



LAND AT CROSS GREEN

DEVELOPMENT VISION

Prepared by Pegasus Group on behalf of Taylor Wimpey UK LTD

December 2022 | P20-0904

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**Taylor
 Wimpey**



LAND AT
CROSS GREEN



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**PEGASUS
 GROUP**





EXECUTIVE SUMMARY

This Development Vision document has been prepared by Taylor Wimpey UK Limited ("Taylor Wimpey") and demonstrates that land at Cross Green ('the site'), provides a unique opportunity to create a sustainable, distinctive and attractive residential development which safeguards the potential for the longer-term delivery of a rail-based parkway station. The site is promoted for an infrastructure led residential development, adjacent to strategic employment growth, which responds to the site's context and emerging policy requirements, to ensure a high quality, sustainable new village is created.

IN SUMMARY:

- The site provides an opportunity to deliver a new village in close proximity to employment opportunities, in the vicinity of, Junction 2 of the M54 in line with the recommended areas of search for strategic development identified within the Greater Birmingham Strategic Growth Study.
- The site safeguards land to support the delivery of a rail-based parkway station along the adjacent West Coast Mainline.
- Primary site access is achieved via the approved new link road to ROF Featherstone, supported by South Staffordshire District Council as the preferred route (Option 7).
- The site is not affected by any overriding physical, environmental or technical constraints.
- The Development Framework Plan demonstrates that the site could accommodate approximately 1,200 new homes, alongside significant new supporting infrastructure.
- The Development Framework Plan also includes land for a new primary school, community hub/village centre and a network of green and blue infrastructure.
- The site would deliver on the three aspects of sustainable development as per the requirements of the NPPF.
- The development is truly deliverable and would be completed swiftly by one of the UK's leading housebuilders.
- Taylor Wimpey is committed to engaging with South Staffordshire District Council, key stakeholders and the local community in preparing a Strategic Masterplan to deliver a high-quality development which delivers real benefits for the area.

LEGEND

Site boundary

INTRODUCTION

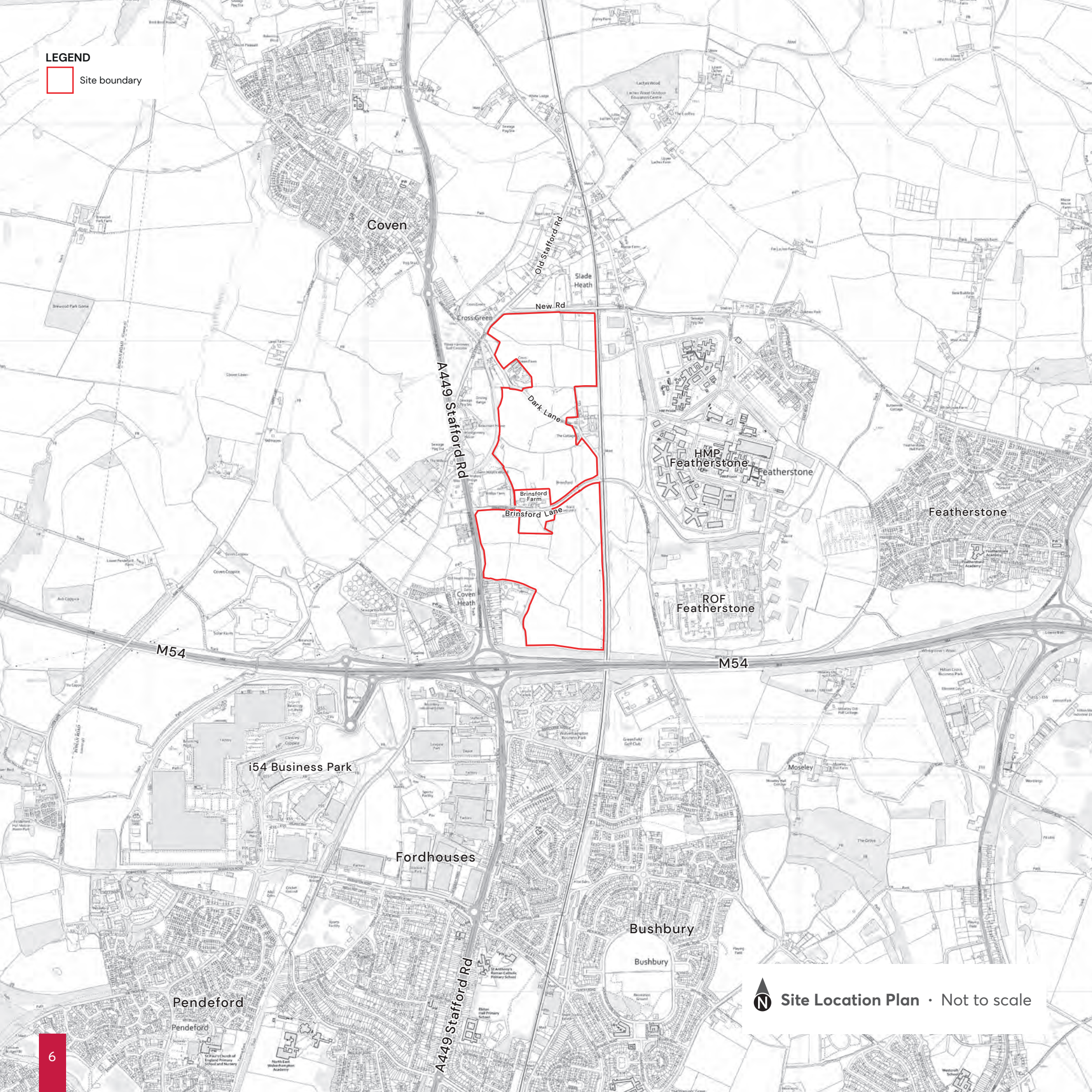
DOCUMENT OVERVIEW

- 1.1 This document provides a vision for the development of a sustainable residential proposal with significant areas of public open space and other supporting infrastructure. It explains the technical work that has been carried out by Taylor Wimpey to inform our initial development vision for the site and forms the basis for more detailed consultation with South Staffordshire District Council, other key stakeholders and the local community to refine the proposals as appropriate.
- 1.2 Taylor Wimpey is one of the UK's leading housebuilders, being responsible for the delivery of over 10,000 homes annually. Taylor Wimpey is

committed to engaging with local communities to shape developments which best meet local needs and requirements. Further details of our company are set out in Appendix 1.

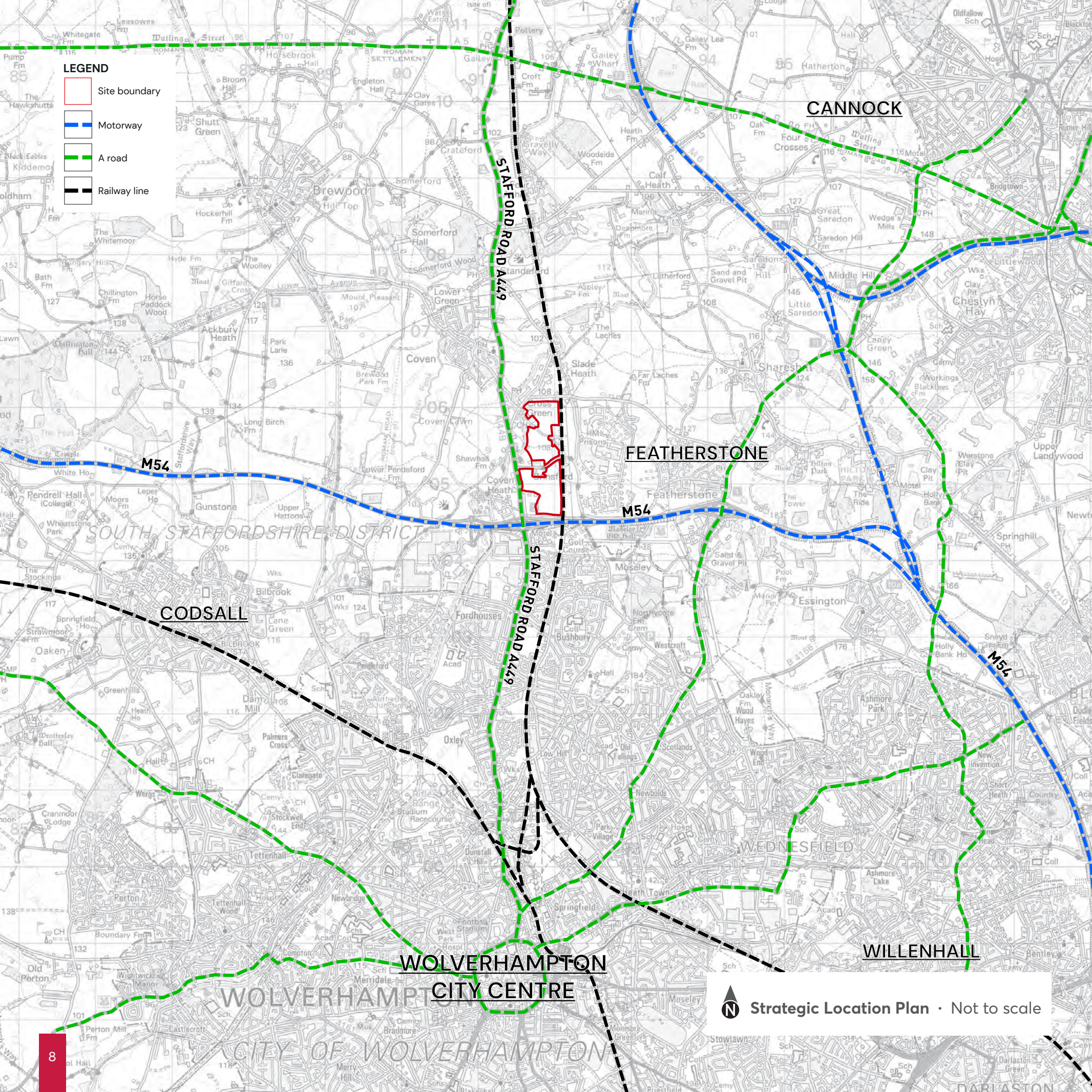
1.3 Taylor Wimpey has appointed a consultant team to assist in producing an appropriate development vision for the site. The principal team members comprise Evolve Planning & Design (Planning), Pegasus Group (Masterplanning, Economic Benefits), DTA (Transport), BWB Consulting (Flood Risk and Drainage, Air Quality, Noise) and EDP (Landscape, Arboriculture, Ecology, Heritage).

- 1.4 This document includes the following sections:
 - Section 2 – The Site & Surrounding Area
 - Section 3 – Policy Background
 - Section 4 – What is the Vision for the Site?
 - Section 5 – Site Analysis
 - Section 6 – The Proposal
 - Section 7 – Conclusion



