

Supplementary Note to the South Staffordshire Local Plan Examination 2025 – Action 4.4.

This note has been produced by South Staffordshire Council to supplement the Examination of the South Staffordshire Local Plan. It directly responds to Action 4.4. The response sets out proposed amendments to the Local Plan as track changes to address the action, including amendments to the support text relating to Table 9.

Action 4.4 – Council to review Policy DS4 and Table 9 including:

- **Hobnock Road**
- **West Midlands Interchange**
- **Consistency with the EDNA**

Employment

6.43	Employment land should be identified to meet the needs of all employment uses; offices, research and development, light/general industrial, and storage/distribution. The level of employment sites and premises required to meet South Staffordshire requirements over the plan period was calculated in the council's Economic Development Needs Assessment (EDNA) <u>Update 2024</u> , which identified an objectively assessed need for employment land for South Staffordshire over the period 2023- 2041 of <u>81.2</u> ha	<div>Deleted: u</div> <div>Deleted: 62.4</div>
6.44	As confirmed through the EDNA <u>Update 2024</u> , the pipeline supply of employment land over the plan period is sufficient to meet South Staffordshire's needs as well as provide surplus available to contribute towards cross boundary unmet needs. The district's main employment areas are set out in Table 9 below which details the amount of employment land available (in hectares gross) for the period 2023-2041 on a site specific basis. This includes proposed allocated sites and sites with planning permission that are not started or under construction at April 2023. <u>The supply reflects the figures factored into the EDNA Update 2024 supply/demand balance exercise.</u>	<div>Deleted: u</div> <div>Deleted: and</div> <div>Deleted: (excluding supply from smaller windfall developments)...</div>

	Site Name	Parish(es)	Supply of Land for Employment Development 2023-2041 (gross hectares) ¹	
Strategic Employment Sites	West Midlands Interchange (WMI)	Penkridge, Brewood & Coven	South Staffordshire's proportion of WMI	18.8
			Black Country FEMA proportion of WMI	67
			Cannock's proportion of WMI	10
	Four Ashes Industrial Estate, Four Ashes (inc. Bericote)	Penkridge, Brewood & Coven	0.1	
	Hilton Cross Business Park	Featherstone	0.0	
	ROF Featherstone.	Featherstone	39.5	
	i54, Wobaston Road	Bilbrook	4.8	
Other main Employment areas	I54 Western Extension	Bilbrook	37.3	
	M6, Junction 13, Dunston	Dunston	17.6	
	Acton Gate	Dunston	0.0	
	Balliol Business Park	Bilbrook	0.0	
	Coppice Lane, Cheslyn Hay	Cheslyn Hay	0.0	
	Dunston Business Village	Dunston	0.1	
	Essington Light Industrial Estate	Essington	0.0	
	Hobnock Road	Essington	**0.0	
	Hawkins Drive Industrial Estate	Cheslyn Hay	0.0	
	Hepworth Site, Warstones Road	Essington	0.0	
	Heathmill Road Industrial Estate	Wombourne	0.0	
	Hilton Main Industrial Estate	Featherstone	0.0	
	Vernon Park	Featherstone	2.7	
	Huntington Industrial Estate	Huntington	0.0	
	Kingswood Business Park	Perton	0.0	
	Landywood Enterprise Park	Great Wyrley	0.0	
	Landywood Lane Industrial Estate	Cheslyn Hay	0.0	
	Littleton Business Park	Huntington	0.0	
	Loades plc., Gorse Lane	Great Wyrley	0.0	

¹ As per the EDNA 2024 Update, where planning permission has been consented on these sites then the site area has been derived from the consented floorspace by converting it to gross hectares via a 0.4 plot ratio. ▲

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Owens Trading Estate	Bilbrook	0.0
Paradise Lane, Slade Heath	Featherstone	0.0
Former Sandvik Site, Brinsford	Featherstone	0.0
Smestow Bridge Industrial Estate	Wombourne	0.0
Wolverhampton Business Airport	Bobbington	0.0
Wombourne Enterprise Park	Wombourne	0.2
<u>Windfall committed supply</u>	-	<u>5.2</u>
	<u>TOTAL inc cross boundary contributions from WMI</u>	<u>203.4ha</u>
	<u>TOTAL exc. cross boundary contributions from WMI</u>	<u>126.4ha²</u>

*18.8ha of the site is required to meet South Staffordshire's labour demand plus additional allowance. Although the site is 297ha (gross) it is assumed that the site will deliver 193ha of gross developable employment land.

