



# LAND AT CROSS GREEN

## DEVELOPMENT VISION

Prepared by Pegasus Group on behalf of Taylor Wimpey UK LTD

December 2021 | P20-0904

Pegasus Group Ltd  
 5 The Priory  
 Old London Road  
 Canwell  
 The Royal Town of Sutton Coldfield  
 B75 5SH  
 www.pegasusgroup.co.uk | T 0121 308 9570 | F 0121 323 2215

Prepared by Pegasus Group Ltd  
 Prepared on behalf of Taylor Wimpey UK LTD  
 December 2021 Project code P20-0904  
 Project Director: James Walch

COPYRIGHT The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Group Ltd. Crown copyright. All rights reserved. License number 100042093.



LAND AT  
**CROSS GREEN**



# CONTENTS

PAGE 5	<b>01</b>	PAGE 9	<b>02</b>	PAGE 15	<b>03</b>
EXECUTIVE SUMMARY	INTRODUCTION	THE SITE & SURROUNDING AREA	PLANNING POLICY		
PAGE 19	<b>04</b>	PAGE 25	<b>05</b>	PAGE 39	<b>06</b>
IS THERE A NEED FOR GREEN BELT DEVELOPMENT?	IS THE SITE SUSTAINABLE?	WHAT IS THE VISION FOR THE SITE?	CONCLUSION		





# EXECUTIVE SUMMARY

## IN 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. The site is promoted for an infrastructure led residential development, adjacent to strategic employment growth, in response to the South Staffordshire District Council's Local Plan Review.

- The housing need arising from the South Staffordshire District and the wider Greater Birmingham and Black Country Housing Market Area constitutes exceptional circumstances to justify the release of Green Belt land. The release of the site from the Green Belt would not compromise the five purposes of the Green Belt as set out within national planning policy.
- The site provides an opportunity to deliver employment-led housing growth on a mixed-use scheme, adjacent to, or 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 supported by the proposed 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 two-form entry primary school, local centre and significant new green 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 designing a high-quality development which delivers real benefits for the area.