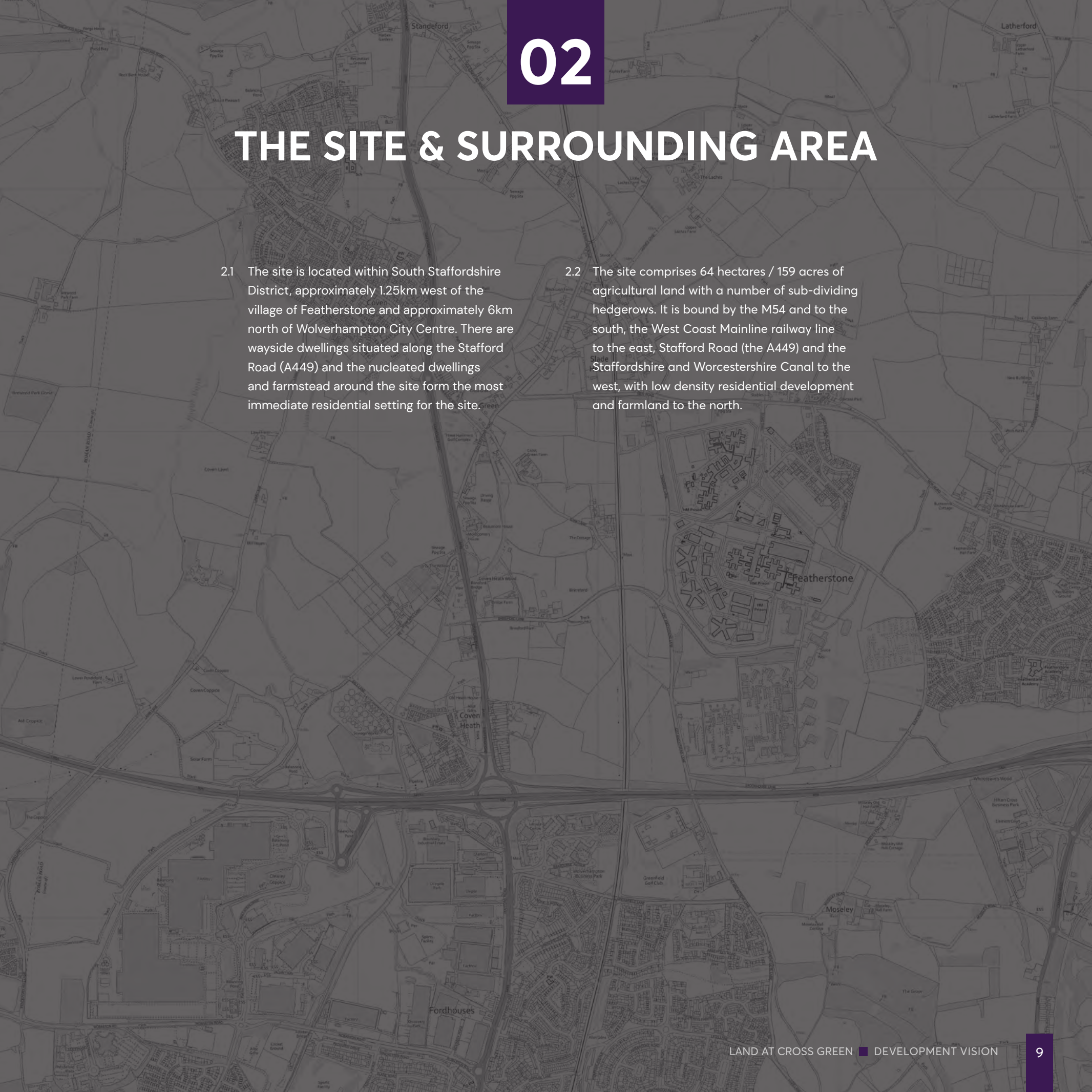
Site Location Plan · Not to scale

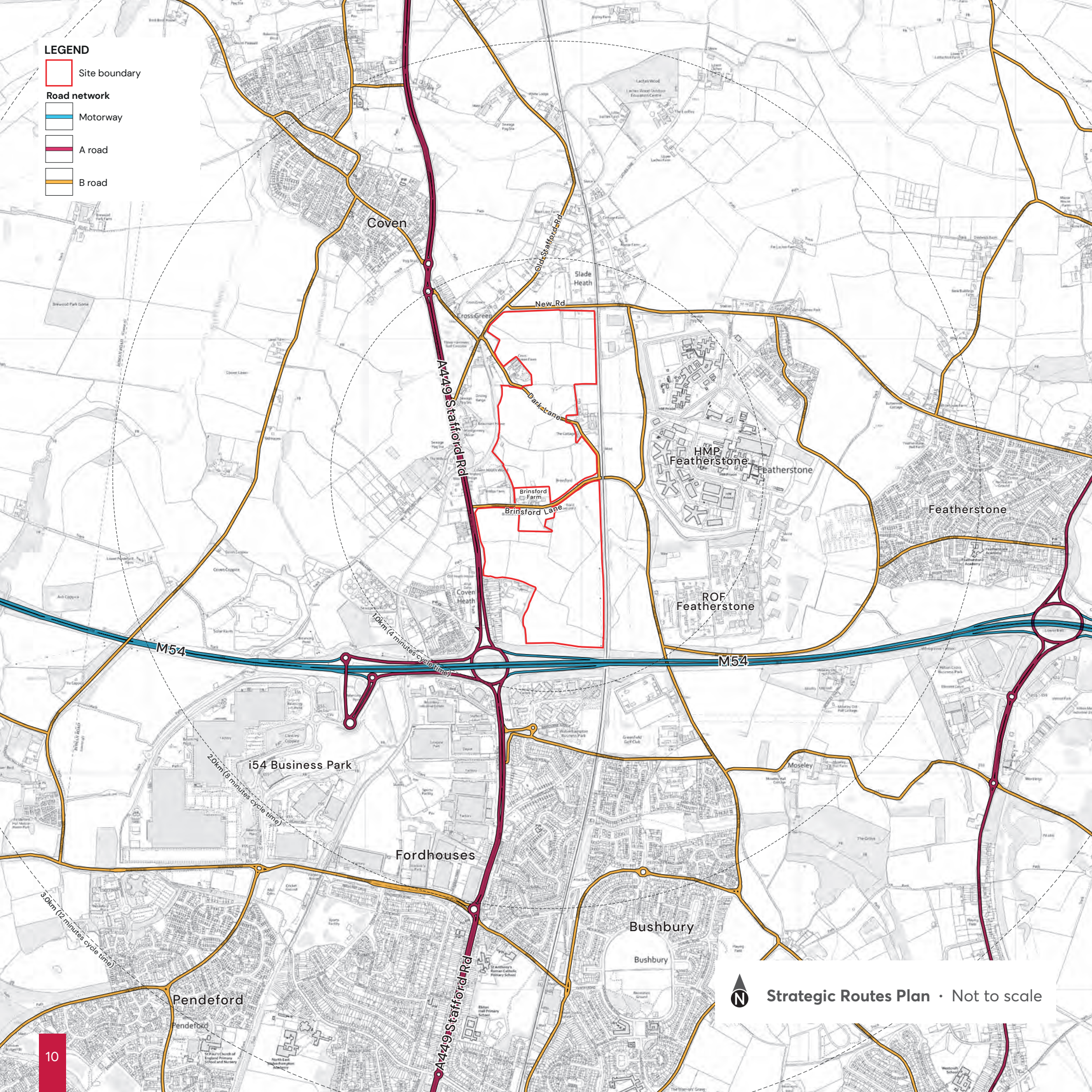
THE SITE & SURROUNDING AREA



2.1 The site is located within South Staffordshire District, approximately 1.25km west of the village of Featherstone and approximately 6km north of Wolverhampton City Centre. There are wayside dwellings situated along the Stafford Road (A449) and the nucleated dwellings and farmstead around the site form the most immediate residential setting for the site.

2.2 The site comprises 64 hectares / 159 acres of agricultural land with a number of sub-dividing hedgerows. It is bound by the M54 and to the south, the West Coast Mainline railway line to the east, Stafford Road (the A449) and the Staffordshire and Worcestershire Canal to the west, with low density residential development and farmland to the north.





View looking southwards down Stafford Road from Brinsford Lane

SITE CONTEXT AND LOCATION

- 2.3 The site is defined by the A449 Stafford Road to the west and the West Coast Mainline railway to the east. The city of Wolverhampton and employment zones including the new i54 Business Park form the southern context while the north of the site is bounded by agricultural land.
- 2.4 Featherstone village is located to the east of the site, Coven Heath to the west, and Cross Green, Slade Heath and Coven to the north.
- 2.5 The site is of a rectilinear shape but contains no development. The majority of the site comprises pastures fields, divided by robust hedgerows and mature hedgerow trees, with small woodland groups situated through the site.
- 2.6 The site is enclosed by existing communication routes including: (i) Old Stafford Road and New Road to the north; (ii) the West Midlands mainline railway which runs north to south along the eastern site boundary; (iii) the M54 Motorway to the southern site edge; and (iv) the Stafford Road (A449) dual carriageway along the western edge of the site.
- 2.7 The western boundary of the site is formed in part by the Staffordshire and Worcestershire canal, which is lined with robust vegetation and mature trees.
- 2.8 The site is dissected by two roads, the first of these being Dark Lane, a single-track carriageway running diagonally north-west to south-east through the centre of the site. This narrow country lane is enclosed by robust hedgerows, which define pastoral fields, giving the route a sunken feeling.
- 2.9 Secondly, Brinsford Lane, a two-lane carriageway runs west to east across the southern portion of the site. Along this lane, there are a small number of wayside dwellings, farmsteads and agricultural infrastructure including storage barns, including Brinsford Farm.
- 2.10 The site has a gentle undulating topography with high points located within the north-east and south-west elements of the site (approx. 110m aOD). The western edge, around Brinsford Lane and the Stafford Road (A449) sit at approximately 105m aOD.
- 2.11 There are no Public Right of Way (PRoW) or Public Access Land within the site. However, the towpath running along the Staffordshire and Worcestershire Canal affords public access along its route on the north-western edge of the site.
- 2.12 The Long Distance Walking Route – the Monarchs Way – passes east to west along Brinsford Lane before joining the wider PRoW network in the wider landscape to the east and west of the site. HM Prison Featherstone is situated approximately 0.25km east of the site, and the M54 Motorway to the south, and there are limited publicly accessible routes to the east and south of the site. Beyond the M54 to the south, the settlement of Wolverhampton further restricts the availability of PRoW.
- 2.13 The Monarchs Way Long Distance Walking Route runs along the Staffordshire and Worcestershire Canal outside of the site, linking with the Stafford Road (A449) and Brinsford Lane, as detailed above.
- 2.14 There are a number of PRoW situated to the north and west of the site; however, none afford direct access to the site

LAND CONTROL

- 2.15 The site, edged in red on the Site Location Plan (page 6), comprises approximately 64ha of agricultural land with Taylor Wimpey owning the freehold on the majority of this land.



Viewpoint from south-western edge of the site looking south towards the M54 Motorway



Viewpoint from south-western edge of the site looking south towards the M54 Motorway



View from Old Stafford Road on the Site's Western Boundary

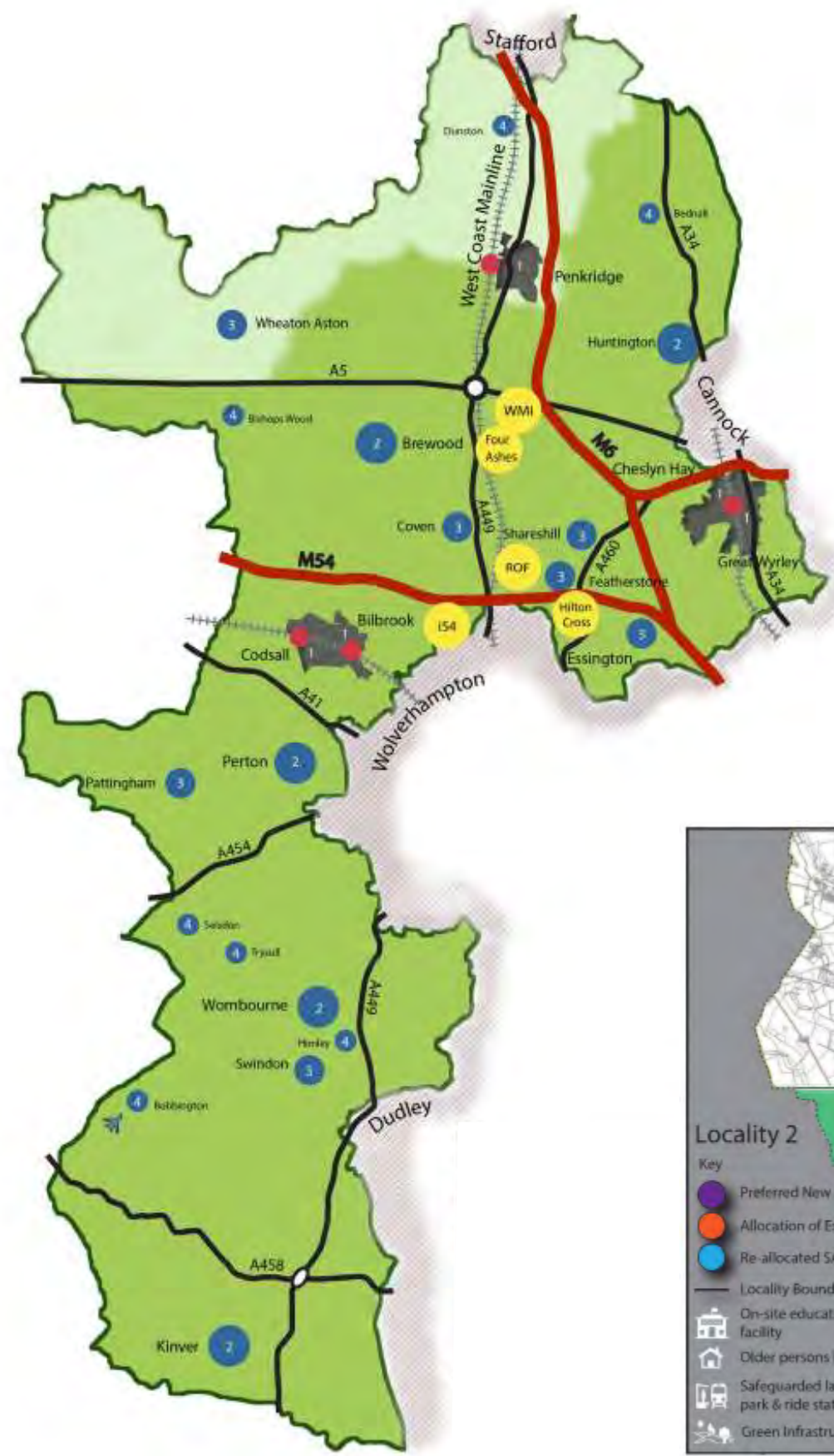


Viewpoint from Public Right of Way outside of the site looking eastwards

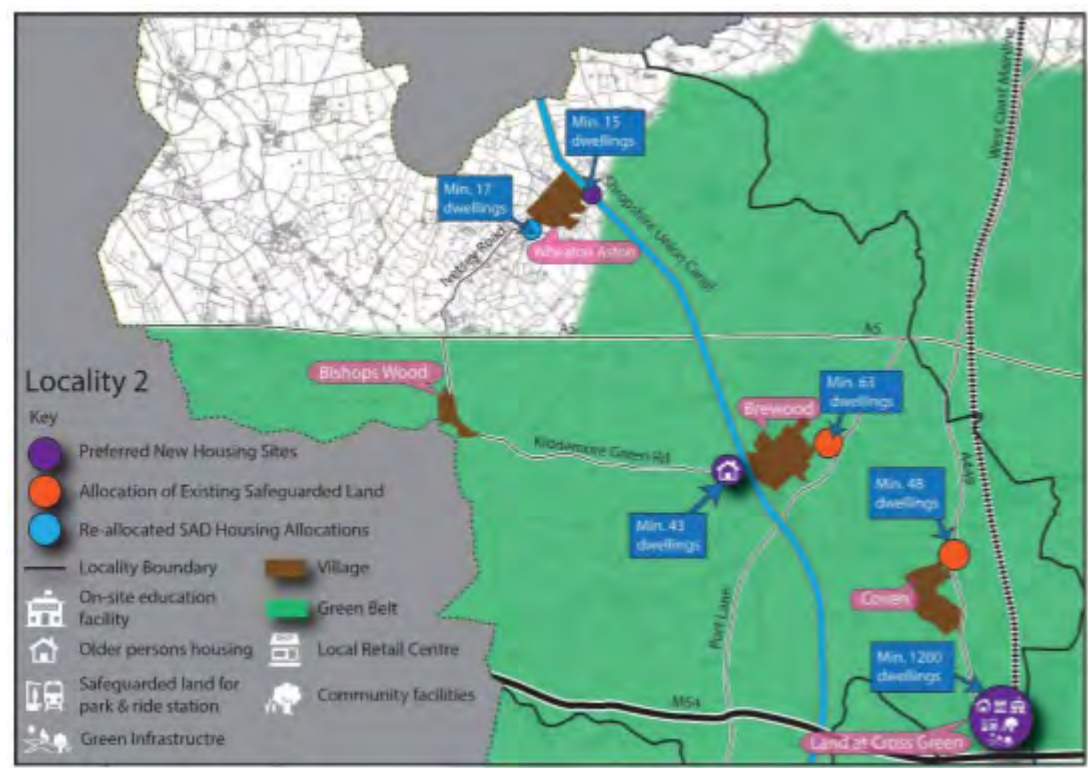


Viewpoint from Towing Path on Staffordshire and Worcestershire Canal outside of the western site boundary

PLANNING POLICY



South Staffs Local Plan Review Context Map
 • Not to scale



NATIONAL PLANNING POLICY

2.1 A revised National Planning Policy Framework (NPPF) was introduced in July 2021. The Government recognises that the planning system should be genuinely plan-led, with succinct and up-to-date local plans providing a positive vision for each local authority; a framework for addressing housing needs and other economic, social and environmental priorities that span a minimum 15 year period from adoption.

