>



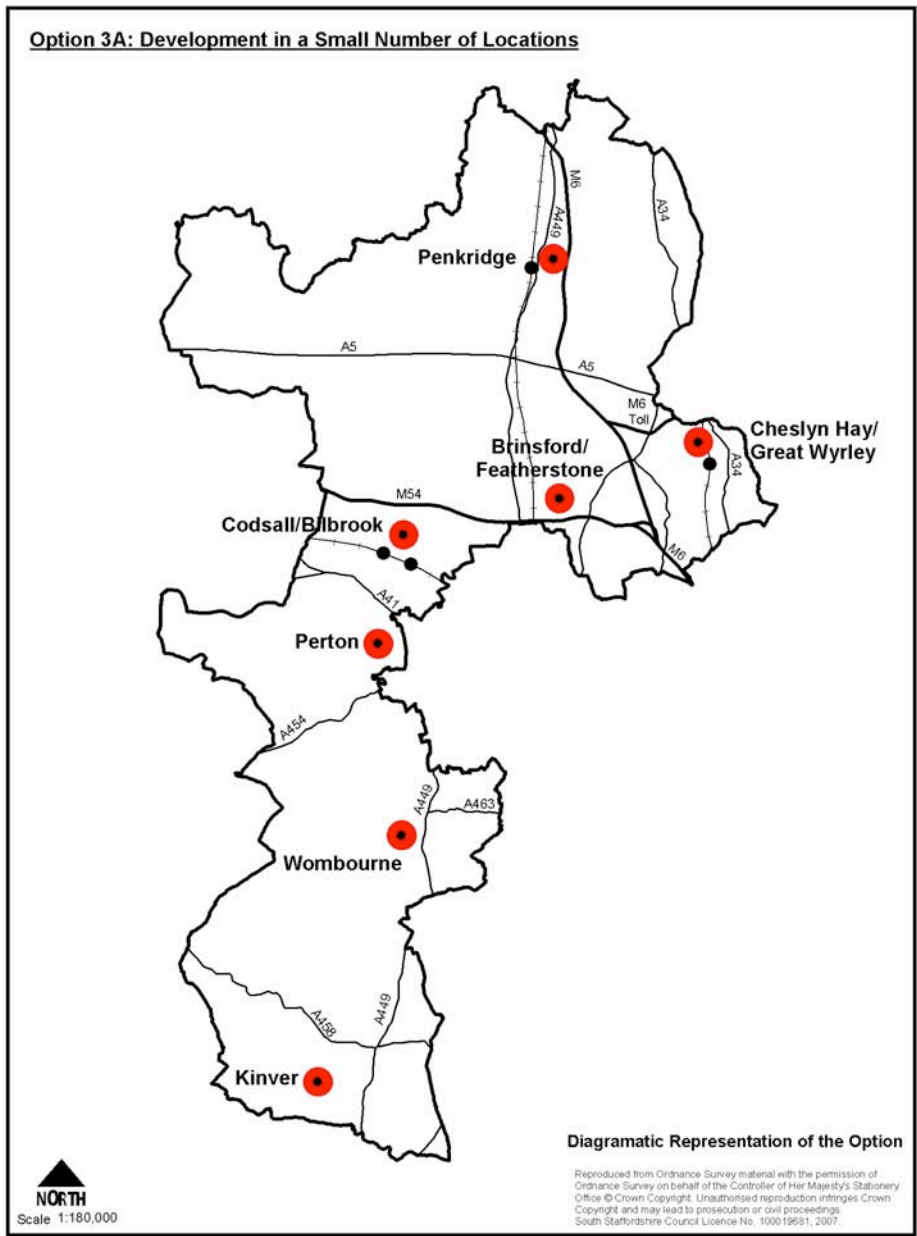
Option 3: Development shared between villages
(Issues and Options Paper)