# INTRODUCTION

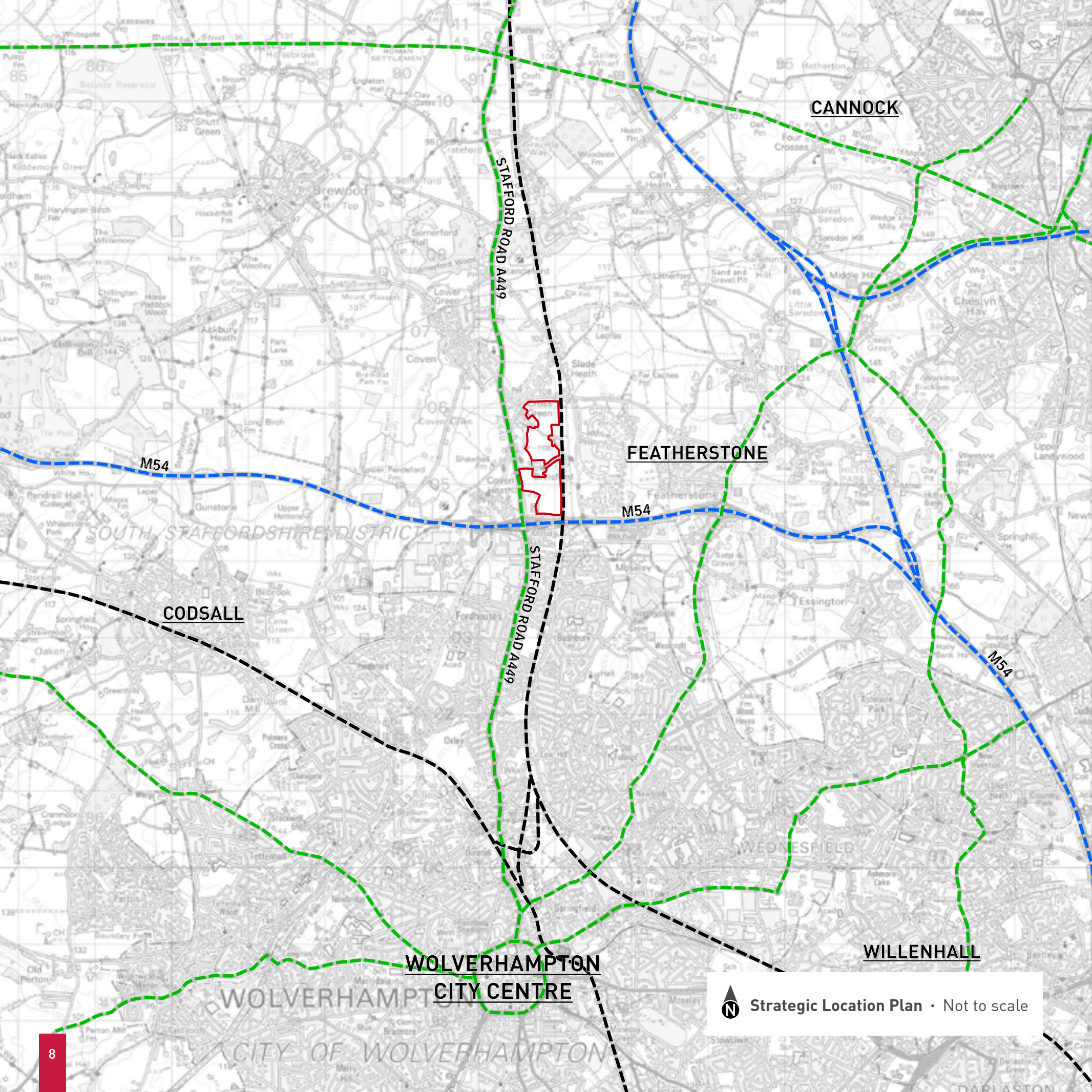
## DOCUMENT OVERVIEW

- 1.1 Land at Cross Green provides an ideal opportunity to deliver a sustainable, attractive and distinctive residential development which will deliver homes to help meet the needs of the local community and the wider housing market area. The site is located adjacent to ROF Featherstone and in the vicinity of i54 which are identified as key locations for employment growth.
- 1.2 The site is currently located within the Green Belt and is bounded by the West Coast Mainline to the east, the A449 to the west and the M54 to the south. The site facilitates the delivery of Road Option 7 to serve the employment growth proposal at ROF Featherstone to the east. The site has potential for good access to Wolverhampton via a number of vehicular, public transport and pedestrian connections and provides an opportunity to assist in the delivery of a new parkway railway station.
- 1.3 Taylor Wimpey is a national and respected housebuilder who is committed to working with South Staffordshire District Council, in conjunction with the Black Country Authorities and the local community, to design a quality and sympathetic development which delivers social, environmental and economic benefits for the wider area.
- 1.4 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. The vision will evolve following further consultation and more detailed technical work.
- 1.5 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.
- 1.6 This Development Vision Document has been prepared in the context of South Staffordshire District Council's Local Plan Review which is to address unmet housing needs in both South Staffordshire and the wider Black Country region, in light of the unmet housing need of the Greater Birmingham and Black Country Housing Market Area.
- 1.7 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).

**This document includes the following sections:**

- Section 2 – The Site and Surrounding Area**
- Section 3 – Planning Policy**
- Section 4 – Is there a Need for Green Belt Development?**
- Section 5 – Is the Site Sustainable?**
- Section 6 – What is the Vision for the Site?**
- Section 7 – Conclusion**