2.2 The NPPF requires local authorities to identify a sufficient amount and variety of land, that can come forward where it is needed, to support the Government's aim of significantly boosting the supply of homes. To determine the number of homes needed a local housing need assessment is required, conducted using the 'standard method.' This standard method identifies a housing need for South Staffordshire District of 243 dwellings per annum, including an uplift to take account of market signals and affordability.

2.3 Similarly, the standard method indicates that, collectively, the four Black Country authorities are obliged to deliver 4,004 dwellings per year, including a 35% uplift applied to the City of Wolverhampton.

SOUTH STAFFORDSHIRE LOCAL PLAN REVIEW

2.4 The current development plan commits the District Council to carrying out an early review of the development plan in order to respond to the increasing need for development, both within South Staffordshire and the wider housing market area.

2.5 Taylor Wimpey supports the District Council's decision to carry out a review to ensure an up to date planning policy framework is in place to shape the District to 2039. The review provides an opportunity to address housing need, reflect new national planning guidance and provide a meaningful contribution to meeting needs of neighbouring authorities, where it can be demonstrated that they are unable to do so.

2.6 The Preferred Options version of the Local Plan Review identified Land at Cross Green as a Strategic Development Location (SDL). This SDL was identified as a location for major housing growth comprising a minimum of 1,200 homes, a new primary school and village centre alongside land to deliver a new parkway railway station to serve existing and new residents. The Publication Plan confirms this site as a SDL.

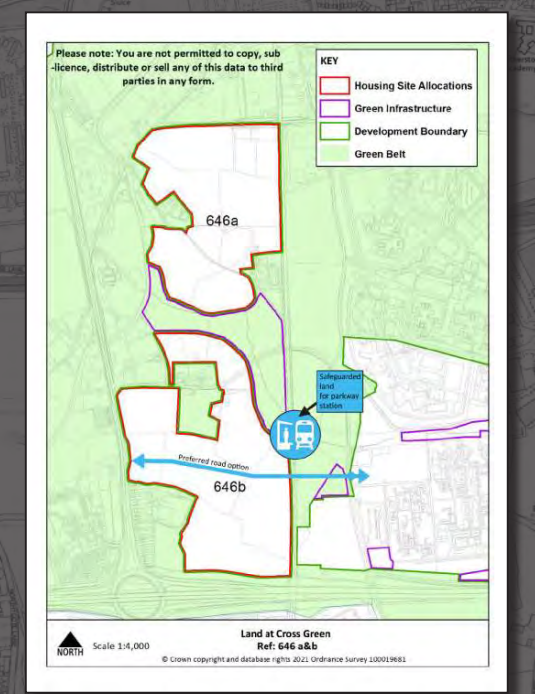
MASTERPLANNING APPROACH

2.7 Since Land at Cross Green was identified as a Strategic Development Location in the Preferred Options document, Taylor Wimpey has worked collaboratively with the Council, the Council's masterplanning consultant and a range of key stakeholders to progress a Vision, Objectives and Concept Masterplan to underpin a Development Framework Plan contained within this Vision Document.

2.8 In line with draft Policy MA1, Taylor Wimpey is committed to preparing a strategic masterplan through further stakeholder and community engagement to inform the preparation of a planning application in due course.

South Staffordshire Council
Core Strategy
 December 2012

Further information can be found at www.sstaffs.gov.uk



WHAT IS THE VISION FOR THE SITE?

4.1 The masterplanning process to date has identified the following Vision and Objectives which are to inform a new high quality, sustainable new village at Cross Green.

“Land at Cross Green will be a thriving, sustainable and beautiful modern Staffordshire village. It will be landscaped and deliver high quality, distinctive development respecting and enhancing the area’s existing natural assets, landscape and key views.

The development will be relatively self-contained and provide a balance of environmental, economic and social opportunities for future residents, whilst complimenting and meeting the needs of the existing nearby communities. There will be a new neighbourhood centre and

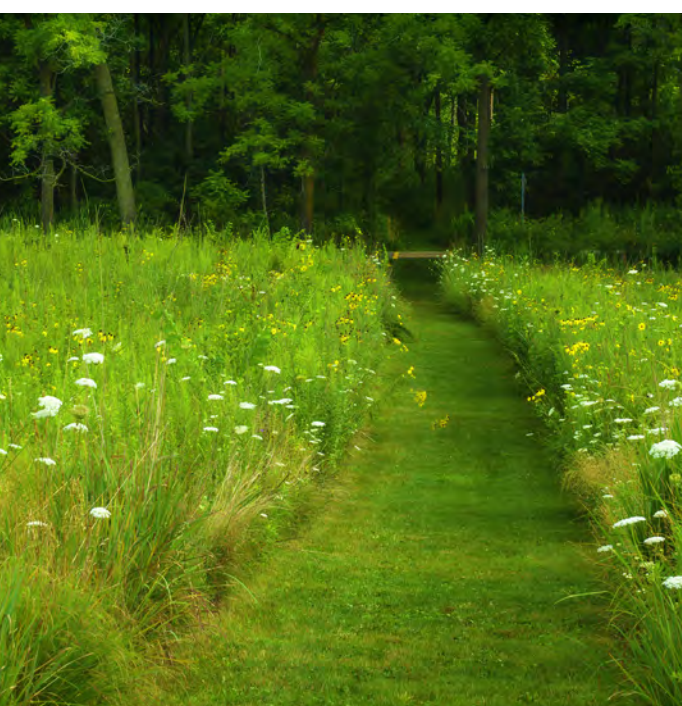
community park at its heart, delivering new space for community, retail and local business/employment opportunities. The new homes and facilities will increase the range of opportunities for existing and future residents.

The development will be well-connected to the existing network of public rights of way, footways and highways and the surrounding countryside with improved public transport, cycling and walking links.

The connections will enhance access to nearby employment opportunities and to future public transport, including a new rail station which will provide an integrated local transport hub. The design and layout of the development will encourage and enable sustainable

movement, encouraging active travel to services and facilities, including the new neighbourhood centre, rail station and community facilities, within a framework of walkable neighbourhoods, utilising a clear hierarchy of streets and new greenways.

High quality and distinctive design, integrated within a green and blue infrastructure framework, extending throughout and beyond the new development, will deliver a strong sense of place and identity. The development will focus on achieving high environmental standards, energy efficiency and a regulated net zero carbon community.”



ENVIRONMENTAL OBJECTIVES

Transport & Movement

- 4.2 The new settlement will be permeable and prioritise active travel and walkable neighbourhoods, with a safe and secure hierarchy of connected streets and routes including strong cycling and walking infrastructure throughout the site and beyond.
- 4.3 Connections with and improvements to sustainable travel infrastructure such as the new rail station and the local footpath and cycleways will be prioritised and provided.
- 4.4 Streets will be tree lined where relevant and all streets should be connected, safe and secure as part of an overall site wide movement framework.
- 4.5 Defined character areas will be created within the site, seeking to respond to the existing physical surroundings/context of the site and the movement framework/hierarchy.

Housing & Built Environment

- 4.6 Provide a high quality, well-designed and innovative housing mix to create a balanced community and accommodate a range of people from first time buyers, young families and the elderly.
- 4.7 Inclusion of a variety of building forms relevant to specific character areas (not high rise). Buildings should be well insulated and energy efficient with potential to utilise modern methods of construction and provide opportunities for self-build.

Environmentally Sensitive

- 4.8 A high-quality site wide network of integrated green infrastructure, including existing environmental assets, natural capital corridors and SuDS, will enable connectivity and sustainable movement, mitigate and utilise flood zones and contribute to a 10% net gain in biodiversity.
- 4.9 Tree lined streets will be provided to soften hard infrastructure and promote biodiversity corridors and hubs throughout the settlement.
- 4.10 A new community park will be provided at the heart of the new settlement and connected to the wider green infrastructure and movement framework.

ECONOMIC OBJECTIVES

Well Served & Thriving

- 4.11 The provision of a new neighbourhood centre will be provided centrally to the development to accommodate relevant facilities/services for the new settlement and existing nearby communities to include local retail, flexible community space and local employment.
- 4.12 Provide new residents with excellent active travel links to key strategic employment sites (ROF Featherstone, i54)
- 4.13 A new primary school will also be provided at the heart of the development to ensure it is accessible by all.
- 4.14 The new neighbourhood centre will form a positive relationship with the new rail station in respect of mutual services, amenities and parking.

SOCIAL OBJECTIVES

Active, Inclusive & Safe

- 4.15 Active travel will be prioritised throughout the settlement to encourage walking/cycling whilst also reducing the risk of air pollution from traffic within the site.
- 4.16 A range of suitable homes will be provided to meet established needs in respect of size, type, tenure and affordability in order to realise a balanced community.
- 4.17 Provision of flexible community/employment space will allow opportunities for future residents to meet and organise a range of activities and groups as required.
- 4.18 The inclusion of communal gardens and informal spaces will help promote a sense of community and social inclusion.

Well run

- 4.19 The existing and new residents within the community should be engaged to consider the future stewardship of the place and in particular the design, delivery and future management of the new facilities.

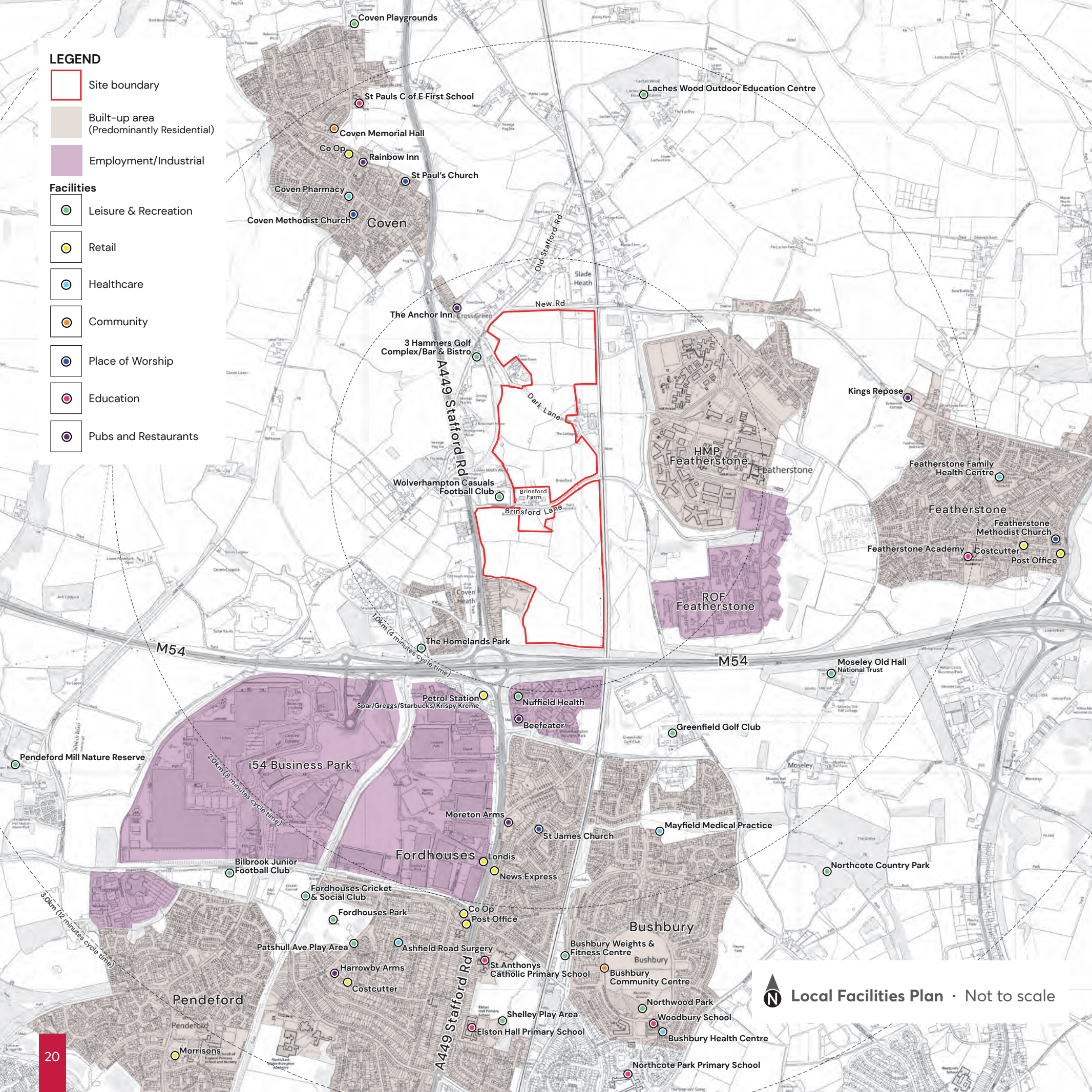
SITE ANALYSIS

LEGEND

- Site boundary
- Built-up area (Predominantly Residential)
- Employment/Industrial

Facilities

- Leisure & Recreation
- Retail
- Healthcare
- Community
- Place of Worship
- Education
- Pubs and Restaurants



IS THE SITE IN A SUSTAINABLE LOCATION?