** This land is 5.2ha and currently undeveloped but has benefited from a certificate of lawful use for B2 use for over 10 years, however is in the Green Belt. As its Green Belt status introduces some uncertainty on whether the site will come forward, as a precautionary measure the 5.2ha is not included in the supply total.

Table 9: South Staffordshire Employment supply, (including contributions from WMI to the Black Country FEMA and Cannock)

6.45 The figures for West Midlands Interchange (WMI) in Table 9 do not reflect the full site size that is being allocated 297ha (gross) through Policy DS5. Rather, it includes South Staffordshire's proportion of the site – 18.8ha – that is derived from our EDNA 2022 and EDNA Update 2024. This evidence concluded that this is the amount of land needed to meet the district's labour demand requirements for logistics, including an additional allowance to correspond with expectations for job creation identified via the DCO process. Table 9 also includes the elements of WMI that will contribute towards the Black Country FEMAs employment land needs (67ha) and Cannock Chase Council's needs (10ha), as agreed through Statements of Common Ground and reflected in Policy DS4. Initial applications in accordance with the DCO consent have now started to be determined, and the site will continue to be built out over the majority of the plan period. WMI is therefore allocated for employment development in line with the DCO consent, however, will remain washed over by Green Belt. This will provide certainty that the site will come forward in accordance with the DCO, reducing the risk that alternative forms of development could come forward. The

² Note that this supply figure does vary from the supply figure of 108.8ha in the EDNA 2024 Update (90ha +18.8ha at WMI), as Table 9 also includes the new allocation at M6, Junction 13 (17.6ha)

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council will continue to work positively with the developers on WMI to ensure the site comes forward in accordance with the DCO and delivers the best scheme possible.

6.46 The plan also allocates an additional strategic employment site at M6 Junction 13, Dunston. This site has the advantage of being non-Green Belt land and is strategically well located adjacent to the motorway junction. Whilst this site is not needed to increase the district's supply of employment land to meet our own objectively assessed needs for employment land (81.2ha), allocating this site ensures plan flexibility and ensures a very healthy pipeline of sites in the district. This recognises that allocating additional land will increase the pipeline of sites to more closely reflect recent take up (albeit with a sub-regional component 'built in' due to recent large-scale completions, predominantly at i54). Furthermore, the site's location aligns with a potential broad location for strategic employment land in the West Midlands Strategic Employment Sites Study (2021). Whilst it is slightly under the optimum site size for strategic employment envisaged in the WMSESS 2021, it is still of a scale capable of delivering strategic scale employment units, and given its location, is deemed suitable for allocation, and will be subject to further detailed scrutiny through the Development Management process.

6.47 Allocating WMI and M6 Junction 13, Dunston helps strengthen the portfolio of employment land in the district over the plan period, including a mix of land for strategic warehousing (WMI), advanced manufacturing (i54) and general high-quality employment (ROF Featherstone). These are balanced by land for smaller scale employment opportunities in the pipeline and further complemented by smaller scale employment land availability in the wider FEMA. No windfall allowance has been applied to estimate future supply, but the EDNA Update (2024) does illustrate that in terms of past take up and market signals, non-strategic sites represent an important source of demand. The plan's policies outside of allocated pipeline sites seek to support suitable and appropriate schemes such as those that might provide for redevelopment or intensification of existing employment uses or to assist with rural enterprise. Contributions to land and floorspace supported by the application of these policies will help ensure additional choice and flexibility.

6.48 In addition to allocating WMI and M6 Junction 13, Dunston, Policy SA5 takes the approach of allocating sites where there was available employment land at 1 April 2023 and where the site did not have a full/reserved matters permission at this base date.

Deleted: It is recognised that WMI meets a wider than local need. Our EDNA 2022 and EDNA Update 2024 has considered this issue and concluded that 18.8ha of the site is needed to meet the district's labour demand requirements for logistics, including an additional allowance to correspond with expectations for job creation identified via the DCO process.

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