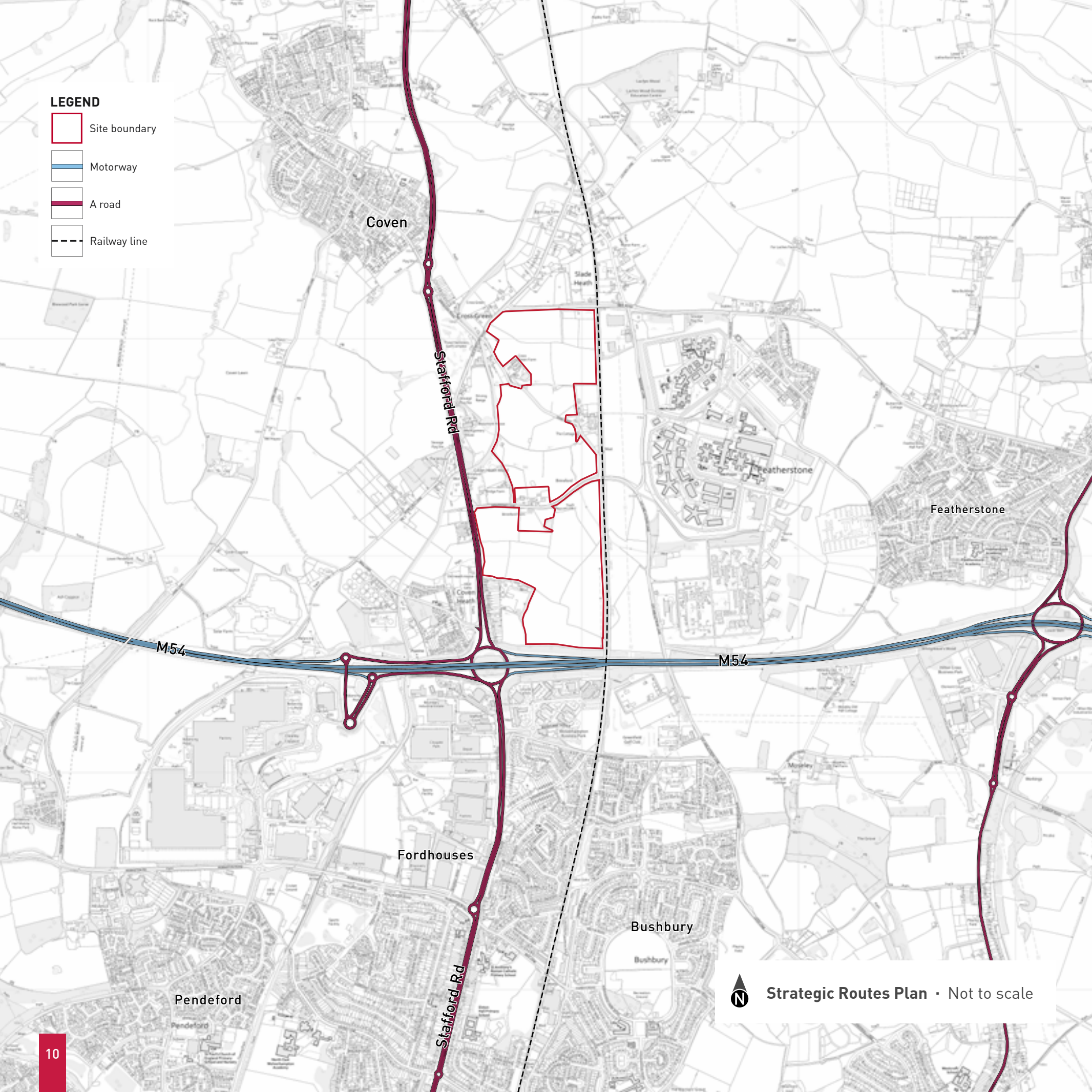
# THE SITE & SURROUNDING AREA



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 roadside 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.