- 5.1 The development site is situated west of ROF Featherstone and is located between the A449 Stafford Road to the west and the West Coast Mainline (WCML) to the east. The M54 routes to the immediate south of the site and New Road to the north.
- 5.2 Featherstone village is located to the east of the site, Coven Heath to the west, and Cross Green, Slade Heath and Coven to the north. To the south of the site is Wolverhampton, which includes the nearby i54, Boundary Industrial Estate and Wolverhampton Business Park.
- 5.3 In terms of sustainable access, the site is well located to take advantage of existing and proposed foot, cycle and public transport services in the local area. The scale of potential development also lends itself to the provision of on-site amenities. Opportunities for maximising connectivity between the proposed development and the local area are discussed in this report, and would need to be revisited in detail at the appropriate stage.

- 5.4 Foot and cycle facilities within the vicinity of the site are currently limited; however, there is significant scope to improve active travel connectivity as part of the development proposals and a package of enhancements have been identified as part of the adjacent ROF Featherstone proposal.
- 5.5 The nearest existing bus services to the site are to the west of the proposed development, accessed from the A449 Stafford Road. The nearest rail station to the site is Wolverhampton Station located around 7km to the south. The station provides frequent train services to numerous destinations including Stafford, Birmingham, Manchester and London. West Midlands Metro services are also available in Wolverhampton, providing access to/ from the West Midlands conurbation.
- 5.6 The development proposals, provides an opportunity to assist in the delivery of a new parkway railway station on the adjacent WCML which bounds the east of the site and to provide a wide range of new services and facilities to reduce the need to travel.

SUSTAINABILITY BENEFITS

- 5.7 The site will deliver significant benefits in relation to the “three dimensions” of sustainable development as set out in the NPPF. The site facilities the delivery of employment led housing growth on a mixed use site, supported by social and community infrastructure.

TECHNICAL ASSESSMENTS

- 5.8 Taylor Wimpey carried out various baseline technical assessments including flood risk, highways, landscape, heritage, utilities, noise, air quality and ecology. These were reviewed as part of the Council’s masterplanning process. Summaries of the key findings and recommendations are to be found on the following pages.



St Pauls C of E First School



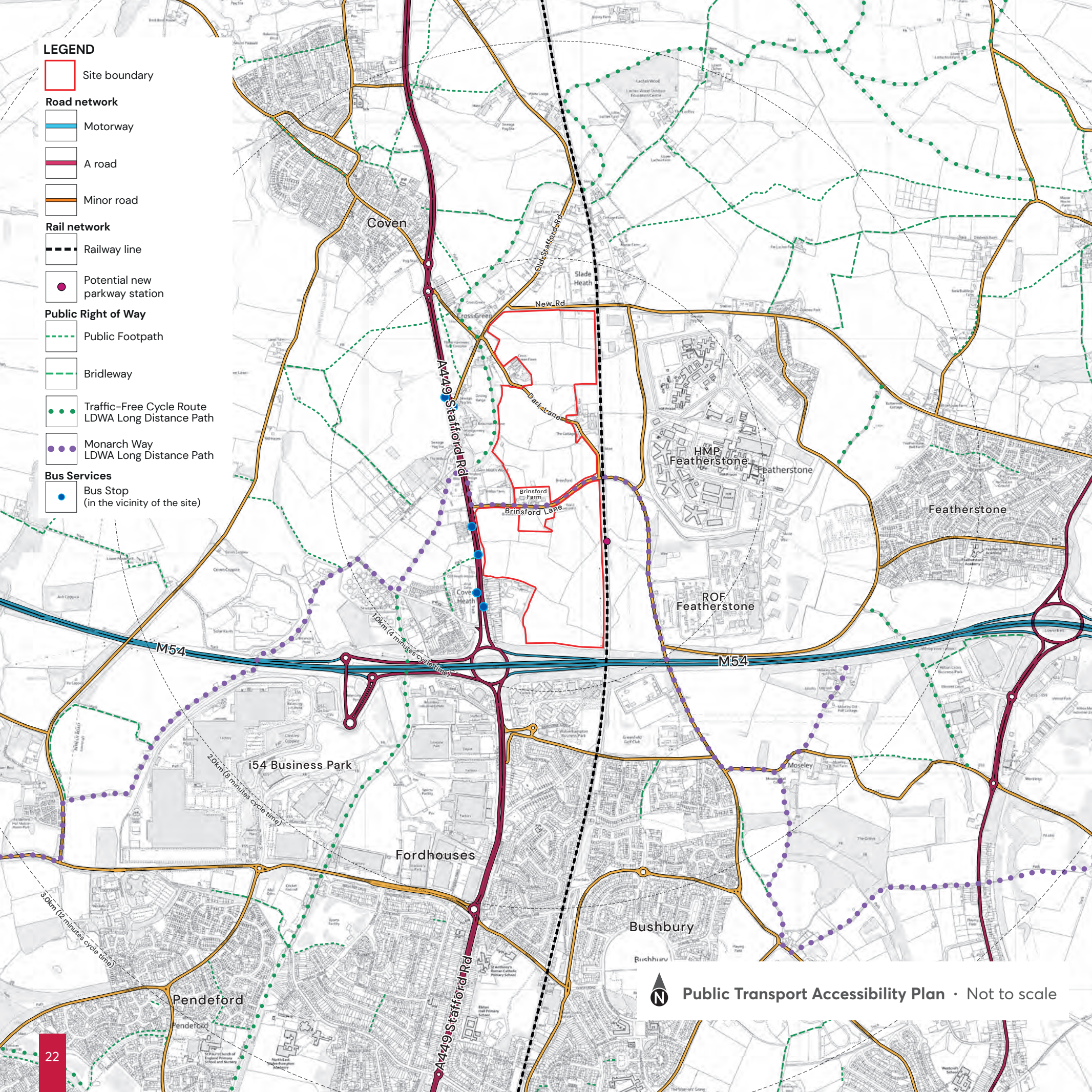
Mayfield Medical Practice



Bentley Bridge Retail Park

LEGEND

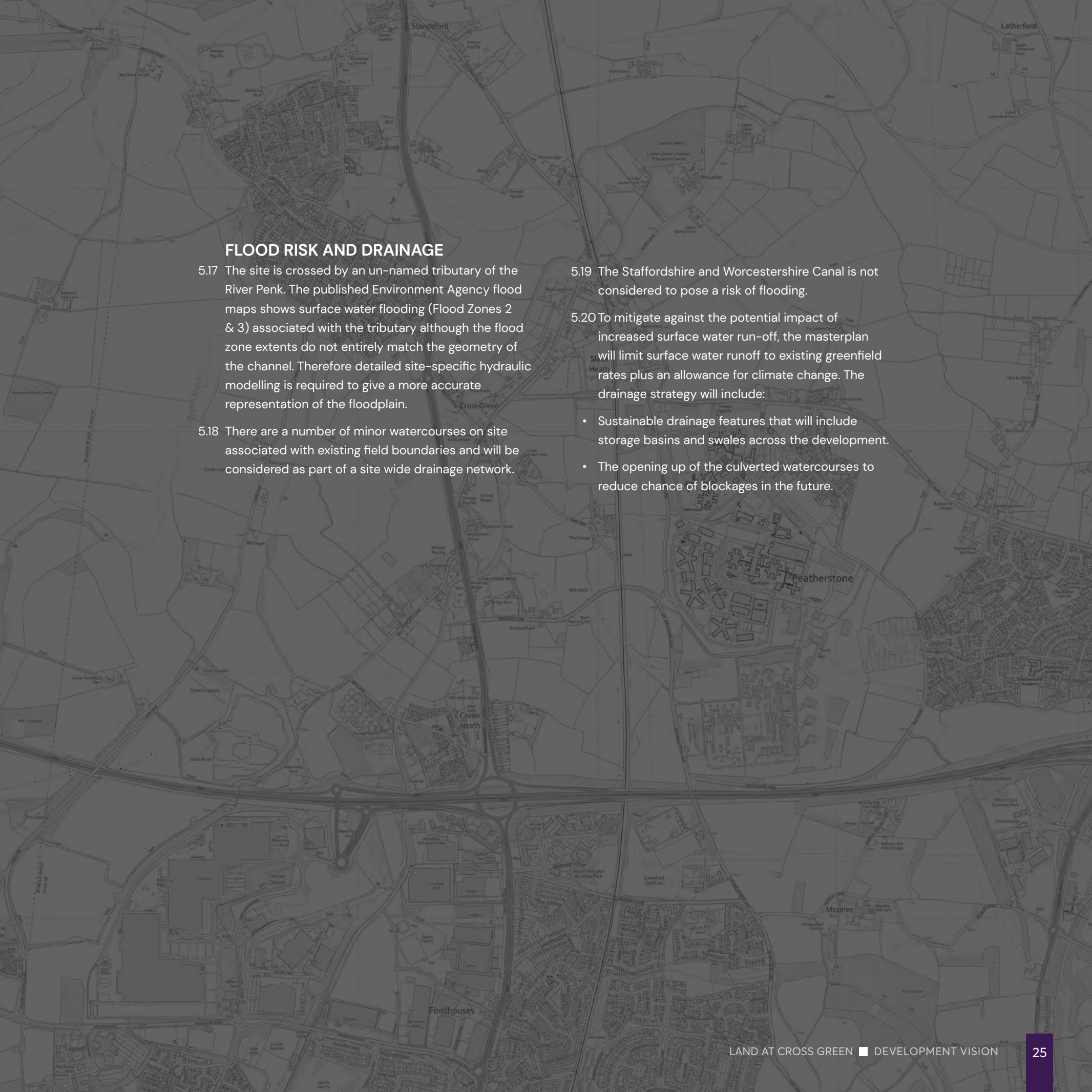
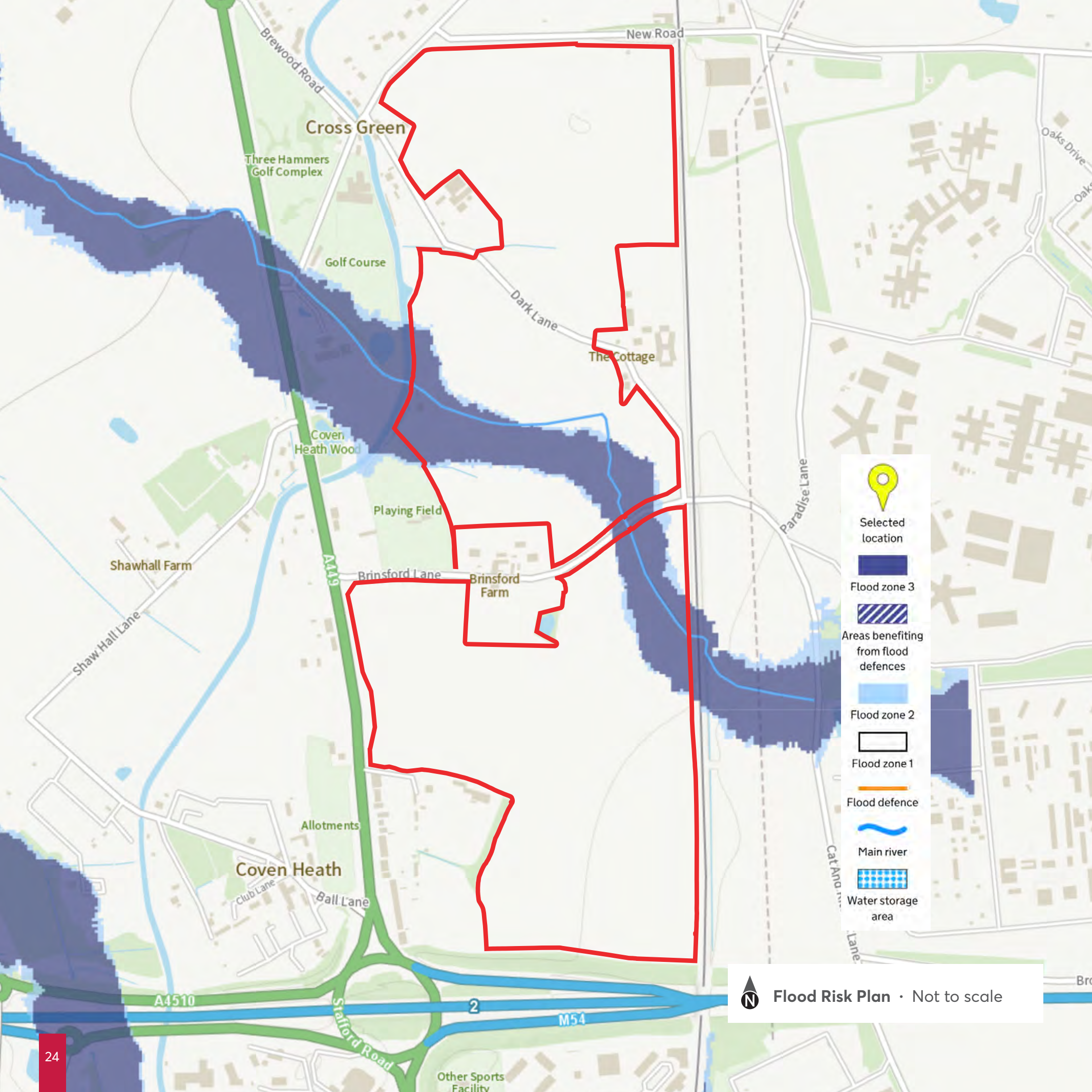
- Site boundary
- Road network**
- Motorway
- A road
- Minor road
- Rail network**
- Railway line
- Potential new parkway station
- Public Right of Way**
- Public Footpath
- Bridleway
- Traffic-Free Cycle Route
LDWA Long Distance Path
- Monarch Way
LDWA Long Distance Path
- Bus Services**
- Bus Stop
(in the vicinity of the site)