Overview	Share development between villages across the District*
Policy Implications	<ul style="list-style-type: none"> ▪ Housing development shared between villages to meet local needs ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations ▪ All parts of the District could experience change but at different scales
Advantages	<ul style="list-style-type: none"> ▪ Locally targeted delivery of affordable housing ▪ Reinforcement of the existing settlement pattern ▪ Contribute towards rural renaissance by helping communities to sustain local facilities and services ▪ Limit the potential to harm the urban renaissance of the Major Urban Area's particularly the Black Country ▪ Contribute towards the aims and objectives of the Sustainable Community Strategy ▪ Protect and enhance the character and local distinctiveness of settlements
Disadvantages	<ul style="list-style-type: none"> ▪ Brownfield sites will be a priority but is likely to require the development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries around the villages of Bednall, Bilbrook, Bishops Wood, Bobbington, Brewood, Codsall, Cheslyn Hay, Coven, Essington, Featherstone, Great Wyrley, Huntington, Kinver, Pattingham, Perton, Shareshill, Swindon, Trysull, and Wombourne ▪ Some villages have limited facilities and services to support additional development
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ In locations not well served by public transport continued dependency on the private car may lead to increased traffic congestion on the highway network in adjoining areas particularly the Black Country ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	The approach to this alternative strategy has been further refined since the Issues and Options Paper into 3A, 3B and 3C
Source*	Villages identified in Settlement Study 2003



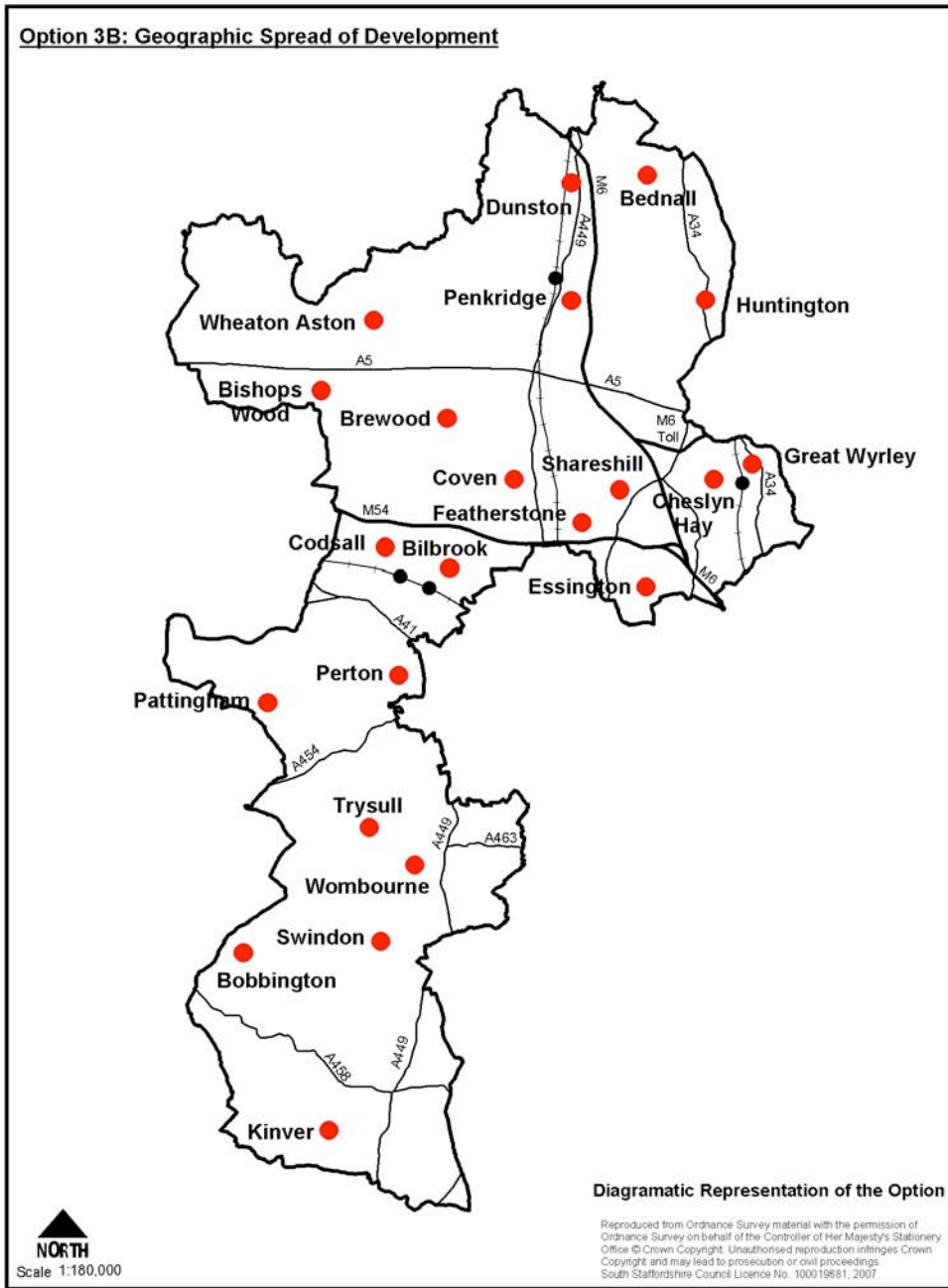
**Option 3A: Development in a small number of locations
(Refined Option)**