Strategic Location Plan · Not to scale

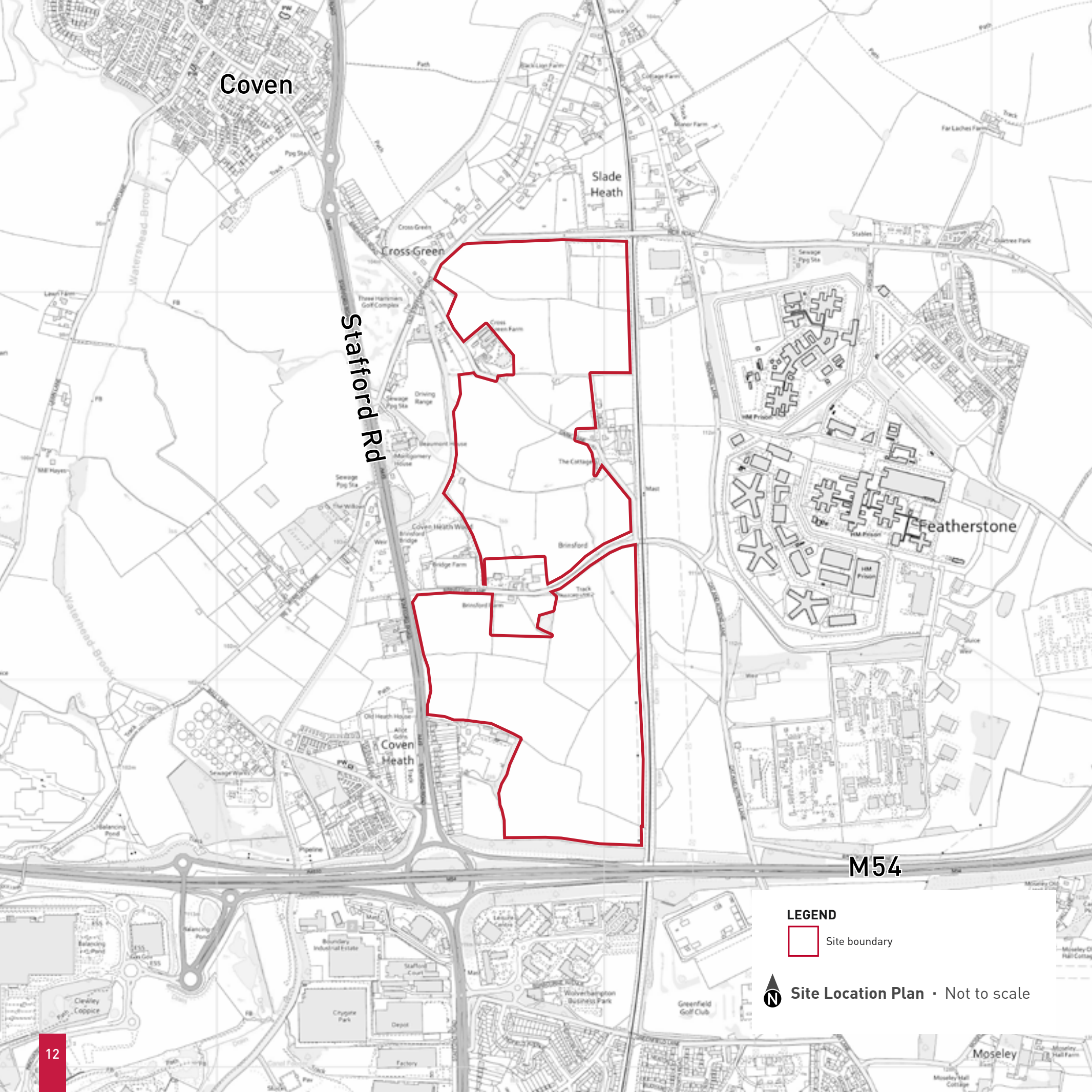


**SITE CONTEXT AND LOCATION**

- 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 the highest landform around its north-eastern and south-eastern (approximately 110m aOD), with the western edge around Brinsford Lane and the Stafford Road (A449) sitting 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.



View looking southwards down Stafford Road from Brinsford Lane



**LAND CONTROL**

2.15 The site, edged in red (left), comprises approximately 64ha of agricultural land with Taylor Wimpey owning the freehold on the majority of this land. Taylor Wimpey control all land within the proposed strategic allocation.

**SERVICES AND FACILITIES**

2.16 There are a number of local convenience stores within the vicinity of the site, with the nearest supermarkets being located at Blaydon Road approximately 4.6km to the south of the site with significant shopping facilities located within the centre of Wolverhampton and Bentley Bridge Retail Park.

2.17 There are a number of primary/first schools within approximately 2km of the site, including: St Paul's C of E First School; St Anthony's Catholic

Primary School and Elston Hall Primary School. Furthermore, Featherstone Academy is located within 3km of the site which corresponds to a cycling time of 11 minutes.

2.18 There are a number of doctor's surgeries within a 2km radius of the site.

2.19 The site is therefore well situated in relation to local services and facilities and provides opportunity to deliver new facilities on site.



