

Report title	South Staffordshire Local Plan Preferred Options Consultation	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
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Report to be considered by	Regeneration Leadership Team	9 and 23 November 2021
	Strategic Executive Board	19 November 2021

Recommendation for decision:

The Cabinet is recommended to:

1. Approve the following principles as the basis of the Council's response to the South Staffordshire Local Plan (SSLP) Preferred Options consultation:

Duty to Cooperate and Statements of Common Ground

- a) Acknowledgment that the Black Country Authorities (BCA) and South Staffordshire District Council (SSDC) have been working together constructively on planning issues of mutual interest and that this is expected to continue. Going forward, it is essential that the phasing of site delivery and associated infrastructure (including the construction period) is managed in a coordinated manner given the clustering of proposed allocations and the cumulative impact of development.

- b) Expectation that, as the Black Country Plan (BCP) and SSLP both move towards Publication in summer 2022, the BCA and SSDC will aim to reach agreement on all relevant cross-boundary issues and reflect this agreement in draft Statements of Common Ground to support each Plan;
- c) Support for the preferred housing growth option of local housing need plus 4,000 homes to meet Greater Birmingham and Black Country Housing Market Area need up to 2038;
- d) Given detailed evidence provided by the Draft BCP that the Black Country has a very significant housing shortfall up to 2039, and the close geographical, migration and commuting links between the Black Country and South Staffordshire, request that the full 4,000 homes should be specifically allocated to meet Black Country housing needs;
- e) Support the longer term growth aspirations for a new settlement with strong sustainable transport links to the Black Country, which could help meet longer term Black Country housing shortfalls;
- f) Request that the South Staffordshire Housing and Employment Needs Assessment (HEDNA) is completed as soon as possible, with due regard to the Black Country EDNA (2021) and the West Midlands Interchange Apportionment Study, and shared with the BCA as soon as possible to determine how far the SSLP will be able to contribute towards significant unmet employment land needs in the Black Country.

Site allocations and cross-boundary infrastructure

- g) Noting the scale and location of the proposed extensions to the Wolverhampton urban area and to commit to require further work on infrastructure requirements associated with the type, scale, location and phasing of development and assurances that close joint working on all relevant planning issues will continue throughout the Plan preparation process, Supplementary Planning Document (SPD) preparation, pre-application and planning application processes;
- h) Request that a SPD and Infrastructure Delivery Strategy is also prepared for the Langley Road site;
- i) Request that the affordable housing secured on sites proposed in the Plan within the Wolverhampton locality are allocated through nomination rights for Wolverhampton residents, and that this requirement is set out in the Publication Plan;
- j) Request that the combined impact of SSLP and BCP developments on the wider transport network is assessed, that development links effectively to the strategic transport network and avoids excessive pressure on sensitive transport links, that effective sustainable transport solutions are provided to connect essential trips to the local network, and that developments seek to minimise trip generation through all available mechanisms;
- k) Support for the continued promotion of the existing Brinsford Strategic Park and Ride site allocation in the Preferred Options and request that this project and other supporting infrastructure which increases access to the rail network should be fully promoted in the SSLP;

- l) Support for developing a Statement of Common Ground establishing the principle of self-containment regarding primary and secondary school places for both the SSLP and the BCP, however request further detail on how secondary school places arising from Linthouse Lane and Cross Green would be accommodated;
- m) Request that land is set aside at Linthouse Lane and/or Cross Green sufficient to accommodate GP consulting rooms to serve all residents, in line with the principle of self-containment for urban extensions;
- n) Request that SSDC develop a developer contribution system which will secure sufficient funds from major housing development to deliver GP consulting rooms in a timely manner, so that there are no negative impacts on Wolverhampton GP service provision;
- o) Request that the SSLP makes clear that the Langley Road development will be required to make sufficient contributions to deliver an extra GP consulting room in south west Wolverhampton;
- p) Request that green infrastructure proposals for developments on the edge of Wolverhampton are integrated with existing and potential networks in Wolverhampton.

1.0 Purpose

- 1.1 To summarise the content of the South Staffordshire Local Plan Preferred Options Consultation and seek approval for principles for a City of Wolverhampton Council (CWC) response.