Public Transport Accessibility Plan · Not to scale

HIGHWAYS AND TRANSPORTATION

- 5.9 Foot and cycle facilities within the vicinity of the site are currently limited; however, there is significant scope to improve connectivity as part of the development proposals and a package of enhancements have been identified as part of the adjacent ROF Featherstone application.
- 5.10 The nearest existing bus services to the site are to the west of the proposed development, accessed from the A449 Stafford Road.
- 5.11 The nearest rail station to the site is Wolverhampton Station located around 7km to the south. The station provides frequent train services to numerous destinations including Stafford, Birmingham, Manchester and London. West Midlands Metro services are also available in Wolverhampton, providing access to/ from the West Midlands conurbation. There is significant scope to improve public transport connectivity as part of the development proposals, which includes the potential for a new parkway station on the adjacent West Coast Mainline which bounds the east of the site.
- 5.12 It is proposed that primary vehicle access to the site be taken from the proposed Road Option 7 to be constructed between the A449 Stafford Road and Cat and Kittens Lane, over the WCML, to facilitate the delivery of the adjacent ROF Featherstone employment application.
- 5.13 The link road will comprise a 7.3m wide single carriageway with a 2m wide footway along the northern side of the carriageway, and a shared 3m wide foot/ cycleway to the south. The majority of the road will be at-grade, rising on a series of embankments as it crosses over the railway to link with Cat and Kittens Lane.
- 5.14 Secondary points of vehicle access are proposed onto Brinsford Lane and New Road. Separate pedestrian/ cycle access points are also proposed, which will form part of a pedestrian and cycle priority route through the site.
- 5.15 Internally, the site would include a principal spine road in conjunction with a number of primary and secondary streets.
- 5.16 A Transport Assessment will be completed to assess impacts across the wider network, this will include speed survey work. The Transport Assessment will take account of any local committed development sites and any committed highway improvements. Suitable mitigation will be provided as part of the development proposals including any identified off site highway works and contributions.



FLOOD RISK AND DRAINAGE

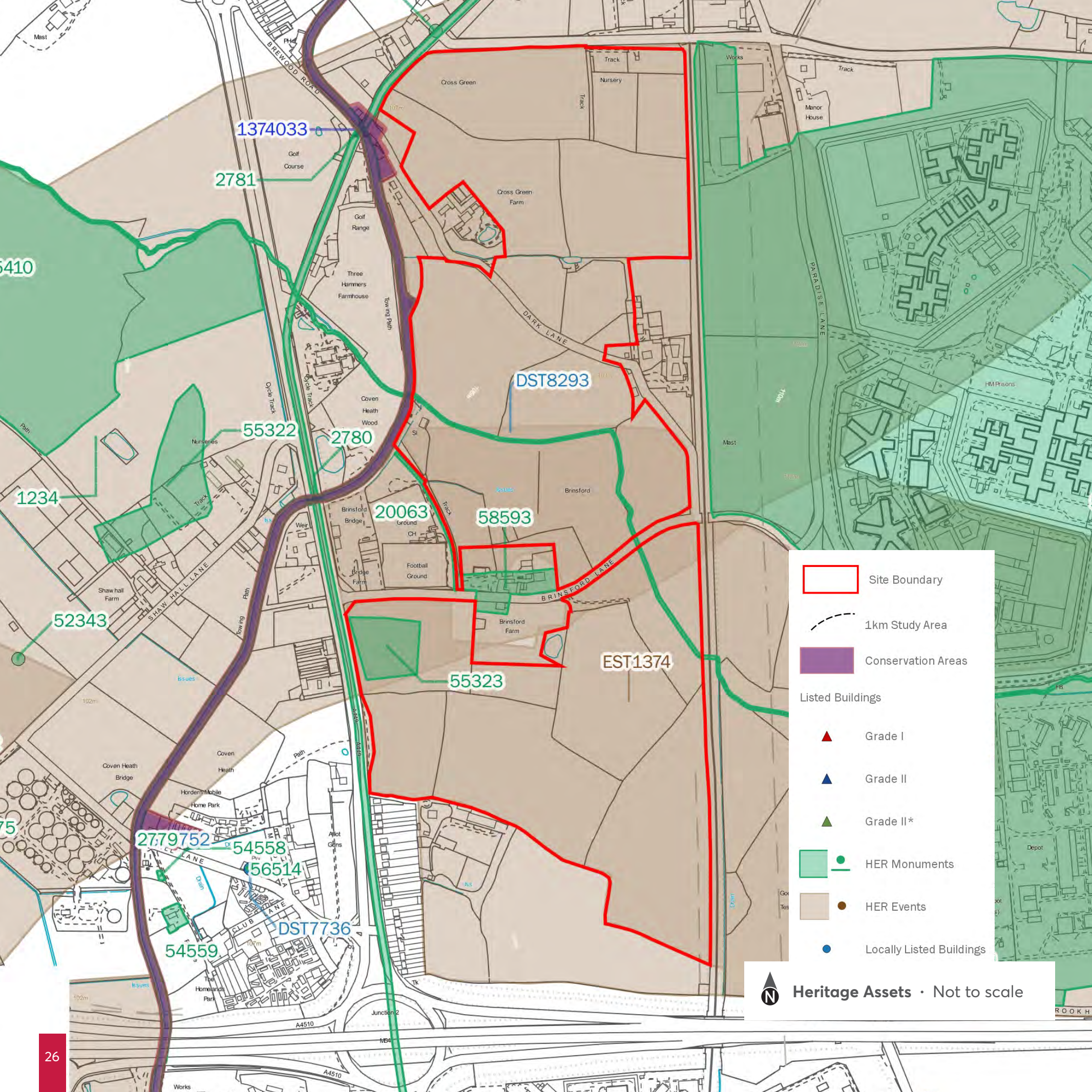
5.17 The site is crossed by an un-named tributary of the River Penk. The published Environment Agency flood maps shows surface water flooding (Flood Zones 2 & 3) associated with the tributary although the flood zone extents do not entirely match the geometry of the channel. Therefore detailed site-specific hydraulic modelling is required to give a more accurate representation of the floodplain.

5.18 There are a number of minor watercourses on site associated with existing field boundaries and will be considered as part of a site wide drainage network.

5.19 The Staffordshire and Worcestershire Canal is not considered to pose a risk of flooding.

5.20 To mitigate against the potential impact of increased surface water run-off, the masterplan will limit surface water runoff to existing greenfield rates plus an allowance for climate change. The drainage strategy will include:

- Sustainable drainage features that will include storage basins and swales across the development.
- The opening up of the culverted watercourses to reduce chance of blockages in the future.



The brook edged with hedgerows which form internal field boundaries within the site



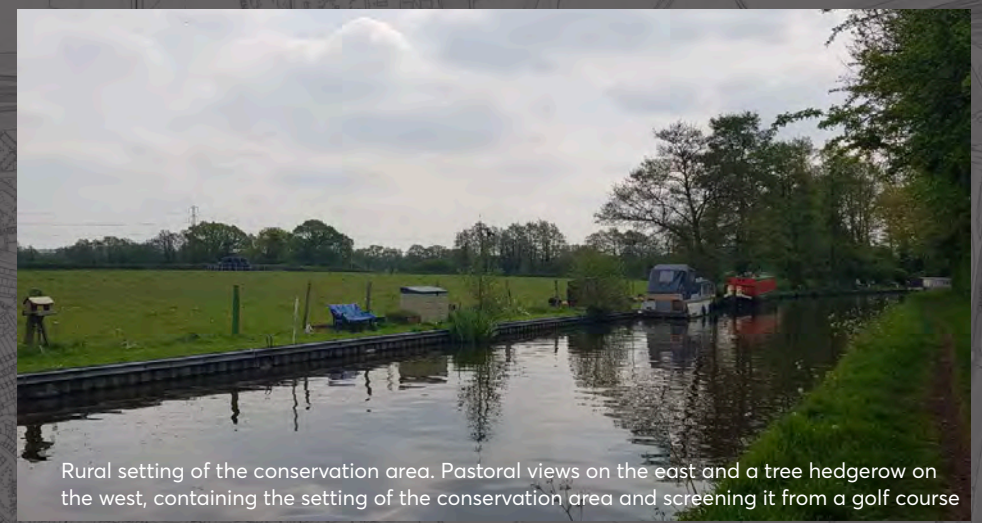
Views across the site, looking east, from the conservation area

HERITAGE

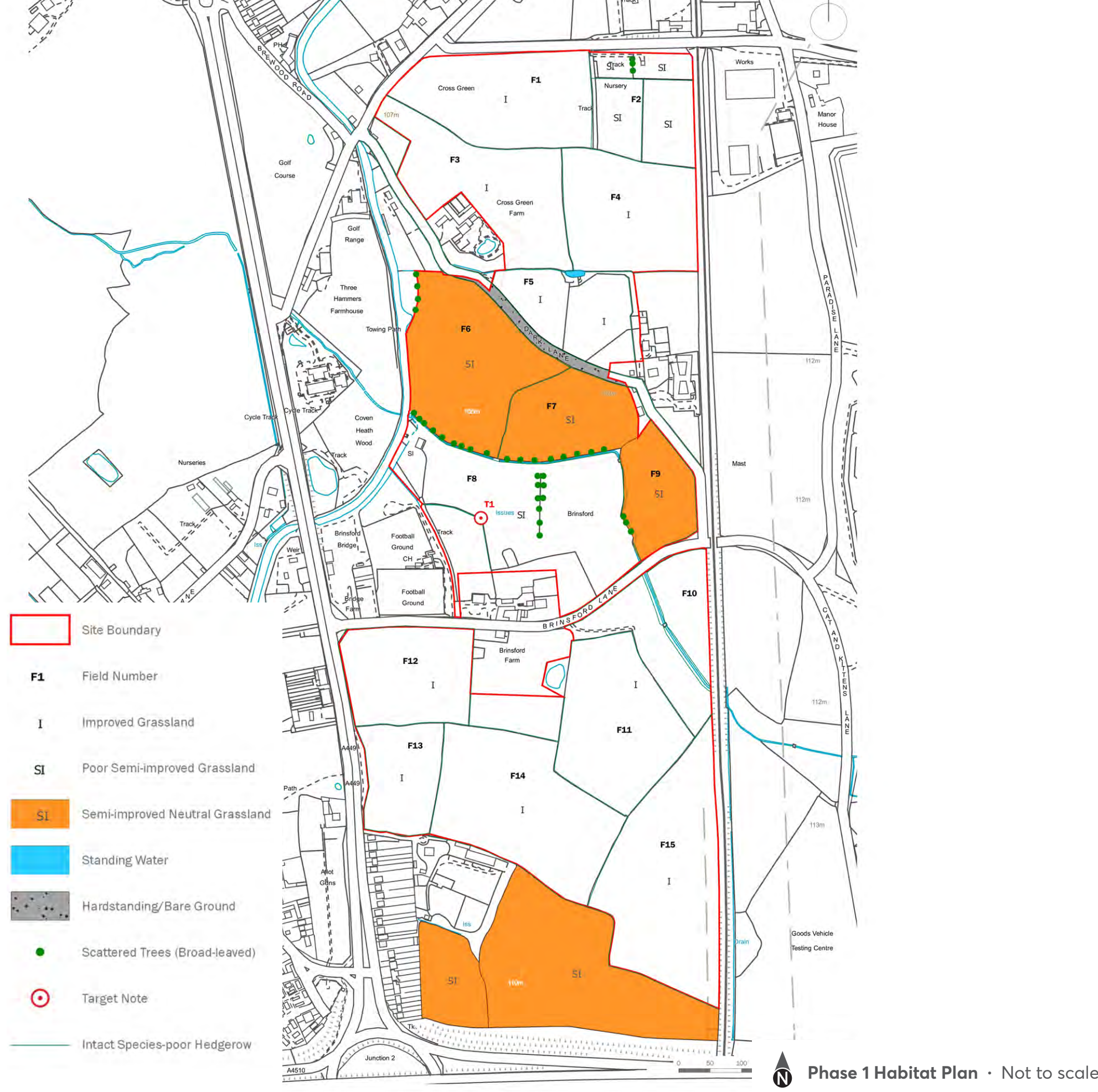
- 5.21 The site does not contain any designated heritage assets, such as scheduled monuments, listed buildings or conservation areas.
- 5.22 There are five listed buildings within the study area, although it is considered that the site makes no contribution to the setting of these buildings, and in any case factors of built form and distance between the building and the site preclude any impact. Therefore, their heritage significance will be unaffected by the proposals and will have no bearing on the deliverability or capacity of the site.
- 5.23 There is one conservation area within the 1km study area: the Staffordshire and Worcestershire Canal. No historical or functional connection has been identified between land within the site and the conservation area and no potential for any direct impact has currently been identified as a result of the future allocation and development of these areas.
- 5.24 There is potential for development within the site to affect the setting of the conservation area. Further assessment would be required to feed into development design and measures to preserve and enhance the canal.
- 5.25 A locally listed brook crosses the site. There is potential for development within the site to affect this asset, both through direct impacts and effects on its setting. Further assessment would therefore be required to feed into development design, although it is considered that appropriate measures could be incorporated such that any harm could be effectively mitigated; thus, this would be unlikely to have a bearing on the deliverability of the site for development.
- 5.26 An area of ridge and furrow cultivation, identified from cropmarks, lies within the southern part of the site. No above ground remains of this survive and this would not constrain the development of the site.
- 5.27 No other archaeological remains have been identified within the site, although as with any greenfield site there is some potential for further archaeological remains that have not currently been identified. However, there is no expectation that any such remains would be of sufficient significance as to constrain the deliverability or capacity of the site for development.
- 5.28 According to the current baseline, there is therefore no evidence to suggest that the development of this site could not accord with the legislative considerations of the Planning (Listed Buildings and Conservation Areas Act) 1990, the National Planning Policy Framework and the policies contained within the local plan.