St Pauls C of E First School

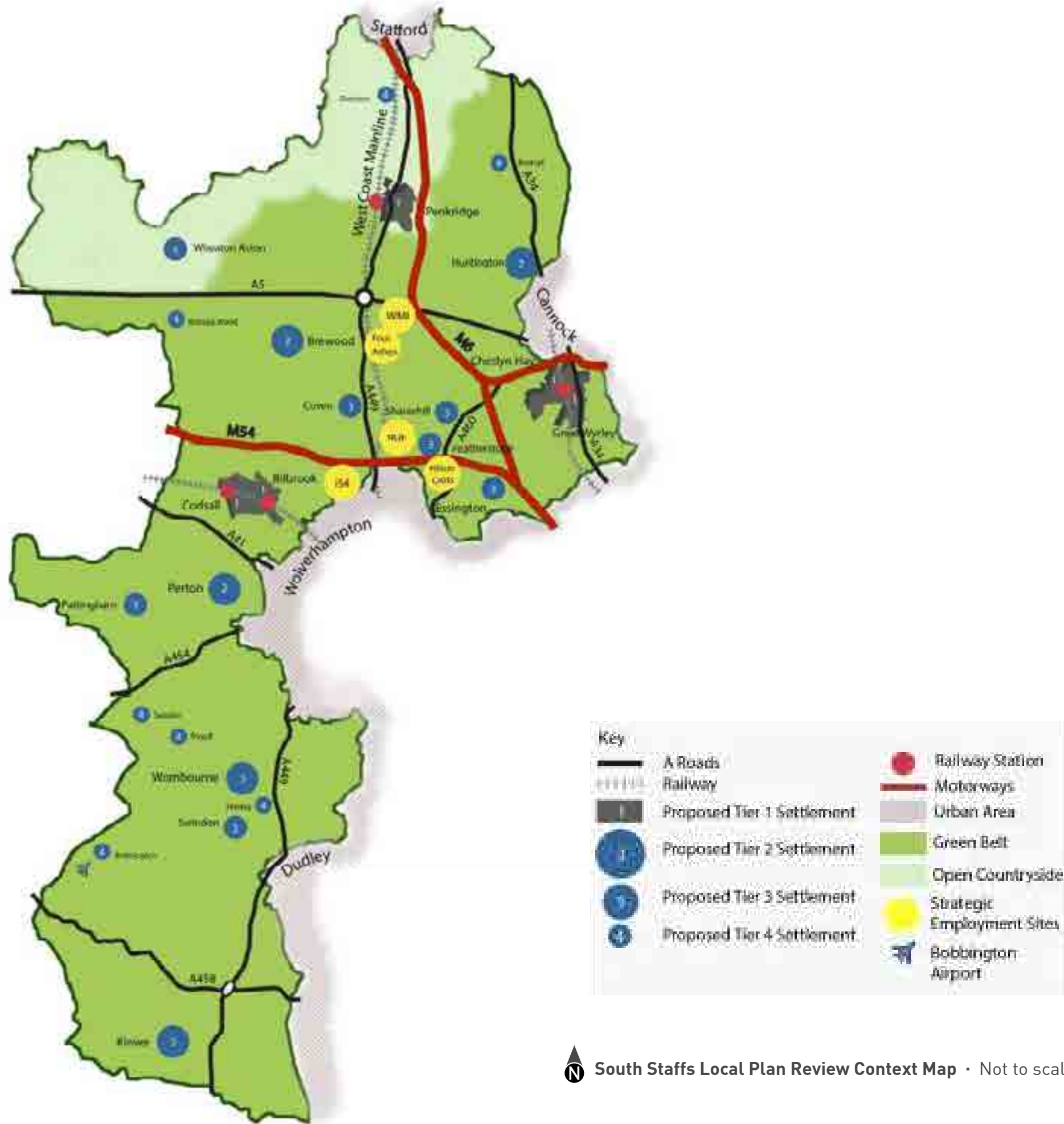


Mayfield Medical Practice



Bentley Bridge Retail Park

# 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 South Staffordshire development plan currently comprises the South Staffordshire Core Strategy (adopted in December 2012) and the South Staffordshire Site Allocations Document (adopted in September 2018). The current Strategy covers the period 2006-2028 and sets a housing requirement of at least 3,850 new homes to be delivered within this period which, at 175 dpa, is considerably lower than the need that has now been identified.
- 2.5 The Site Allocations Document (SAD) 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. The SAD also requires a new Local Plan to be submitted for an Examination in Public (EiP) by 2021.
- 2.6 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 2038. 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.
- 2.7 The Local Development Scheme (LDS) published in June 2020, proposed the following timetable for the Review:
  - Issues and Options Consultation Oct/Nov 2018
  - Strategic Spatial Strategy and Infrastructure Delivery Consultation Autumn 2019
  - Preferred Options Document Autumn 2021
  - Publication Document Summer 2022
  - Submission of Local Plan Winter 2022/23
  - Local Plan Examination Spring 2023/24
  - Adoption of Local Plan Winter 2023
- 2.8 Taylor Wimpey notes that the LDS shows that the Local Plan Review will not be submitted for examination in line with the SAD requirement.