2.0 Background

- 2.1 The South Staffordshire Site Allocations Document (SAD), which allocates sites for housing and employment development up to 2028, was adopted in June 2018. The SAD included a commitment to carry out an immediate review and submit a new Local Plan for examination by 2021 which would address longer term development needs up to 2037, including those arising from the Greater Birmingham and Black Country Housing Market Area (HMA).
- 2.2 At the end of 2018, South Staffordshire District Council (SSDC) published a Local Plan review Issues and Options consultation. This put forward five housing growth options, with a preferred option to meet local housing needs and also contribute 4,000 homes towards the HMA shortfall, based on the minimum capacity of the four areas of search identified for South Staffordshire in the HMA Strategic Growth Study (2018). The consultation also set out six spatial distribution policy options for delivery of the preferred housing option and potential employment land requirements. The CWC and Association of Black Country Authorities (ABCA) responses to the consultation supported the preferred option and a mix of spatial options which would deliver a proportionate amount of housing on the edge of the Black Country in line with the HMA Strategic Growth Study areas of search, subject to the findings of a joint Green Belt Assessment and other evidence.
- 2.3 In October 2019, SSDC published a Local Plan Spatial Housing Strategy and Infrastructure Delivery consultation, supported by a Green Belt Assessment. This set out a preferred spatial housing option G, which was “infrastructure-led”. The CWC and ABCA responses to the consultation supported the preferred housing growth option and recognised the approach used to select the preferred spatial housing option and the benefits of developing a draft Infrastructure Delivery Plan for this option. CWC also requested that a range of potential infrastructure impacts of housing sites located close to the border with Wolverhampton should be fully taken into account in consultation with CWC at the earliest opportunity.
- 2.4 On 1 November 2021 SSDC published a Local Plan Preferred Options consultation which sets out preferred housing and employment site allocations and policy directions and is supported by an updated Infrastructure Delivery Plan. The deadline for consultation responses is 13 December 2021. Responses and any new evidence (including on employment land needs) will be taken into account in the preparation of a Draft Plan (Publication version), programmed for consultation in summer 2022.