Grade II Listed Staffordshire and Worcestershire Canal Number 71 (Cross Green Bridge), situated within the canal system



Rural setting of the conservation area. Pastoral views on the east and a tree hedgerow on the west, containing the setting of the conservation area and screening it from a golf course

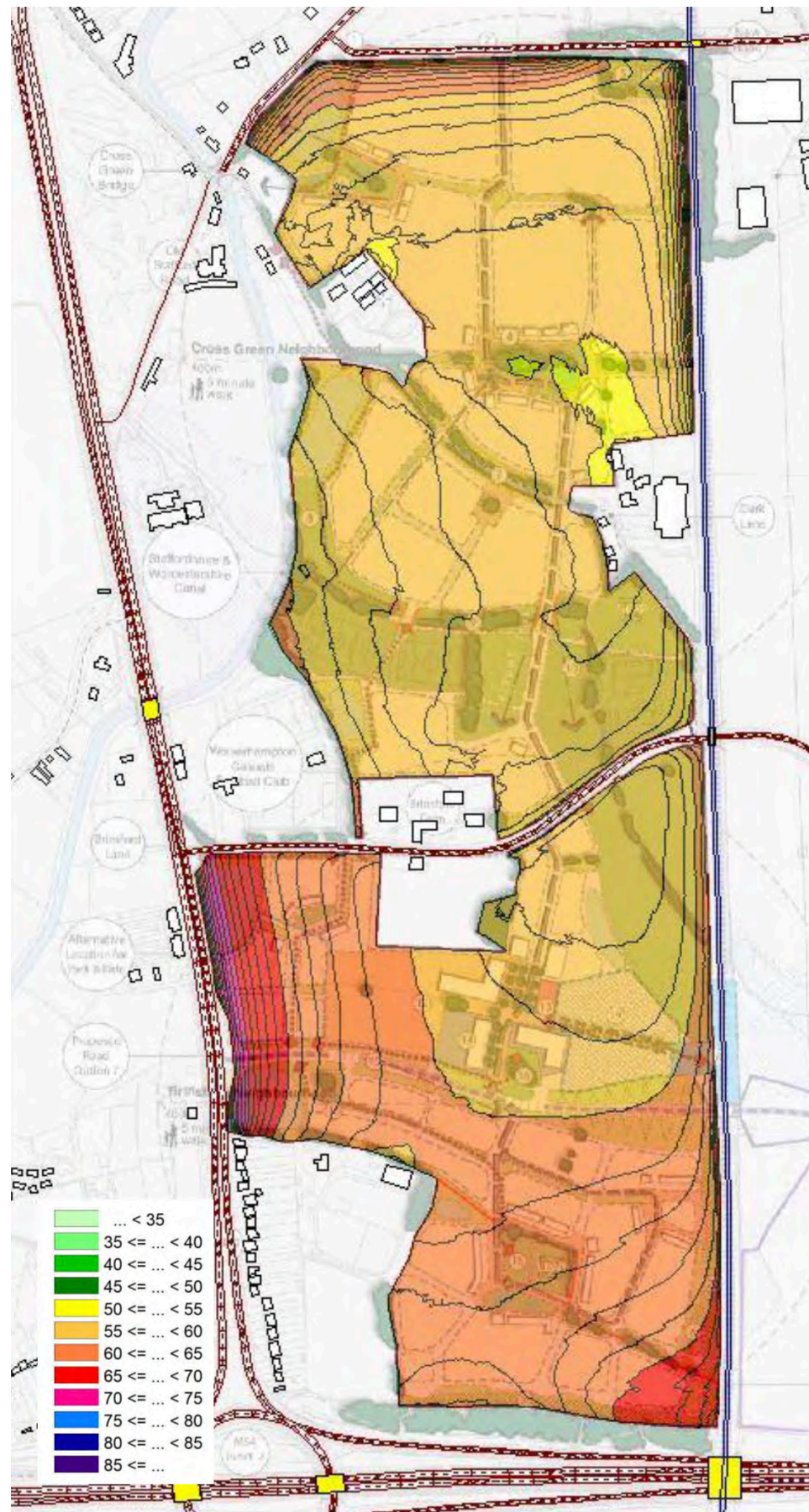


ECOLOGY

- 5.29 An ecology desk study and Extended Phase 1 Habitat survey have been undertaken and have identified the following valuable ecological features within and adjacent to the Site:
- 5.30 Presence of Cannock Chase SAC 10 km north east of the Site;
- 5.31 Locally designated areas of semi-natural habitat adjacent to the boundaries of the Site;
- 5.32 Hedgerows, a water course, areas of potentially species rich grassland and mature trees within the site; and
- 5.33 Potential for great crested newts, breeding birds and foraging bats to be present (presence to be confirmed by further survey work).
- 5.34 It is considered the majority of impacts on habitats and protected species (if present) can be avoided/mitigated/compensated for through the retention and enhancement of key features within the site through masterplanning as follows:
- 5.35 Retention/buffering, where possible, of the on-site habitats and immediately adjacent semi-natural habitats, in particular the hedgerows, potentially species rich grassland, canal, rail line and the unnamed water course;
- 5.36 Enhancement of existing hedgerow network, where retained, through selective 'gap' planting with native hedgerow species of local provenance and long-term management for the benefit of wildlife;

- 5.37 Provision of good-quality informal green space to offset any recreational impacts on Cannock Chase SAC;
- 5.38 Creation of areas of species-rich wildflower grassland within any areas of retained informal green open space;
- 5.39 Incorporation of a range of bat and bird boxes on retained trees to provide new roosting and nesting opportunities;
- 5.40 Wildlife-sensitive lighting scheme to minimise the effects of artificial lighting on commuting and foraging bats and other nocturnal wildlife; and
- 5.41 Provision of Sustainable Drainage Systems (SuDS) features designed to benefit biodiversity through appropriate design, planting and management of surrounding green open spaces.
- 5.42 It is concluded there are no obvious 'in principle' (significant) ecological constraints that would preclude development, and which cannot be avoided by good design. Moreover, the site and wider land parcel presents an opportunity to deliver a net gain to local biodiversity and contribute to the objects of the Staffordshire Biodiversity Action Plan as well as ensuring local and national policy compliance.





N Noise Day Time · Not to scale



N Noise Night Time · Not to scale

NOISE

5.43 A detailed noise model has been generated in order to quantify noise levels from road traffic on New Road, Brinsford Lane, the A449 Stafford Road and the M54 motorway, and from rail movements on the West Coast Mainline upon the site.

5.44 Based on the results of the noise and vibration surveys and subsequent acoustic modelling, it is considered that the site is acceptable from a noise and vibration perspective. The following recommendations were identified to influence the masterplan:

- Where possible, the proposed residential areas should remain outside of the 70-75dB and 65-70dB noise contours to remove the need for additional noise mitigation;

- Gardens closest to the each of the transportation sources should face away from the sources, and placed behind buildings so as to be effectively screened;

- Consideration should be made to the build line on each aspect of the site. Choosing to build at a distance of 20m from the RLB will be more beneficial acoustically in comparison with building at 10m from the RLB; and

- Gardens closest to Cross Green Farm Boarding Kennels and Birmingham Dogs Home should be placed at a setback distance of approximately 20m, or behind buildings so as to be effectively screened.

5.45 By adopting the above mitigation strategies it is concluded the site can offer an appropriate acoustic environment for future residential use.

UTILITIES

5.46 Severn Trent Water sewer records show that a 750mm surface water sewer and a 375mm foul water sewer cross the site. The surface water sewer will remain in place with a 5 metre no-build zone from the centreline, whilst it is intended for the foul sewer to be diverted. There will be a high pressure gas pipeline and stand off provided.



SITE OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

- An opportunity to create a vibrant, sustainable and well connected urban village on the outskirts on the West Midlands conurbation.
- Land available to create opportunity for future rail links that could connect to major urban centres and the wider national rail movement network.
- The proposed road infrastructure will provide direct access to the motorway system and allow national movement for residents.
- Opportunity to create a new urban village that will cater for all needs and requirements.
- Opportunity to create a clear and legible movement hierarchy with clear distinction and way finding opportunities.
- Creation of a new rail halt car park allowing a park and ride to operate from the site.
- Community primary school to be provided on site for new and existing residents.
- A central Village Hub will seek to provide residents with shopping and community pursuits on site.
- Creation of new public open spaces that will provide occasions for new and existing residents to socialise and spaces to spend leisure time.
- Provide a range of housing that will meet the needs of local people.
- Creation of new leisure routes that will connect with the local infrastructure.
- Development will seek to retain existing green infrastructure and enhance where possible.
- Opportunity to extend existing green infrastructures through planting of new woodland buffers and wetland planting along flood plains.

CONSTRAINTS

- The site is situated directly adjacent to the M54 that will have acoustic impacts on the site.
 - The site has the Wolverhampton to Stafford main line railway running directly to the eastern boundary that will have further acoustic implications
 - The site has a flooding issues centrally that the development will need to respond to.
 - The sites red line is dissected by Brinsford Lane. Development will have to provide safe and secure crossing points for pedestrians and cyclists.
 - The site is sited along the Staffordshire and Worcestershire Canal conservation area, development will have to seek to not disrupt the function and character of the water body/conservation area.
 - The site is located within the green belt directly north of Wolverhampton.
 - The site will still have to provide access to the Birmingham Dogs home and not disrupt day to day running of the centre.
 - Granary Cottage is located near the sites boundary and will have to be buffered appropriately as not to impact on the character of the listed building.
 - A new roundabout access will have to be constructed to facilitate development via the A449.
- 5.1 The site benefits from a lack of any significant physical or environmental constraints and provides the opportunity to deliver housing development in a sustainable location which will integrate with existing built development and provide a soft transition to the surrounding countryside.

THE PROPOSAL



KEY

- SITE BOUNDARY (TBC)
60.51 HA
148.51 ACRES
- LAND SAFEGUARDED FOR THE CONSTRUCTION OF THE RELIEF ROAD
- POTENTIAL SITE ACCESS VIA BRINSFORD LANE, NEW ROAD AND OLD STAFFORD ROAD
- PROPOSED HIGH DENSITY RESIDENTIAL DEVELOPMENT PARCELS
- PROPOSED MEDIUM DENSITY RESIDENTIAL DEVELOPMENT PARCELS
- PROPOSED LOW DENSITY RESIDENTIAL DEVELOPMENT PARCELS
- PROPOSED CENTRAL VILLAGE HUB
0.89 HA / 2.2 ACRES
- POTENTIAL LOCATION FOR PRIMARY SCHOOL
1.6 HA / 3.95 ACRES
- POTENTIAL PARKING FOR RAIL HALT
1.47 HA / 3.6 ACRES (UP TO 500 SPACES)
- TOTAL PUBLIC OPEN SPACE (EXC. SUDS)
23.79 HA / 58.8 ACRES
- ROUNDABOUT ACCESS VIA STAFFORD ROAD
- PROPOSED DISTRICT ROAD MOVEMENT
- PRIMARY MOVEMENT ROUTE (INCORPORATING CYCLE AND PEDESTRIAN MOVEMENT)
- SECONDARY MOVEMENT ROUTE
- TERTIARY LINK ROAD MOVEMENT
- PRIVATE LANE MOVEMENT
- EXISTING RAIL MOVEMENT PROVIDING ACCESS TO NEARBY URBAN CENTRES
- PROPOSED NEW RAIL HALT STOP
- POTENTIAL PEDESTRIAN CROSSING POINT (TBC)
- PUBLIC RIGHT OF WAYS
- POTENTIAL PEDESTRIAN AND CYCLE ROUTES WITHIN DEVELOPMENT
- POTENTIAL PEDESTRIAN ROUTES WITHIN DEVELOPMENT
- EXISTING VEGETATION
- PROPOSED STRUCTURAL PLANTING PROVIDING A REDUCTION IN ACOUSTIC DISTURBANCE
- PROPOSED WETLAND WOODLAND PLANTING
- ORNAMENTAL PLANTING
- COMMUNITY ORCHARD PLANTING
- NEIGHBOURHOOD EQUIPPED AREA OF PLAY
- LOCALLY EQUIPPED AREAS OF PLAY
- AREA OF NATURAL PLAY
- COMMUNITY TRIM TRAIL ROUTE
- COMMUNITY ALLOTMENT SPACES
- CONFIRMED EXTENTS OF FLOOD LINE
- SUSTAINABLE URBAN DRAINAGE (TBC)
- CADENT GAS MAIN PIPE LINE 12M BUFFER
- EXISTING FOUL WATER SEWER TO BE DIVERTED (TBC)
- EXISTING WATERCOURSE WITH 8M EASEMENT