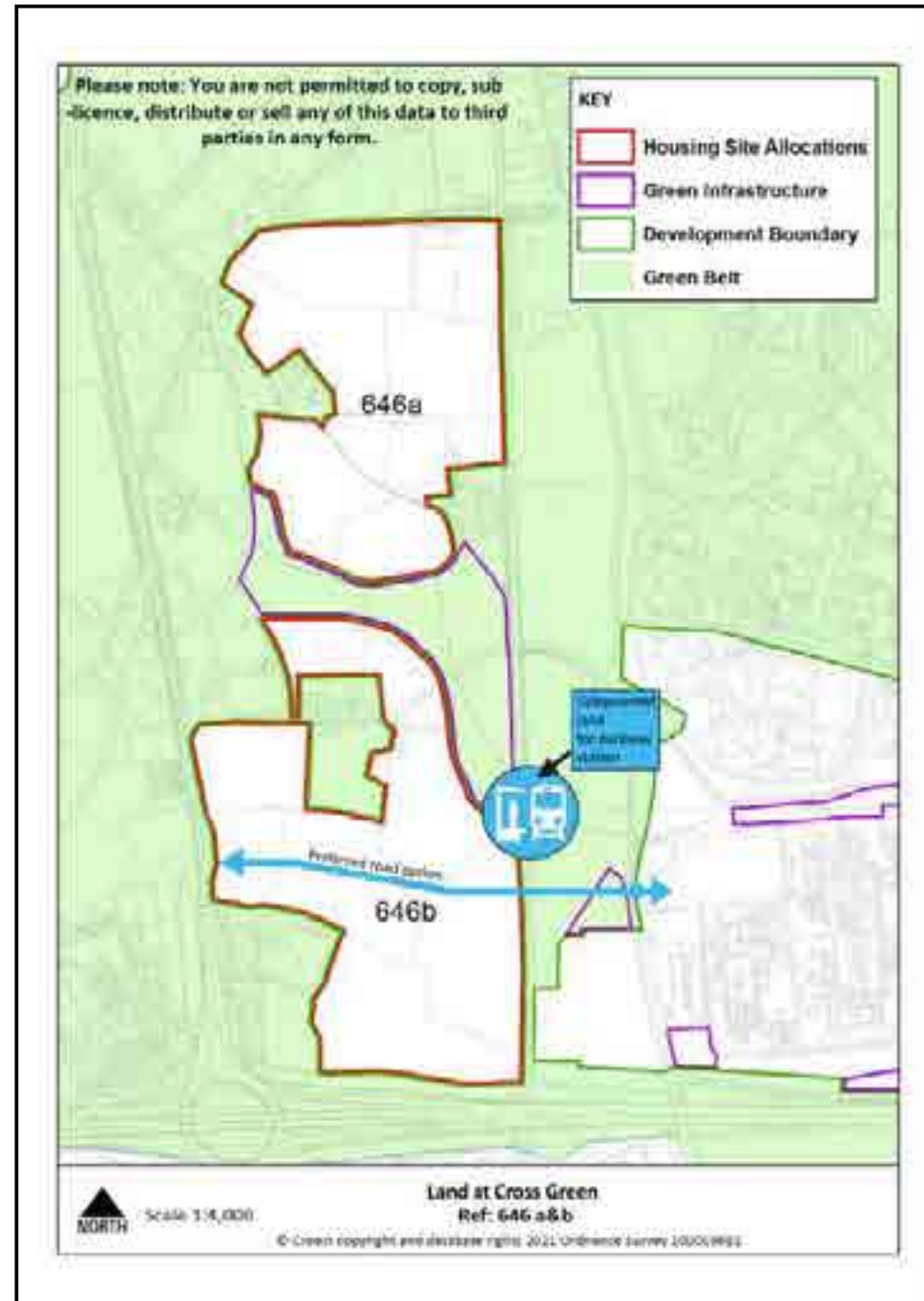


# Local Plan Preferred Options

November 2021



Further information can be found at [www.sstaffs.gov.uk](http://www.sstaffs.gov.uk)