Overview	Focused development in a small number of locations*
Policy Implications	<ul style="list-style-type: none"> ▪ Housing development concentrated in a small number of villages ▪ Focus development in highly accessible locations ▪ Main service villages of Codsall/Bilbrook, Great Wyrley and Penkridge served by existing railway stations. Proposed new railway station at Brinsford ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations ▪ Identified villages could experience significant levels of change ▪ Priority to brownfield sites but allowing for some peripheral expansion of villages
Advantages	<ul style="list-style-type: none"> ▪ Contribute to rural renaissance by helping communities sustain local services and facilities ▪ Sustainable form of development ▪ Maximises the use of existing infrastructure ▪ Limit the impact on the green belt and open countryside
Disadvantages	<ul style="list-style-type: none"> ▪ Focus development in a small number of locations ▪ Proximity of development to Black Country Major Urban Area could harm urban renaissance ▪ Limit the delivery of affordable housing ▪ Other villages could lose facilities and services ▪ Brownfield sites will be a priority but likely to require development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries in some locations
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ Development may have cross boundary transport implications ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	<p>Lower Level 1800/Upper level 2700</p> <p>260/385 to each of Codsall/Bilbrook, Brinsford/Featherstone, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton, and Wombourne</p>
Source*	Based on villages identified in Settlement Study 2003

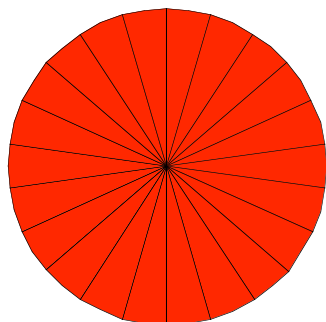


**Option 3B: Geographic spread of development
(Refined Option)**

Overview	Geographic spread of development in an even manner throughout the 22 villages of South Staffordshire which have a school*
Policy Implications	<ul style="list-style-type: none"> ▪ Housing development spread between the main villages of Codsall/ Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton and Wombourne and the other villages of Bednall, Bishops Wood, Bobbington, Brewood, Coven, Dunston, Essington, Featherstone, Huntington, Pattingham, Shareshill, Swindon, Trysull and Wheaton Aston to meet local needs ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations ▪ The identified villages could experience change but at different scales ▪ Priority to brownfield sites but allowing for some peripheral expansion of villages
Advantages	<ul style="list-style-type: none"> ▪ Locally targeted delivery of affordable housing ▪ Reinforcement of existing settlement pattern ▪ Contribute towards rural renaissance by helping communities to sustain local facilities and services ▪ Limit the potential to harm the urban renaissance of the Major Urban Area's particularly the Black Country ▪ Maximises the use of existing infrastructure ▪ Contribute towards the aims and objectives of the Sustainable Community Strategy ▪ Limit the impact on the character and local distinctiveness of villages
Disadvantages	<ul style="list-style-type: none"> ▪ May change the character and local distinctiveness of smaller villages ▪ Brownfield sites would be a priority but is likely to require the development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries around some of the villages ▪ Some villages have limited facilities and services to support additional development
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	<p>Lower Level 1800/Upper level 2700 Equal split of development between 22 villages</p> <p>80/125 to each of Bednall, Bilbrook, Bishops Wood, Bobbington, Brewood, Codsall, Coven, Cheslyn Hay, Dunston, Essington, Featherstone, Great Wyrley, Huntington, Kinver, Pattingham, Penkridge, Perton, Shareshill, Swindon, Trysull, Wheaton Aston and Wombourne.</p>
Source*	Villages identified in Settlement Study 2003