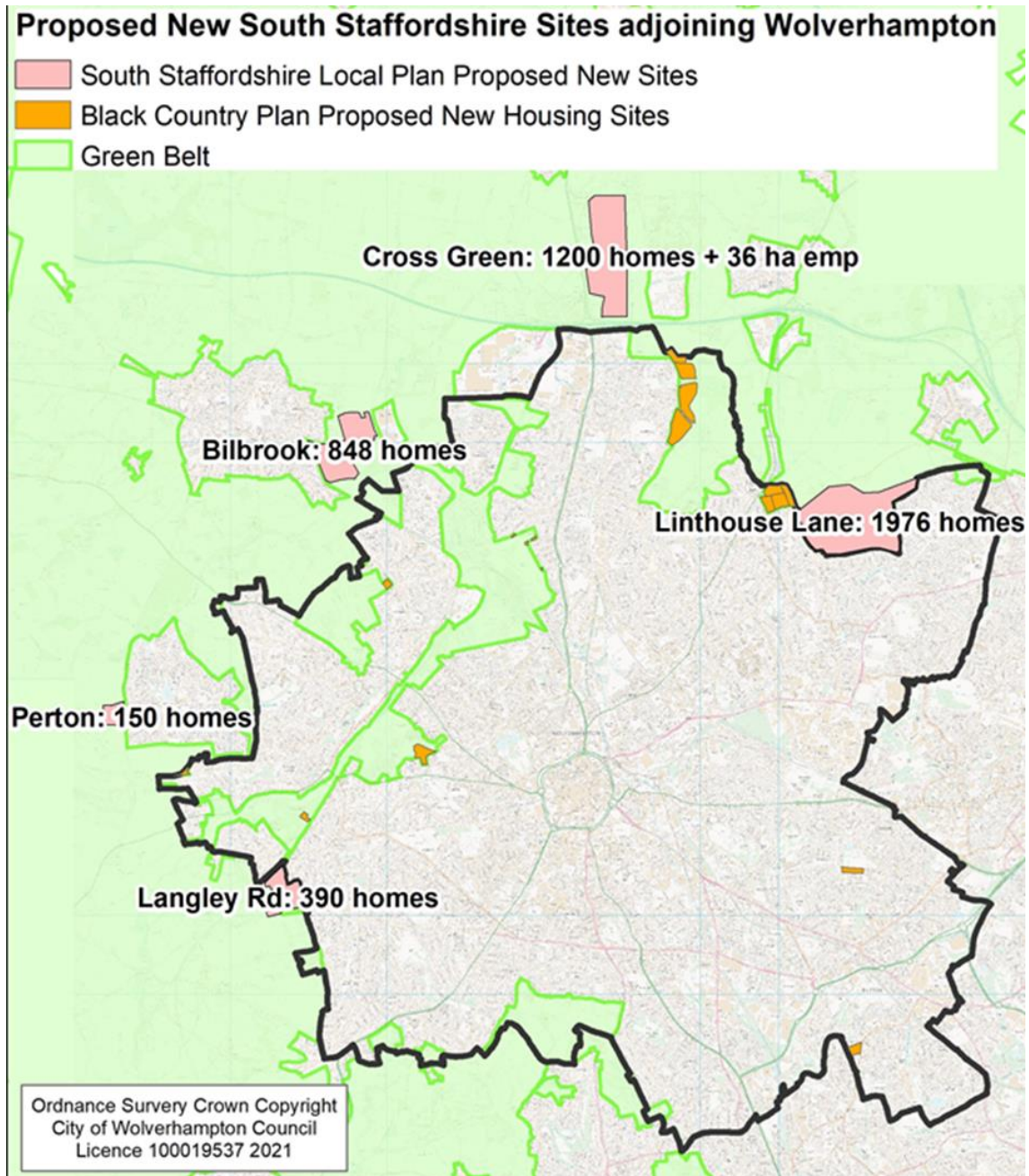
3.0 Summary of the Consultation

- 3.1 SSDC remain committed to contribute 4,000 homes towards the HMA shortfall, on top of the 4,881 homes required to meet their local housing need. However, this contribution is not apportioned between Birmingham and the Black Country. The consultation also sets out longer term aspirations for development of a new settlement along the A449 / West Coast Mainline corridor (around Penkridge) as part

of the next Plan review. This location was identified in the HMA Strategic Growth Study and has the potential to help meet longer term Black Country housing shortfalls. No specific contribution is offered towards the significant unmet need for new employment land in the emerging Black Country Plan (BCP). This is because work is yet to be completed on a South Staffordshire Housing and Employment Development Needs Assessment (HEDNA) which will determine the employment land needs of South Staffordshire.

- 3.2 The proposed spatial strategy largely follows the infrastructure-led, preferred spatial housing option G, although there are significantly fewer homes proposed on the western edge of the Black Country – 390 compared with 750 previously proposed.
- 3.3 The site selection criteria cover a range of planning issues, including impact on the historic environment, landscape sensitivity, natural environment constraints, flood risk, access issues, loss of open space, and making full use of brownfield site options first. These factors are weighed together to make a judgement as to which sites are selected for development. The site selection process makes use of the green belt harm and landscape sensitivity assessment ratings developed as part of the joint Black Country and South Staffordshire Green Belt study, in a manner consistent with the Draft BCP approach.
- 3.4 Most of the proposed new housing and employment development sites are located on the edge of existing South Staffordshire settlements, the majority on greenfield land which is currently green belt. However, there are significant extensions proposed to the Wolverhampton urban area at Linthouse Lane (1976 homes - 1,200 by 2038) and Langley Road (390 homes) and a significant mixed use allocation just north of Wolverhampton at Cross Green/ ROF Featherstone (1200 homes and 36 ha employment land). Policy DS3 states that SSDC will work cross-boundary with infrastructure bodies and statutory partners to ensure these sites are supported by any necessary infrastructure". Plan 1 shows the location of significant allocations which could have cross-boundary implications for Wolverhampton.

Plan 1



- 3.5 The Preferred Options is supported by an updated Infrastructure Delivery Plan (IDP) addressing a range of infrastructure issues including transport, schools, health facilities, community services, open space and retail. This has been developed through consultation with infrastructure providers and neighbouring authorities, including CWC. Some strategic infrastructure opportunities are identified, including: a First School to serve Codsall / Bilbrook; primary schools to serve Linthouse Lane and Cross Green; road access to ROF Featherstone Strategic Employment site across the west coast mainline to the A449 (to be delivered through the Cross Green development); Brinsford Strategic Park and Ride (on safeguarded land at Cross Green); enhancements to the Green Infrastructure Network and active travel network; and highway improvements around Perton including the A41 junction that would alleviate existing congestion.