COMBINED TOTAL QUANTUM = 1200 UNITS

Development Framework
• Not to scale

APPROACH

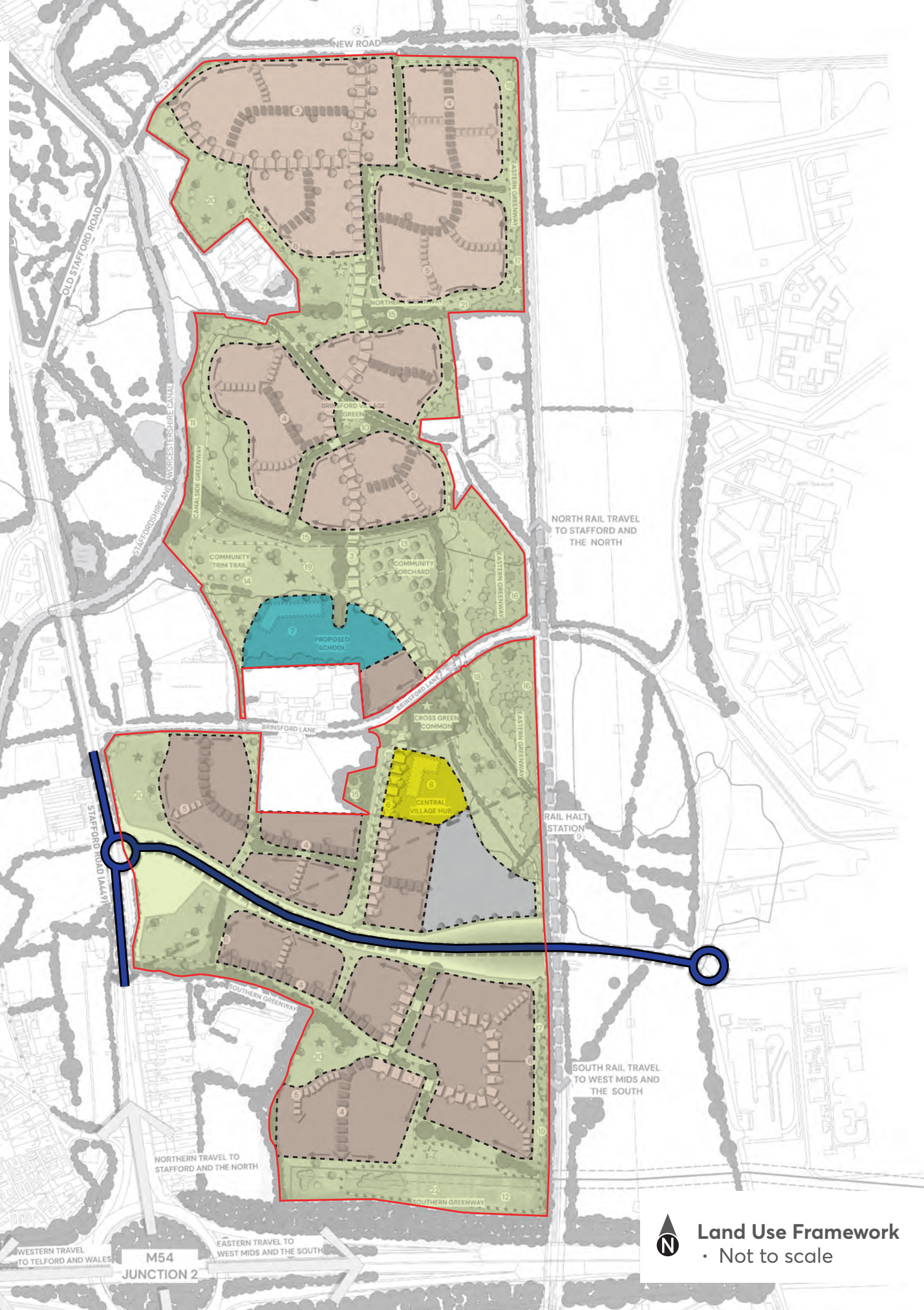
6.1 Taylor Wimpey has developed a Development Framework Plan which reflects the opportunities and constraints of the site and seeks to deliver the vision and objectives reached through the masterplanning process to date. This Masterplan will evolve further as a result of future consultations with South Staffordshire District Council, the local community and other key stakeholders.

KEY PRINCIPLES

1. POTENTIAL ACCESS VIA NEW ROUNDABOUT AND DISTRICT ROAD OFF EXISTING STAFFORD ROAD (A449);
2. POTENTIAL ACCESS VIA BRINSFORD LANE, NEW ROAD AND OLD STAFFORD ROAD;
3. PRIMARY RESIDENTIAL MOVEMENT PROVIDING GREEN FORMS OF MOVEMENT;
4. SECONDARY MOVEMENT ROUTES PROVIDING ACCESS TO LARGER PARCELS OF DEVELOPMENT;
5. TERTIARY MOVEMENT ROUTES PROVIDING ACCESS TO SMALLER CLUSTERS OF DEVELOPMENT
6. PRIVATE LANES WITH OUTWARD FACING DWELLINGS PROVIDING PASSIVE SURVEILLANCE OVER PROPOSED OPEN SPACE;
7. POTENTIAL LOCATION FOR PROPOSED PRIMARY SCHOOL;
8. POSSIBLE LOCATION FOR A CENTRAL VILLAGE HUB PROVIDING OPPORTUNITIES FOR RETAIL AND COMMUNITY USES;
9. NEWLY PROPOSED RAIL HALT STATION PROVIDING SUSTAINABLE FORMS OF MOVEMENT;
10. A SERIES OF LANDSCAPED VILLAGE GREENS OFFERING LOCATIONS FOR EQUIPPED AREAS OF PLAY AND SPORTING PURSUITS;
11. NEWLY CREATED "CANALSIDE WALK" LINEAR PARK PROVIDING A LANDSCAPED BUFFER TO THE EXISTING CANAL NETWORK PROVIDING LEISURE AND SOCIAL OPPORTUNITIES FOR RESIDENTS;
12. COMMUNITY ALLOTMENTS TO BENEFIT NEW AND EXISTING RESIDENTS;
13. PLANTED COMMUNITY ORCHARD RETURNING THE AREA TO ITS HISTORIC LAND USE;
14. PROPOSED LOCATION FOR COMMUNITY TRIM TRAIL PROVIDING OPPORTUNITIES FOR COMMUNITY EXERCISE AND SOCIAL INCLUSION;
15. MAXIMUM RETENTION OF EXISTING VEGETATION AND ECOLOGY ON SITE;
16. WETLAND WOODLAND PLANTING AIDING BIO-DIVERSITY AND ECOLOGY ON SITE;
17. NEW STRUCTURAL WOODLAND PLANTING TO CREATE AN ACOUSTIC BARRIER TO EXISTING AND PROPOSED MOVEMENT INFRASTRUCTURE;
18. SERIES OF THEMED GREENWAYS HELPING TO RETAIN EXISTING ECOLOGY WITH OPPORTUNITIES FOR ENHANCED PLANTING AND OPEN EXPANSIONS OF AMENITY GREENSPACE;
19. MAXIMUM PROVISION FOR PEDESTRIAN MOVEMENT TO PROVIDE MAXIMUM PERMEABILITY THROUGHOUT THE DEVELOPMENT;
20. UTILISATION OF EXISTING SITE LOW POINTS FOR SUSTAINABLE URBAN DRAINAGE SOLUTIONS;
21. 20M NOISE CONTOUR BUFFER; AND
22. POTENTIAL FOOTBALL PITCHES.

LEGEND

- Site boundary
- Land Use**
- 1,200 new homes and additional specialist elderly units
- Accessible Greenspace (inc. outdoor sports facilities, children's play, orchards, SuDS & habitat creation)
- New FTE Primary School (1.6ha)
- Community Hub (community space, flexible employment hub, retail & other commercial floorspace to support day to day needs of residents & nearby communities)
- Rail halt station provision
- Link road to serve new employment site



LAND USE

6.2 The development will seek to provide approximately 1,200 new modern homes for the district's growing population providing a range of different size and tenured properties. Additionally, the development will deliver 40 additional specialist living accommodation for elderly residents. A range of densities will be applied across the site.

6.3 A primary school will be provided on site to cater for a growing younger population while also providing future spaces for existing younger residents

Community Hub

6.4 The development will afford a range of different community use spaces and buildings ranging from:

- Community Hub spaces. These spaces will offer new and existing residents the space to meet for social activities, play, recreational hobbies and using public services.
- Flexible employment hub spaces will offer new and existing residents the opportunity to work remotely and provide inclusive and collaborative working spaces.
- Retail and shopping spaces will meet the needs of new and existing residents by providing retail units for day-to-day goods, potential food outlets and engaging in public services.

Accessible greenspace

6.5 The development will seek to provide a wealth of publicly accessible green open space with varying uses. These will range from:

- Outdoor sporting facilities for all ages and skill levels through community trim trails and sports pitches.

- A varying range of play spaces/ meeting spaces aimed at younger and teenage residents.

- A newly planted community orchard will provide residents with opportunities for natural foraging, community pursuits and a space for social inclusion.

- New planting schemes along the railway edge and motorway edge will provide new habitats for wildlife and aid enhancement of the site's biodiversity.

- Proposed community allotments will offer residents the opportunity to become self-sufficient and grow their own produce.

- New pedestrian/cycle leisure routes will be fully circulatory and will run into every corner of the site maximising pedestrian permeability throughout the development.

6.6 A key focus of the development will be to retain existing vegetation on site and enhance the existing green infrastructure with new planting schemes. These will range from:

- Where possible all existing tree and hedgerow belts will be retained to maximise foraging routes and habitat creation for wildlife.
- Additional planting buffers will be provided along the eastern and southern boundaries which offer further wildlife enhancements.

- Wildflower planting along the Canalside edge and existing brook course will bring new species and biodiversity to the site.

- The site will seek to enhance its existing wetland habitats by providing additional Sustainable drainage solutions which can offer enhancement of biodiversity and habitat creation.

Integrated sustainable transport

6.7 Sustainable travel will be one of the main focuses for the site. Given the proximity of the site to major urban centres and existing travel routes, a new bus service is to be accommodated on site.

6.8 Land will be safeguarded for a new rail halt station and associated car park along the Wolverhampton to Stafford line. This safeguards the opportunity in future for residents to be able to access nearby urban centres, which will offer access to national and international rail services.

6.9 On site pedestrians and cyclists will be able to connect throughout the development and out to the wider movement infrastructure. Potential connections to nearby employment centres accessible within 20-minute walk/cycle offering residents green forms of movement and exercise.

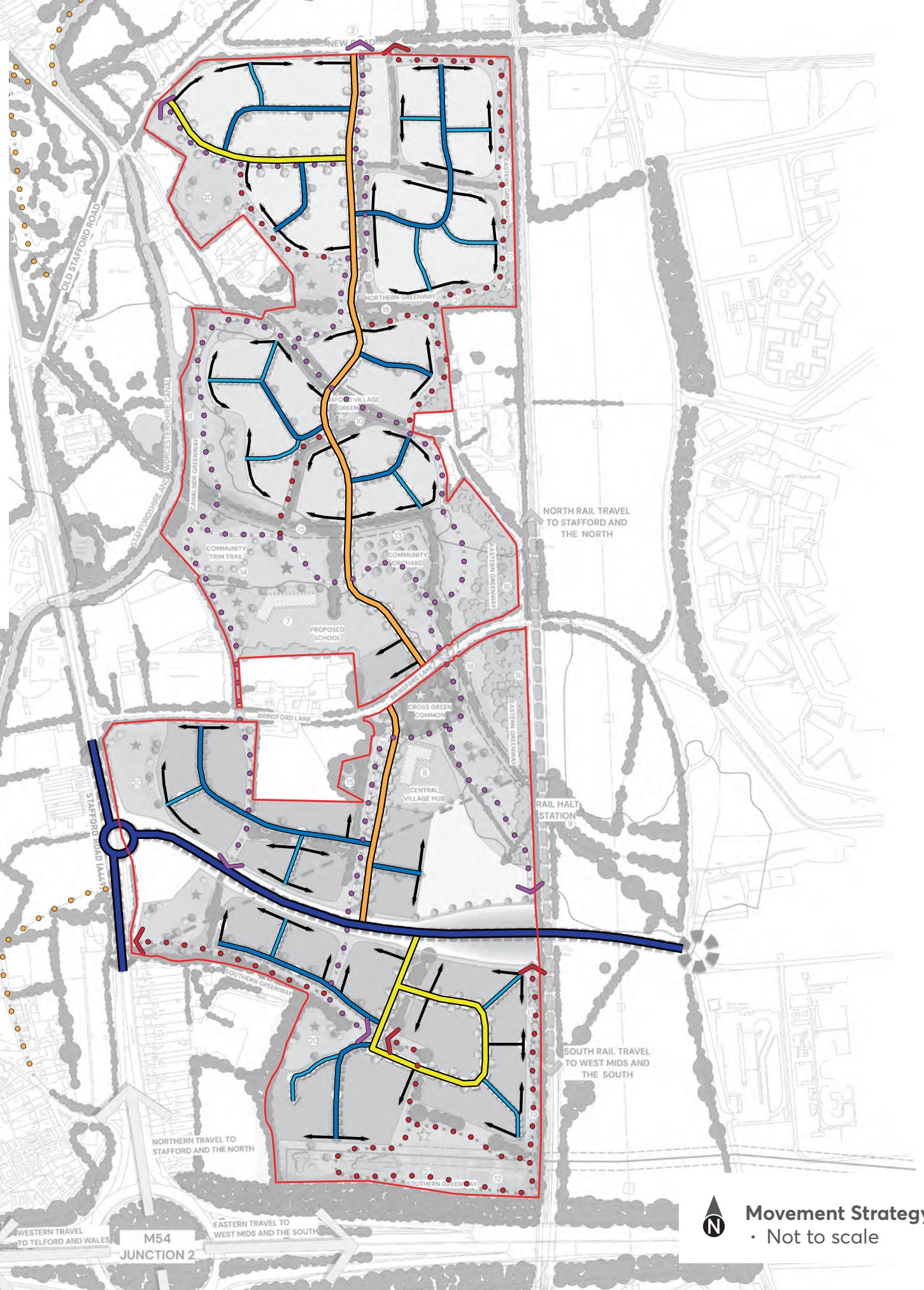
6.10 A new bus route is proposed to run through the development offering every resident the opportunity to be within a ten-minute walk of a local bus service.