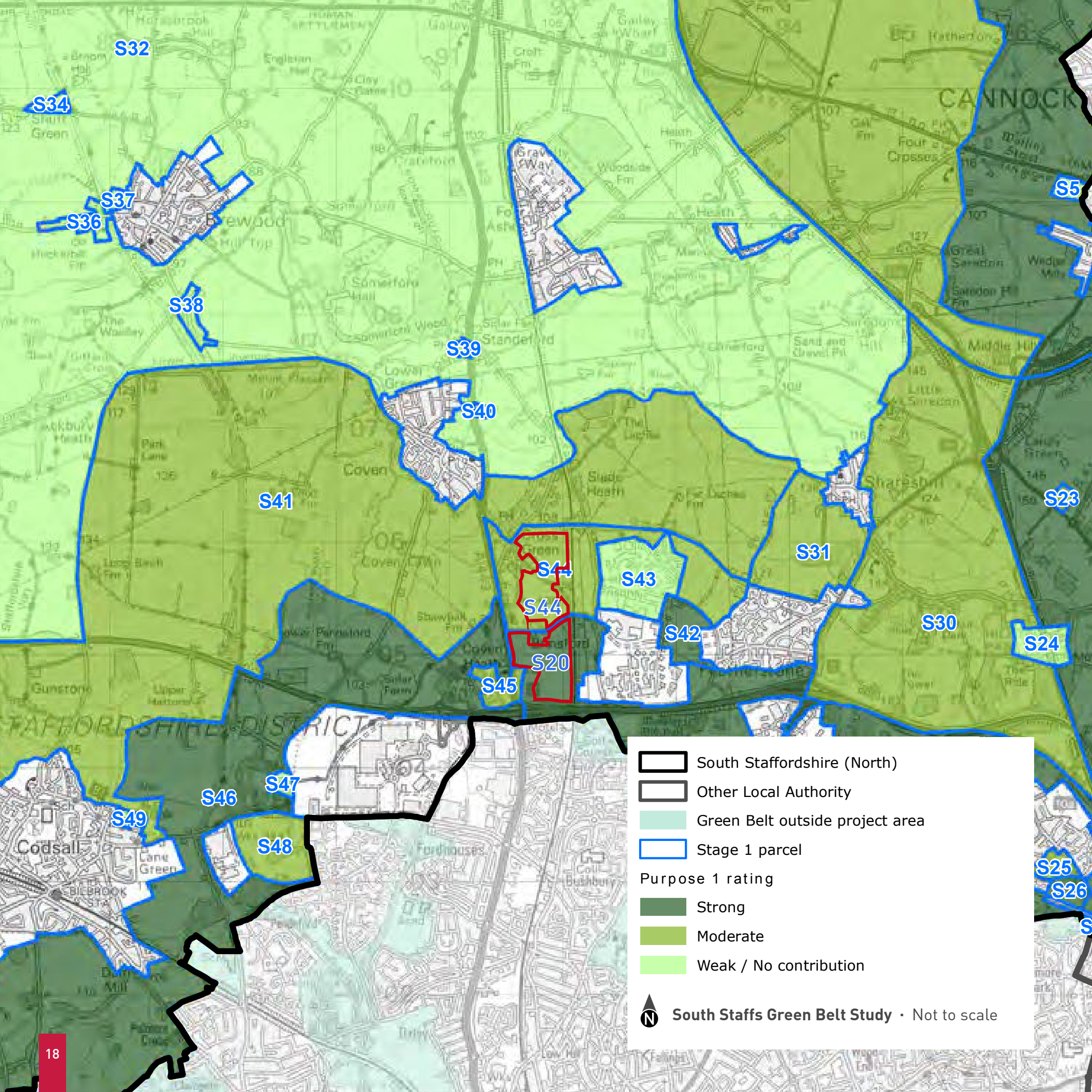
## EVIDENCE

- 2.9 The Preferred Options version of the Local Plan Review was subject to consultation between 1 November and 13 December 2021. The Preferred Options document identifies an overall housing target of 8,881 dwellings, comprising 4,131 derived from South Staffordshire's own housing need calculated by the Government's Standard Method, 750 dwellings arising from completions in the District since the start of the plan period (2018-2021) and an additional 4,000 dwellings to contribute towards the unmet needs of the Greater Birmingham Housing Market Area.
- 2.10 This includes the identification of Land at Cross Green as a Strategic Development Location (SDL). This SDL has been 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.

- 2.11 It is recognised that the Local Plan Review has been informed by a range of evidence to inform the spatial development strategy, emerging policies and site selection.
- 2.12 Housing Need: National guidance states that assessing housing need is the first step in the process of deciding how many homes need to be planned for. It should be undertaken separately from assessing land availability, establishing a housing requirement figure, and preparing policies to address this such as site allocations. The NPPF expects strategic policymaking authorities to follow the standard method as a starting point in determining the number of homes needed in an area.
- 2.13 An uplift in housing need may be appropriate where growth strategies are in place; where strategic infrastructure is planned that could support new homes; or where a Local Authority has agreed to meet unmet need from neighbouring authorities.
- 2.14 Cross Boundary Needs: Local Planning Authorities have a duty to cooperate with neighbouring authorities and other prescribed bodies on strategic matters that cross administrative boundaries. The most significant cross boundary issue relates to unmet housing needs within the Greater Birmingham and Black Country Housing Market Area (GBBCHMA) in which South Staffordshire District lies.

- 2.15 South Staffordshire District Council and the Black Country Authorities have worked with the other Local Planning Authorities within the Greater Birmingham Housing Market Area (GBHMA) to consider the housing need across the HMA and consider the strategic development options for meeting this identified need. The Strategic Growth Study (SGS) identified between 256,00 and 310,000 new homes are required to meet the HMA's needs between 2011 and 2036 and a cumulative shortfall in the supply of 60,855 planned dwellings across the HMA to 2036. This document identifies a number of growth options within local authority areas to be tested through local plan reviews. Many of these options have implications for Green Belt. Land to the north of Wolverhampton was a recommended employment led growth option to assist in meeting the identified unmet housing need.
- 2.16 A Strategic Green Belt Review has been undertaken to inform the South Staffordshire Local Plan Review, as well as the Black Country Core Strategy Review.
- 2.17 The Green Belt Review assesses land parcels against the purposes of the Green Belt identified within the NPPF. The Green Belt Characteristics of Land at Cross Green are discussed at Chapter 4 of this document.