- 3.6 The IDP states that any urban extension to the Black Country would be expected to deliver much of their new infrastructure demand on site, creating communities with a high degree of self-containment in terms of local shops, community facilities and primary schools, whilst having good access to higher-order facilities in the adjacent urban area. Smaller sites, such as Langley Road, which cannot sustain on site infrastructure are considered to be located within walking distance of a good range of services and facilities in the neighbouring urban area.
- 3.7 Policies SA2 and SA3 covering the Cross Green and Linthouse Lane sites require the preparation of Supplementary Planning Documents to address timely delivery of key infrastructure and design requirements, to be adopted in the early years of the Plan period and to include an Infrastructure Delivery Strategy.
- 3.8 Both sites are anticipated to be served by a new primary school, open space, local shops and “any necessary community facilities of an appropriate scale to meet the needs of the development whilst maintaining the vitality of services and facilities in the wider area”. Highways, sustainable transport and active travel infrastructure improvements are also expected to align with improvements proposed in Wolverhampton. Cross Green will include safeguarded land for a potential rail-based parkway and will be accessed by a link road from the A449, which will also provide access to the ROF Featherstone strategic employment site.

4.0 Implications for Wolverhampton and Proposed Principles for a Wolverhampton Consultation Response

Strategic

- 4.1 It is welcome that SSDC continue to be committed to offering 4,000 homes to meet the shortfall in the wider HMA. Given the proximity of the Black Country to South Staffordshire and strong migration and commuting links, it is reasonable to claim all of the 4,000 homes being offered by SSDC towards meeting Black Country housing needs. This would represent a crucial contribution towards the estimated Black Country shortfall of 28,239 homes up to 2039, which is now clearly demonstrated through the Draft BCP and supporting evidence. It is also welcome that there are longer term proposals to develop a new settlement which would have the potential to help meet future Black Country housing shortfalls.
- 4.2 The SSLP is also a significant potential contributor towards the large shortfall of 210 ha employment land evidenced by the Draft BCP and supporting 2021 Employment Development Needs Assessment (EDNA). Therefore, it is of concern that no specific contribution can be offered because the employment land needs of South Staffordshire have not yet been established through a Housing and Employment Development Needs Assessment (HEDNA). This crucial piece of evidence must be completed as soon as possible, so that the figures generated can be used to inform the Publication BCP, SSLP and supporting Statements of Common Ground between the BCA and SSDC.

- 4.3 The Preferred Options proposes some significant allocations near the edge of Wolverhampton, totaling 3,566 homes. Policy DS3 states that these should be considered extensions to the Black Country to assist in meeting HMA needs – strengthening the case that these homes will meet Black Country needs rather than Birmingham needs. There is also a strong case for Wolverhampton residents to secure nomination rights for the 30% affordable housing proposed on these sites.
- 4.4 The Cross Green mixed use development will help meet the employment land needs of the Black Country in a location close to significant employment opportunities at the i54 and ROF Featherstone strategic employment sites. The development will help deliver the ROF Featherstone strategic employment site and Brinsford Strategic Park and Ride site which will increase access to the rail network, and also addresses the HMA Strategic Growth Study recommendation for a strategic housing site in this locality.
- 4.5 There are only two options for a large urban extension north of the Black Country, as proposed in the 2019 consultation – Linthouse Lane and north of Walsall. The evidence points strongly towards Linthouse Lane being the least harmful and most sustainable of these options. There are also limited options for smaller sites along the western edge of the Black Country, of which Langley Road has been selected as the least harmful and most sustainable. Selection of this site represents a welcome reduction in the amount of development along the western edge of the Black Country from 750 to 390 homes.