6.11 Additional active travel improvements to surrounding infrastructures is proposed to aid the influx of additional users on existing movement routes.

6.12 The provision of a new link road is proposed to run from the existing A449 Stafford Road to proposed strategic employment site east of the Wolverhampton-Stafford rail line. This will offer new employment opportunities for existing residents throughout the district.

LEGEND

- Site boundary
- Access & Movement**
- Potential roundabout access via Stafford Road
- Proposed district road movement
- Primary movement route (inc. cycle & pedestrian & bus movement)
- Primary movement route (inc. cycle & pedestrian movement)
- Secondary movement route
- Tertiary link road movement
- Private lane movement
- Footpaths**
- Public rights of way
- Potential pedestrian & cycle routes within development
- Potential pedestrian routes within development



Movement Strategy
• Not to scale

MOVEMENT FRAMEWORK PLAN

- 6.13 Land at Cross Green has the opportunity to deliver substantial new sustainable transport infrastructure to serve new residents as well as existing residents in South Staffordshire and the Black Country.
- 6.14 The site will demonstrate a clear and defensible road hierarchy establishing a strong movement infrastructure throughout the development.
- 6.15 The movement hierarchy demonstrated defines the main routes which helps to achieve a permeable layout for all users. The hierarchy comprises a series of interconnected primary, secondary and tertiary routes in recognition of the need to combine the function of the street as a movement corridor alongside place making function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are therefore defined by building layout, landscape proposals and character, so that buildings rather than roads or cars dominate.

Pedestrian and cycle routes

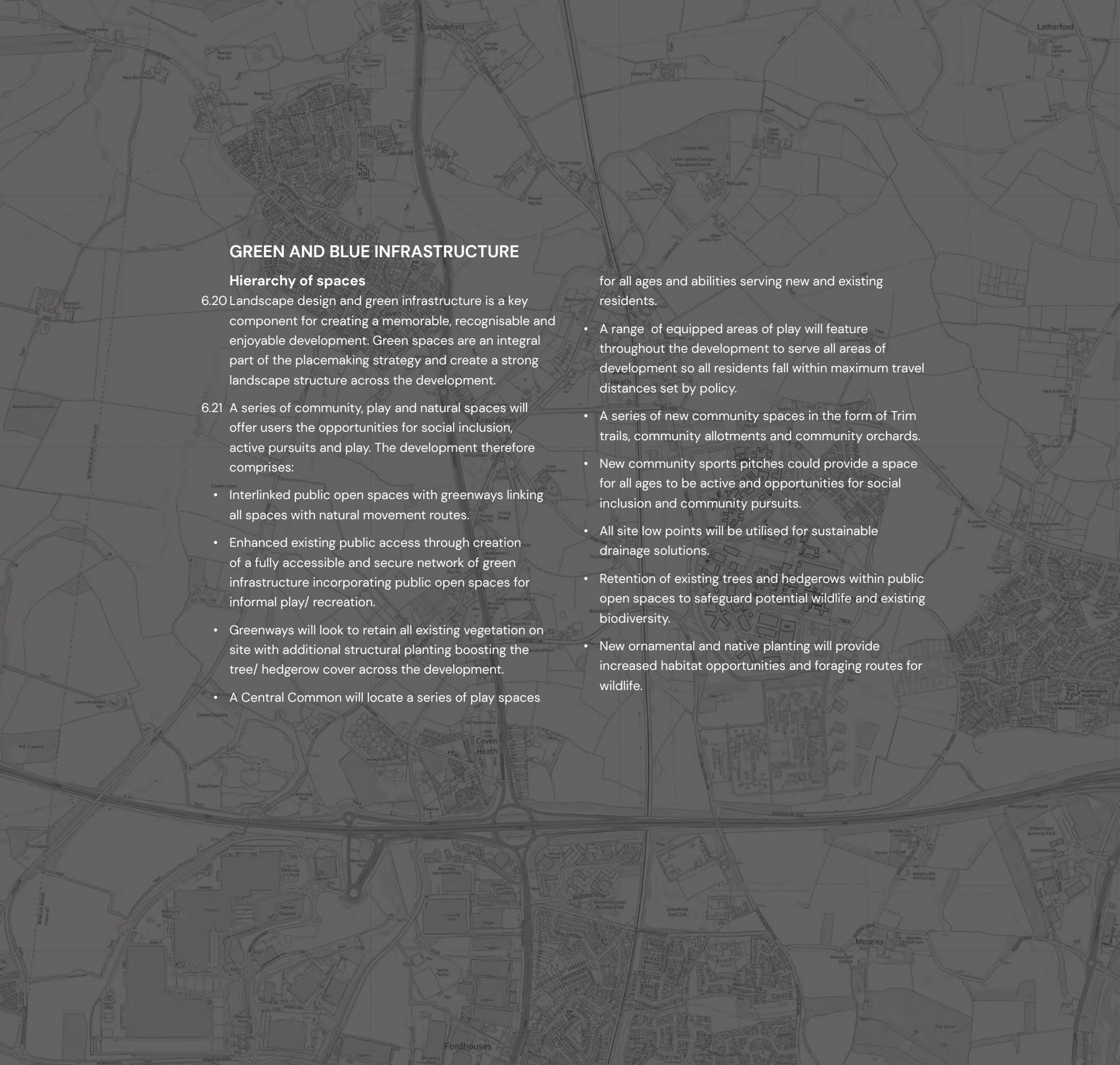
- 6.16 The location of the site close to the existing established residential communities, local facilities and public transport connections are positive characteristics on which the provision of a new network of pedestrian and cycle routes are hinged.
- 6.17 Provision of a pedestrian and cycle network within the site is seen as an integral part of the transport infrastructure for the development, allowing users of all ages and abilities to move safely and conveniently between areas of the development and surrounding facilities.

Potential bus routes

- 6.18 The movement infrastructure will be designed to accommodate public transport routes. The development has potential to accommodate bus movement running in a north-south orientation connecting in with the new district road and the existing A449 (Stafford Road).
- 6.19 The integration of a bus service will assist site sustainability and allow residents to access nearby urban centres, facilities and the wider national transport system.



Green & Blue Infrastructure Strategy
Not to scale



GREEN AND BLUE INFRASTRUCTURE

Hierarchy of spaces

6.20 Landscape design and green infrastructure is a key component for creating a memorable, recognisable and enjoyable development. Green spaces are an integral part of the placemaking strategy and create a strong landscape structure across the development.
















6.21 A series of community, play and natural spaces will offer users the opportunities for social inclusion, active pursuits and play. The development therefore comprises:

- Interlinked public open spaces with greenways linking all spaces with natural movement routes.
- Enhanced existing public access through creation of a fully accessible and secure network of green infrastructure incorporating public open spaces for informal play/ recreation.
- Greenways will look to retain all existing vegetation on site with additional structural planting boosting the tree/ hedgerow cover across the development.
- A Central Common will locate a series of play spaces

for all ages and abilities serving new and existing residents.

- A range of equipped areas of play will feature throughout the development to serve all areas of development so all residents fall within maximum travel distances set by policy.
- A series of new community spaces in the form of Trim trails, community allotments and community orchards.
- New community sports pitches could provide a space for all ages to be active and opportunities for social inclusion and community pursuits.
- All site low points will be utilised for sustainable drainage solutions.
- Retention of existing trees and hedgerows within public open spaces to safeguard potential wildlife and existing biodiversity.
- New ornamental and native planting will provide increased habitat opportunities and foraging routes for wildlife.

LEGEND

-  Site boundary
- PLACEMAKING**
-  Key gateways
-  Key nodal points
-  Key / important frontages
-  Sensitive development frontage
-  Community hub
-  Proposed school site
-  Landmark buildings
-  Noise-sensitive development edges
-  Key views from surrounding public realms
-  Public open space
-  Pitches
-  Orchard
-  Allotments
-  Community trim trail
-  Structural planting providing a reduction in acoustic disturbance
-  Neighbourhood Equipped Area of Play
-  Locally Equipped Areas of Play
-  Area of Natural Play



URBAN DESIGN FRAMEWORK

6.22 The overarching principles of development will seek to respond to the site's constraints and opportunities to meet best standards of Urban Design practice.

6.23 Key principles that the development will seek to respond to are:

- Creation of key gateways at each access into the site aiming to create a memorable and positive development upon arrival into the development.
- Creation of a series of key nodal points along primary routes providing wayfinding opportunities for users.
- Key frontages along interfaces with existing movement routes will seek to respond appropriately to its setting.
- Creation of a multi-functional community hub serving new residents with retail, educational and public facilities.
- Creation of a road hierarchy that assist in wayfinding throughout development with a gradual reduction in hierarchy as development moves out to rural/ sensitive edges.
- The creation of a strong, inter-connected landscape and open space structure, comprising public open space, ecology areas, community use spaces and equipped areas of play.
- Creation of a fully connected movement infrastructure that promotes green forms of movement and demonstrates a non-car dominated development.
- Maximum outward facing development promoting passive surveillance over newly created open space and reducing anti-social behaviour.
- Sensitive edges along the Staffordshire and Worcestershire canal are designed appropriately to provide a high-quality interface.
- Development edges will be designed appropriately to reduce any detrimental effects to development from nearby rail and vehicular movement routes.



CONCLUSION

7.1 The land at Cross Green Lane is truly deliverable and should be allocated as an infrastructure led strategic development location through South Staffordshire's Local Plan Review process. The site provides the opportunity to realise a sustainable, quality urban extension on the northern edge of Wolverhampton which could accommodate c. 1,200 new homes as well as significant amounts of public open space and supporting infrastructure.

AVAILABLE NOW

7.2 The majority of the land identified on the Site Location plan (Page 6) is owned by Taylor Wimpey, a national housebuilder who are committed to delivering a sustainable residential community on the site at the earliest opportunity following an appropriate allocation as part of the South Staffordshire Local Plan Review.

7.3 There are no legal or ownership impediments which would prevent the land from being delivered for residential use.

SUITABLE LOCATION

7.4 The site comprises Green Belt land to the north of Wolverhampton which, as demonstrated in Section 4, it is a suitable site for release to meet housing needs of South Staffordshire District and the wider Greater Birmingham Housing Market Area. The location to the 'North of Wolverhampton/i54' was an employment-led housing growth option identified within the Greater Birmingham Strategic Growth Study that performed strongly against a range of criteria. The site is considered to be a sustainable location for employment led residential development.

ACHIEVABLE

7.5 The site comprises greenfield land and will not be subject to any known major remediation or preparation costs. Taylor Wimpey has reviewed the economic viability of the site and proposals in terms of land values, market attractiveness/demand, sales rates and development costs and can confirm that the development is economically viable. Taylor Wimpey also has the capacity to deliver the proposed development.

7.6 In terms of a delivery programme, if the site were allocated in the Local Plan Review then the first completions could potentially occur as early as 2025, whilst the whole development would be completed by the end of the proposed plan period in 2039.

7.7 In summary, the site will deliver a significant number of much-needed housing in the medium to long-term in a sustainable location and would facilitate the delivery of a new parkway station. A leading housebuilder has indicated that that the proposed development is viable and they are able to deliver the development in a timely manner. Therefore, the site is achievable.

7.8 Taylor Wimpey is committed to working with South Staffordshire District Council, other key stakeholders and the local community to design a quality residential development which respects and enhances the village. Taylor Wimpey will use this document to facilitate further consultation with the relevant authorities and the local community to refine the proposals in light of further input appropriate representations to the Local Plan Review.



APPENDIX 1

Taylor Wimpey UK Limited

Taylor Wimpey UK Limited is a dedicated homebuilding company with over 126 years' experience; we have an unparalleled record in our industry. We aim to be the homebuilder of choice for our customers, our employees, our shareholders and for the communities in which we operate.

We have expertise in land acquisition, home and community design, urban regeneration and the development of supporting infrastructure which improves our customers' quality of life and adds value to their homes. We draw on our experience as a provider of quality homes but update that, to the expectations of today's buyers and strive to provide the best quality homes, while setting new standards of customer care in the industry. Our 23 regional businesses in the UK give our operations significant scale and truly national geographic coverage.

Each business builds a range of products, from one bedroom apartments and starter homes to large detached family homes for every taste and budget and as a result, our property portfolio displays a surprising diversity. The core business of the company is the development for homes on the open market, although we are strongly committed to the provision of low cost social housing through predominantly partnerships with Local Authorities, Registered Social Landlords as well as a variety of Government bodies such as Homes England and Communities Agency.

With unrivalled experience of building homes and communities Taylor Wimpey today continues to be a dedicated house building company and is at the forefront of the industry in build quality, design, health and safety, customer service and satisfaction. Taylor Wimpey is committed to creating and delivering value for our customers and shareholders alike. Taylor Wimpey combines the strengths of a national developer with the focus of small local business units. This creates a unique framework of local and national knowledge, supported by the financial strength and highest standards of corporate governance of a major plc. Taylor Wimpey Strategic Land, a division of the UK business, is responsible for the promotion of future development opportunities, such as this site, through the planning system. The local business unit that will, in conjunction with Strategic Land, carry out housing and related development as part of this is Taylor Wimpey North Midlands, based in Wolverhampton.



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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE