

Penkridge Parish Council

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South Staffordshire Council
Council Offices
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Dear Sirs

South Staffordshire Council - Local Plan Consultation May 2024

Please find below the response to the above from Penkridge Parish Council:

Housing

The Local Plan was published 2012 and the Site Allocation Document approved in 2018 showing NO housing developments planned for Penkridge until after 2028.

The land to the north of Penkridge were shown in the SAD 2018 as possible allocated sites for housing and development at a future date.

The Governments subsequent Guidance required a Review of the Local Plan, which SSC proposed approximately 1129 new homes and development on the land to the North of Penkridge.

In addition two 'infil' sites within Penkridge, 005 and 006:

005 Cherrybrook is contentious with concerns regarding access, flooding and overdevelopment in view of its close proximity to the M6.

The Developments within the land previously identified for possible growth of Penkridge to the North, the Bloor Homes and Cameron Homes sites have now been approved for 224 dwellings, mainly due to SSC not having a 5 year land bank supply.

The very recent Government announcement regarding Housing numbers, has indicated that, there may be a rethink regarding the amount of new housing which could be considered acceptable to existing communities for the future housing growth.

In the present Review of the Local Plan it is proposed that some future housing growth may be inevitable/acceptable for the next period 2028 to 2039 but only in a reasonable and well planned manner .

This should include the 224 dwellings stated above with the benefit of planning permissions and also the possibility of approximately 160 dwellings from sites 005 and 006 making a total of 380 dwellings, which may be considered acceptable to the community to 2038.

However unfortunately the Bloor and the Cameron sites are an examples of piecemeal development and have not been designed or approved with the benefit of a Masterplan to incorporate the developments in an appropriate manner to fit in with existing Community and services of Penkrige. This leads to concerns about the possibility of allowing piecemeal development of the future land. The design of a Masterplan should include the centre of the village at its core. Any future housing developments around Penkrige should be designed to provide safe access and adequate cohesion with the Village centre .

The SHELAA and 5 year land housing bank supply report also includes land to the west and south of Penkrige which may be available and suitable and should be considered for development in the future for the growth of Penkrige up to 2038 and beyond.

Infrastructure, Highways and Footpath/Cycleways

There is a proposal by SCC to promote some land in their ownership for future housing to the west of Penkrige, some of this land is in the SHELAA report, in their response to the Local Plan Review consultation.

This land may include a Spine road running from the South with a connection from the A449 near Gailey to connect back to the A449 near Lower Drayton Lane to the North of Penkrige.

The site 010 may be affected by this proposed route. **Therefore the design of any Masterplan for the area should reserve this part of the route.** Although it is suggested that traffic from the WMI may be constrained from using the A449, this will be of little effect should the M6 be shut and all traffic is diverted through Penkrige, which is a very regular occurrence. A new spine road would give an alternative relief for the centre of Penkrige.

Any new housing should connect with the village with alternative routes for roads, if possible, or at least alternative routes and links for footpaths and cycleways being designed and provided.

There is a possible route for an alternative link from land to the north of Penkrige via a **new bridge across the River Penk and the flood plain** to the east toward the Teddesley Road and to connect to the schools and the Village Centre.

There are concerns that any development on the west side of the A449, to the north, will not have adequate and safe crossings and safe routes for pedestrians and cyclists to the Village centre, without following in close proximity to the busy and potentially dangerous A449 highway.

There are concerns that increased traffic from the new dwellings may not be able find parking in the village centre for shopping and also at the Rail Station, which is now a major user in the region, mainly by non- residents of Penkrige to commute to work elsewhere.

Economy and Services

The WMI is identified as a major employment site. This in turn will create major traffic movements in and through Penkridge and for users of the existing village centre services.

The Local Plan review does not show any other small scale sites for commercial development in Penkridge, although the availability for such sites may also be possible on land to the west of Penkridge.

There are also concerns about the provision of adequate Doctors' services with the growth of the population.

The Local Plan review does not show any justifiable and sustainable development for retail development community use or and possible a sustainable school site. The design of any masterplan will need to show more detail before acceptance by the community. Or should the existing retail and school provisions be extended.

Open space

The Neighbourhood Plan review policy for the provision has been changed. The open space requirements have been reduced to 0.006ha from 0.01ha per dwelling.

This effectively nearly halves the provision of amenity and usable open space and green spaces throughout all the new estates. It will also have the potential of **the increase the density of the proposed housing delivery**. It will certainly have the effect of **reducing the openness** of the future housing estates.

The Local Plan review does not take seriously the opportunity to allocate the river flood plain areas as new open space/ parkland from the north – toward the Village centre connecting the previous River Park on the Teddesley Road/The Roller Mill in 2001. And to the west to Cuttlestone Bridge on Pinfold Lane.

Environment

Wind turbines and the Anaerobic Digester are established. There now appears to be the opportunity to preserve the countryside with the proposals for Solar energy.

Travellers Site A449

There are concerns that the site is to made permanent this has already been rejected since 2009 and should continue to be part of the Green Belt.

Appendix G – possible new settlements. (also included in the SHELAA report)

The Local Plan Review does not include consideration of land to the west. The land beyond the Railway already has some development to the west. There are services already available within close reach of the village, there appears to be land available for future growth of the village to the west which should be considered for growth after 2038, without the need to set up new communities at Dunston or Gailey.

Land South of Stafford A34 Acton Hill – site 582

This land is for Stafford Borough Council overspill and it an unsuitable intrusion into the Open Countryside.

It is not connected to the villages of Penkridge or Acton Trussell and therefore unconnected to all the village services.

The opportunity to discuss the bigger picture of how and what should be available for delivery in the future growth of Penkridge should not be missed at this time.

Finally following the Michael Gove statement to the House of Commons detailing proposed changes to the planning system, Local Government Local Plan reviews, protective measures for the Green Belt, as well as amendments to the authority of the Planning Inspectorate to override planning decisions. Are South Staffordshire Council considering following the example set by the 23 District Councils nationally and delay submission to the Secretary of State and revise the Local Plan, specifically addressing total housing and duty to cooperate numbers based on these updates.

Your faithfully

Lesley Hough
Parish Administrator