Impacts on Wolverhampton Infrastructure

- 4.6 The proposed allocations adjoining Wolverhampton raise cross-boundary infrastructure issues, particularly given the location of Draft BCP housing allocation in the north east of the City which will also impact on local infrastructure. The spatial strategy claims to be “infrastructure-led”, having specific regard to infrastructure opportunities such as school place expansions. It is particularly of note that the Linthouse Lane and Cross Green urban extensions would be expected to deliver infrastructure on site, creating communities with a high degree of self-containment in terms of local shops, community facilities and primary schools, which could minimise impacts on existing local communities, if delivered in a timely manner. The Infrastructure Delivery Plan sets out how various infrastructure needs are in the process of being assessed and how these may be addressed.
- 4.7 If infrastructure impacts are not fully assessed and mitigated through the contributions of developers and infrastructure providers these developments could have negative impacts on Wolverhampton infrastructure, including transport, public open space, education and health services. The developments could also have negative impacts on the environmental quality and amenity of immediately adjoining residential areas if not properly planned. Therefore, each development, including Langley Road, needs to be carefully masterplanned, based on sufficient detailed evidence, and it is vital that close joint working between SSDC and CWC continues on all relevant issues throughout the Plan preparation, SPD preparation and planning application processes.

- 4.8 The likely cross-boundary impacts of proposed developments in the Preferred Options document and the Draft BCP on key infrastructure issues (transport, education and health) are considered below. It is also important that any green infrastructure proposals for developments located on the edge of Wolverhampton are fully integrated with existing and potential green infrastructure networks in Wolverhampton.

Transport

- 4.9 In terms of transport infrastructure implications, close engagement will need to continue with Staffordshire County Council. As a gateway to the West Midlands, it is critical that the impact on the transport network of trip generation is assessed not just in the immediate vicinity of development but also in the corridors giving access into the urban area. Developments should minimise trip generation, through local provision of services, high-quality multi-modal connectivity and maximising opportunities arising from future transport developments e.g. growth in electric vehicle usage. Good access to the rail network and provision of supporting infrastructure such as sufficient park and ride capacity are essential. Any impact of the implementation of HS2 should be taken into account and high quality pedestrian and cycling infrastructure should be incorporated for local journeys and first / last mile links.
- 4.10 Development should link effectively to the strategic transport network, in particular high-capacity corridors such as the A449 and the proposed M6 link road, avoiding excessive pressure on sensitive transport links such as the A454, the urban A460 and non-strategic routes. Where transport link improvements are required to mitigate trip generation impacts, appropriate funding mechanisms should be secured. Co-ordinated transport modelling exercises are currently underway for the SSLP and BCP. Initial indications are that potential impacts on the Wolverhampton highways network can be mitigated through a viable and deliverable package of developer funded improvements.

Education

- 4.11 The Draft BCP identifies where, taking into account any planned provision, it is likely that a new school will need to be provided to meet local needs, and therefore land should be set aside to accommodate this. In Wolverhampton, land in Council ownership has been set aside for a two form entry primary school in the Bushbury area to meet the potential needs arising from housing developments in the north east of the City. Wolverhampton Local Education Authority (LEA) has advised that other primary and secondary school place needs arising from the Draft BCP can be accommodated within existing school capacity or extensions to existing schools, which will be funded by developer contributions, where this is financially viable.
- 4.12 SSDC currently operate a developer contribution system for school places needs arising from development. The Preferred Options document and IDP set out the expectation that there will not be a reliance on Wolverhampton schools to accommodate South Staffordshire pupils arising from new development, and vice versa, and that this will be set out in a Statement of Common Ground. Although sites are proposed for new primary schools at Linthouse Lane and Cross Green, there are

no specific proposals to address secondary school place needs arising from these developments. The IDP states that developments of 5000 homes may generate the need for a new secondary school.

- 4.13 Bhylls Acre Primary is located in Wolverhampton, adjoining the Langley Road site. Although the school is under the jurisdiction of SSDC most pupils are Wolverhampton residents. Langley Road would also be in the catchment area for South Staffordshire secondary schools. The Langley Road development would impact on the South Staffordshire area initially due to pupil demographics and South Staffordshire operating catchment areas. If the Published Admission Number at Bhylls Acre remained at 30 per year group, the delivery and phasing of the development would likely mean that new SSDC resident pupils could displace Wolverhampton resident pupils over time. However, the Wolverhampton Wards that are closest to the border show that cohorts entering reception up to academic year 2024-25 are anticipated to decrease based on birth rates. Therefore, any push back over time from the Langley Road development, for both primary and secondary phases, is expected to be capable of being catered for in existing provision within Wolverhampton, without the need for new schools or school extensions.
- 4.14 In conclusion, although it is welcome that SSDC are committed to meeting primary and secondary school place needs arising from Preferred Options development within South Staffordshire, and to establishing agreement on this with CWC through a Statement of Common Ground, further details are required on how the secondary school places arising from Linthouse Lane and Cross Green would be accommodated. These details should be set out in the IDP and established, as far as possible, in the SoCG.