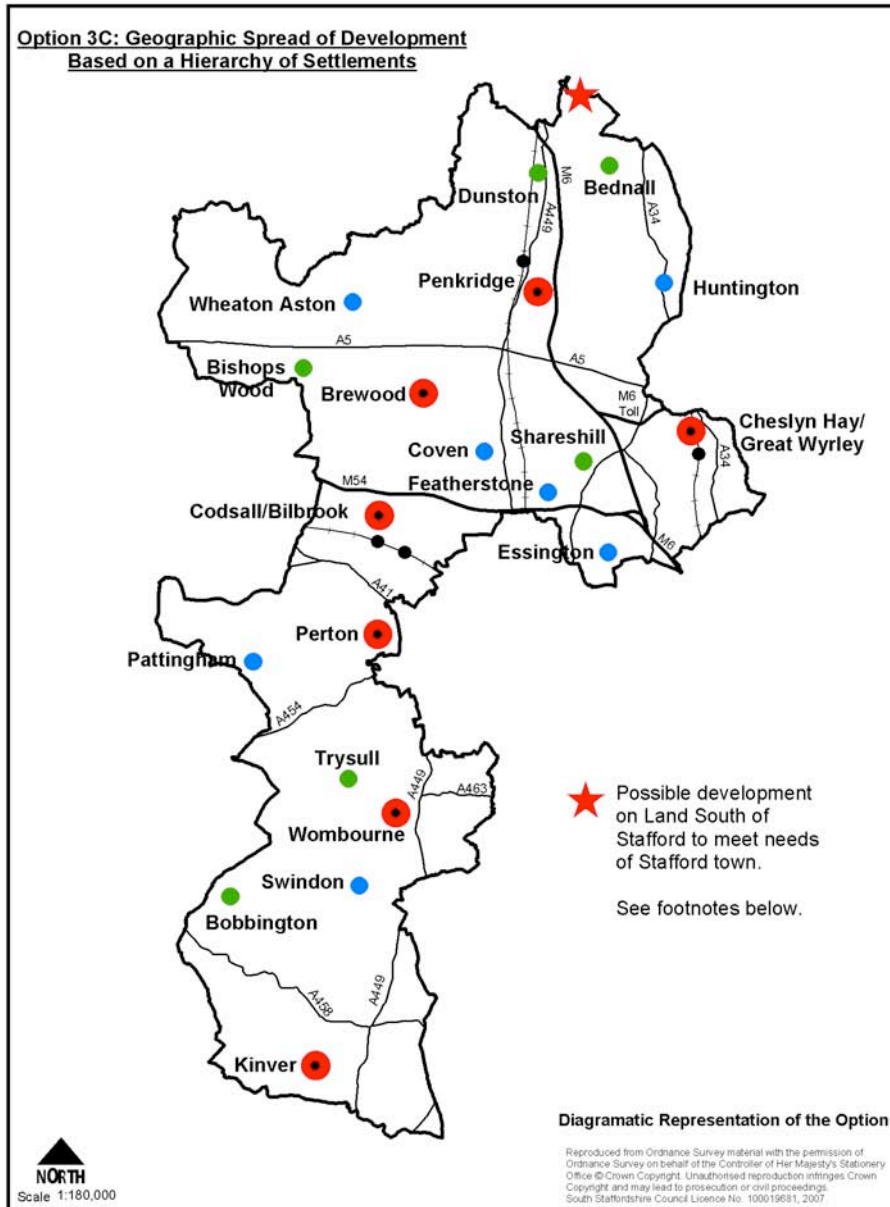
How housing development could be split equally between villages



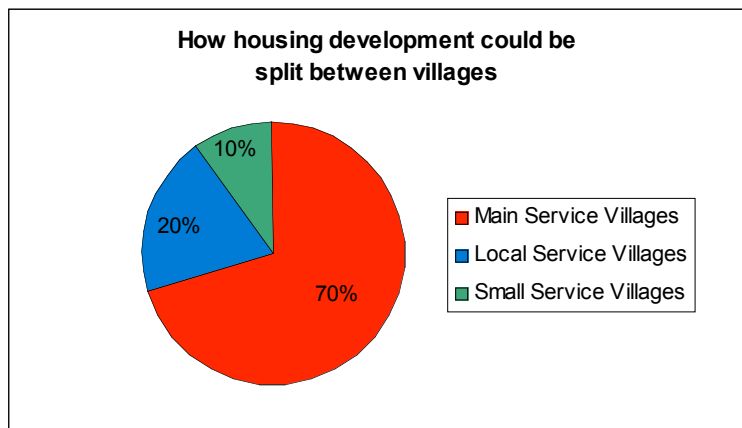
- | | |
|-----------------|----------------|
| ■ Bednall | ■ Bilbrook |
| ■ Bishops Wood | ■ Bobbington |
| ■ Brewood | ■ Codrall |
| ■ Coven | ■ Cheslyn Hay |
| ■ Dunston | ■ Essington |
| ■ Featherstone | ■ Great Wyrley |
| ■ Huntington | ■ Kinver |
| ■ Pattingham | ■ Penkrige |
| ■ Perton | ■ Shareshill |
| ■ Swindon | ■ Trysull |
| ■ Wheaton Aston | ■ Wombourne |

Option 3C: Geographic spread of development based on a hierarchy of settlements
(Refined Option) "Preferred Option"

Overview	Geographic spread of development within the context of a South Staffordshire Hierarchy of Settlements*
Policy Implications	<ul style="list-style-type: none"> ▪ Housing development spread geographically across the District according to a designated settlement hierarchy ▪ Employment land needs will be accommodated on existing employment sites in the villages and free standing sites, including the implementation of existing development plan allocations ▪ Main service villages of Codsall/Bilbrook, Great Wyrley, and Penkridge served by existing railway stations. Proposed new railway station at Brinsford. ▪ Development targeted to meet local needs ▪ All parts of the District could experience change but at different scales
Advantages	<ul style="list-style-type: none"> ▪ Locally targeted delivery of affordable housing ▪ Reinforcement of existing settlement pattern ▪ Contribute towards rural renaissance by helping communities to sustain local facilities and services ▪ Limit the potential to harm the urban renaissance of the Major Urban Area's particularly the Black Country ▪ Contribute towards the aims and objectives of the Sustainable Community Strategy ▪ Protect and enhance the character and local distinctiveness of settlements
Disadvantages	<ul style="list-style-type: none"> ▪ Brownfield sites would be a priority but is likely to require the development of green belt/greenfield sites and open countryside in some locations ▪ Require changes to green belt boundaries around some of the villages ▪ Some villages have limited facilities and services to support additional development
Implications for Service and Infrastructure Provision	<ul style="list-style-type: none"> ▪ Implications for service provision to be determined ▪ Some infrastructure improvements may be required ▪ See reference to development South of Stafford in footnote on page 23
Cross Boundary Implications	<ul style="list-style-type: none"> ▪ May have implications for services provided within cities and towns outside of the District
Indicative Development Levels (Dwellings)	<p>Lower Level 1800/Upper level 2700 70:20:10 split</p> <p>180/270 to each of Brewood, Codsall/Bilbrook, Cheslyn Hay/Great Wyrley, Kinver, Penkridge, Perton and Wombourne</p> <p>50/80 to each of Coven, Essington, Featherstone, Huntington, Pattingham, Swindon and Wheaton Aston.</p> <p>30/45 to each of Bednall, Bishops Wood, Bobbington, Dunston, Sharesill and Trysull</p>
Source*	Hierarchy of Settlements based on HMA 2007



1. Emerging RSS Phase 2 Revision Preferred Option identifies Stafford as a "Settlement of Significant Development". This spatial option may need to accommodate development on land South of Stafford to meet the needs of the expanded town. This may require the development of land in the open countryside and infrastructure improvements particularly highway infrastructure.
2. Depending on the outcome of the 3 major public inquiries involving land at Brinsford, Featherstone and Cheslyn Hay, this spatial option may need to be re-evaluated.



4. Comments on the Alternative Options

4.1 We would like your comments on the deliverability of the refined and alternative spatial strategy options set out in this Paper and would like answers to the following key questions relating to service and infrastructure provision.

Q1 What are your views on the refined and alternative spatial strategy options? Are there any particular options you prefer?

Q2 Are there any significant constraints or limitations that would affect the deliverability of the refined and alternative options?

Q3 What are the implications of the refined and alternative options on service distribution and infrastructure provision?

4.2 Please send your comments in writing by 21st January 2008 to:

Development Plans Manager
Planning and Strategic Services
South Staffordshire Council
Council Offices
Wolverhampton Road
Codsall
South Staffordshire
WV8 1PX

Email: developmentplans@sstaffs.gov.uk

Fax: 01902 696705

4.3 If you have any comments or queries about this Paper or the South Staffordshire Local Development Framework please contact a member of the Development Plans Team on: 01902 696426/ 696423/ 696317.