Health Infrastructure

- 4.15 The Preferred Options document states that ensuring sufficient access to GP / health centres to accommodate residents from new developments will be a key challenge. The IDP states that access to GP provision has been identified as a local infrastructure concern. SSLP is considering requiring developer contributions towards health infrastructure such as GP / health centres, in a similar manner to the Draft BCP, and the NHS Estates team is due to provide estimates of site specific requirements and costs by the end of 2021. However, both the Linthouse Lane and Cross Green developments would generate a large number of additional patients and it is understood that there is no potential to extend local surgeries to accommodate this increase.
- 4.16 The part of South Staffordshire adjoining Wolverhampton is served by the South Staffordshire Clinical Commissioning Groups (CCGs) and Wolverhampton is served by the Black Country and West Birmingham (BCWB) CCG. Therefore, any cross-boundary solutions would require coordination of service improvements between adjoining CCGs. The BCWB CCG have advised CWC that the potential impact of Draft BCP housing sites on GP provision, which are concentrated in the north east of the City, can be mitigated through planned and potential service improvements which would be part-funded through developer contributions. However, it is not certain that these improvements could also absorb additional demand arising from Linthouse Lane and Cross Green. This is particularly a concern given the lack of available sites

and expansion land for surgeries in the constrained urban area of Wolverhampton. BCWB CCG currently consider that the number of new patients generated by the smaller Langley Road development could be accommodated through the addition of an extra consulting room at an existing local surgery in south west Wolverhampton.

- 4.17 Therefore, to avoid the potential for negative impacts on GP service provision in Wolverhampton, and in line with the principle of “self-containment” for urban extensions, it is crucial that land is set aside at the Linthouse Lane site and/or the Cross Green site sufficient to accommodate consulting rooms to serve all residents (including homes estimated for delivery post-2038). If this land is ultimately not required, due to service changes or availability of other sites for GP provision, it could be released for other uses. However, it is important that these developments are designed so that they are capable of delivering GP provision on site, if this is the only solution available at the time a planning application is submitted.
- 4.18 It is also essential that SSDC develop a developer contribution system which will secure sufficient funds from major housing developments to deliver consulting rooms in a timely manner which avoids impacts on Wolverhampton GP service provision. Finally, the SSLP needs to make clear that the Langley Road development will be required to make sufficient contributions to deliver an extra consulting room in south west Wolverhampton, through close consultation with BCWB CCG.

Proposed Principles for a Wolverhampton Response

- 4.19 Therefore, it is proposed that the principles for a CWC consultation response are developed based on:

Duty to Cooperate and Statements of Common Ground

- a) Acknowledgment that the BCA and SSDC have been working together constructively on planning issues of mutual interest and that this is expected to continue with a focus on the phasing of new development and to ensure that the infrastructure required to address the impacts of development proposals is provided for;
- b) Expectation that, as the BCP and SSLP both move towards Publication in summer 2022, the BCA and SSDC will aim to reach agreement on all relevant cross-boundary issues and reflect this agreement in draft Statements of Common Ground to support each Plan;
- c) Support for the preferred housing growth option of local housing need plus 4,000 homes to meet HMA need up to 2038;
- d) Given detailed evidence provided by the Draft BCP that the Black Country has a very significant housing shortfall up to 2039, and the close geographical, migration and commuting links between the Black Country and South Staffordshire, request that the full 4,000 homes should be specifically allocated to meet Black Country housing needs;
- e) Support the longer term growth aspirations for a new settlement with strong sustainable transport links to the Black Country, which could help meet longer term Black Country housing shortfalls;
- f) Request that the South Staffordshire HEDNA is completed as soon as possible, with due regard to the Black Country EDNA (2021) and the West Midlands

Interchange Apportionment Study, and shared with the BCA as soon as possible to determine how far the SSLP will be able to contribute towards significant unmet employment land needs in the Black Country.

Site allocations and cross-boundary infrastructure

- g) Noting the scale and location of the proposed extensions to the Wolverhampton urban area and to commit to require further work on infrastructure requirements and assurances that close joint working on all relevant planning issues will continue throughout the Plan preparation process, SPD preparation, pre-application and planning application processes;
- h) Request that a SPD and Infrastructure Delivery Strategy is also prepared for the Langley Road site;
- i) Request that the affordable housing secured on sites proposed in the Plan within the Wolverhampton locality are allocated through nomination rights for Wolverhampton residents, and that this requirement is set out in the Publication Plan;
- j) Request that the combined impact of SSLP and BCP developments on the wider transport network is assessed, that development links effectively to the strategic transport network and avoids excessive pressure on sensitive transport links, that effective sustainable transport solutions are provided to connect essential trips to the local network, and that developments seek to minimise trip generation through all available mechanisms;
- k) Support for the continued promotion of the existing Brinsford Strategic Park and Ride site allocation in the Preferred Options and request that this project and other supporting infrastructure which increases access to the rail network should be fully promoted in the SSLP;
- l) Support for developing a Statement of Common Ground establishing the principle of self-containment regarding primary and secondary school places for both the SSLP and the BCP, however request further detail on how secondary school places arising from Linthouse Lane and Cross Green would be accommodated;
- m) Request that land is set aside at Linthouse Lane and/or Cross Green sufficient to accommodate GP consulting rooms to serve all residents, in line with the principle of self-containment for urban extensions;
- n) Request that SSDC develop a developer contribution system which will secure sufficient funds from major housing development to deliver GP consulting rooms in a timely manner, so that there are no negative impacts on Wolverhampton GP service provision;
- o) Request that the SSLP makes clear that the Langley Road development will be required to make sufficient contributions to deliver an extra GP consulting room in south west Wolverhampton.
- p) Request that green infrastructure proposals for developments on the edge of Wolverhampton are integrated with existing and potential networks in Wolverhampton.

5.0 Evaluation of alternative options

- 5.1 The alternative option is for the Council not to respond to the consultation. This option is not viable, given the implications of the SSLP for Wolverhampton could be significant.

6.0 Reasons for decision

- 6.1 The SSLP could have significant implications for Wolverhampton therefore it is important that the Council submits a response to each stage of consultation.

7.0 Financial implications

- 7.1 There are no immediate financial implications arising directly from this report. Any staffing costs associated with responding to the consultation will be met from the approved Planning budget 2021-22. At future stages in the SSLP process implications may arise for infrastructure provision in Wolverhampton, which will be addressed in future reports.
[VS/18112021/W]

8.0 Legal implications

- 8.1 As a neighbouring authority, SSDC are required to work with the Council on the preparation of their Local Plan documents. Pursuant to Section 110 of the Localism Act 2011 the Council's planning authority has a legal "duty to cooperate" This requires the Council to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
- 8.2 The duty to cooperate is not a duty to agree, but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination. Local planning authorities must demonstrate how they have complied with the duty otherwise they will not be able to proceed further in examination. As part of its consideration, local planning authorities will need to bear in mind that the cooperation should produce effective and deliverable policies on strategic cross boundary matters as set out in the body of this report.
[JA/18112021/F]

9.0 Equalities implications

- 9.1 A screening has been carried out for equalities implications and this concluded that a full Equality Analysis was not required for the recommendations of this report, as they do not involve a change to Council services, functions, policies or procedures.

10.0 All other implications

- 10.1 On 2 October 2018 Cabinet (Resources) Panel approved the submission of a number of Council-owned sites to SSDC for development as part of the "Call for Sites" for the Local Plan. These sites have not been selected for inclusion in the Preferred Option consultation.

11.0 Schedule of background papers

- 11.1 South Staffordshire Local Plan Preferred Options Consultation, November 2021
- 11.2 South Staffordshire Local Plan Infrastructure Delivery Plan, November 2021
- 11.3 [Minutes of Vibrant and Sustainable City Scrutiny Panel](#) 7 November 2019

- 11.4 Report to 22 January 2020 Cabinet: [South Staffordshire Local Plan Spatial Housing Strategy and Infrastructure Delivery Consultation](#)
- 11.5 Report to 12 December 2018 Cabinet: [Wolverhampton Response to South Staffordshire Local Plan Issues and Options Consultation](#)
- 11.6 Report to 2 October 2018 Cabinet Resources Panel: [Black Country and South Staffordshire Plan Reviews – Call for Sites Submissions](#)