# IS THERE A NEED FOR GREEN BELT DEVELOPMENT?



## CONTRIBUTIONS TO GREEN BELT PURPOSES

- 4.1 The Council has commissioned a Green Belt Assessment, alongside the City of Wolverhampton, Dudley, Sandwell and Walsall, (together comprising the Black Country authorities). The Study forms an important piece of evidence for the partial review of the Black Country Core Strategy (the Black Country Plan) and the strategic site allocations and individual development plans of the Black Country Authorities, as well as South Staffordshire District.
- 4.2 The Green Belt Study has two stages; the first is to assess 'strategic variations' between the contribution of land to the five purposes of the Green Belt, whilst the second includes a more focused assessment of the potential 'harm' of removing land from the Green Belt. Alongside the Green Belt Study, a Stage 3 assessment involved undertaking a landscape sensitivity assessment in order to assess the sensitivity of land within the South Staffordshire to housing and employment development. Whilst there is a relationship between landscape sensitivity and Green Belt contribution/harm in that physical elements which play a role in determining landscape character, there are fundamental distinctions in the purposes of the two assessments, reflecting the fact that landscape quality is not a relevant factor in determining the contribution to Green Belt purposes, or harm to those purposes resulting from the release of land. As such, the findings of the Stage 3 landscape sensitivity assessment for South Staffordshire and the Black Country are presented in a separate document (Landscape Study 2019) and is considered later in this Vision Document.
- 4.3 The National Planning Policy Framework (NPPF) states that the Green Belt should serve the five following purposes:
  - To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.4 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.
- 4.5 Once established, Green Belts should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans (NPPF paragraph 140). This Vision Document considers the contribution that land within the site makes to the purposes and function of the Green Belt, with reference to the Council's Green Belt Study. Recommendations are also included for the release of land for development that does not harm the Green Belt and offers options for new boundaries and the enhancement of retained Green Belt land.
- 4.6 The Council's Green Belt Study shows Land at Cross Green as falling within Green Belt Sub-Parcels Ref S44 and S20 which are identified as making the following contribution to the five purposes of the Green Belt:

GREEN BELT PURPOSE	S44 RATING	S20 RATING
P1: CHECKING THE UNRESTRICTED SPRAWL OF LARGE BUILT-UP AREAS	MODERATE CONTRIBUTION	STRONG CONTRIBUTION
P2: PREVENTING THE MERGING OF NEIGHBOURING TOWNS	MODERATE CONTRIBUTION	MODERATE CONTRIBUTION
P3: SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT	STRONG CONTRIBUTION	STRONG CONTRIBUTION
P4: PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS	WEAK/NO CONTRIBUTION	WEAK/NO CONTRIBUTION
P5: ASSIST URBAN REGENERATION, BY ENCOURAGING RECYCLING OF DERELICT AND OTHER URBAN LAND	STRONG CONTRIBUTION	STRONG CONTRIBUTION

4.7 It is noted the Green Belt Study breaks down land parcels from Stage 1 into a number of sub-parcels. Whilst the conclusions of the above assessment are noted, EDP has utilised the same methodology to provide a site-specific appraisal of the site:

#### **To Check the Unrestricted Sprawl of Large Built-Up Areas**

4.8 Whilst the site is situated on the edge of a large built-up area (Wolverhampton and its suburban areas), it is located within small hamlets and village areas (Coven Heath and Cross Green).

4.9 The site is influenced by existing urban built form and features, not typical of the open countryside, or the "Settled Plateau Farmland Slopes" Landscape Character Type. For instance; the presence of the M54 Motorway and West Coast Mainline railway line.

4.10 Consequently, the site has a less obvious relationship with the wider open countryside than the wider land parcel may do, especially to the east of the West Coast Mainline. Whilst the extensive hedgerow and mature landscape features, and mitigation planting associated with transportation corridors, encloses the site area and limits the openness with the wider open countryside, it is contained in part by a built-up area or small elements of development.

4.11 The bringing forward of development at the site, and re-alignment of the Green Belt, would modify the settlement edge of Wolverhampton. However, given the foregoing, this modification would not be unchecked and will not realise unrestricted sprawl. It is concluded that the site makes only a Moderate Contribution to Green Belt purpose 1.

#### **To Prevent Neighbouring Towns from Merging into One Another**

4.12 The site is only a minor component of the overall land parcel which has been appraised. The site is situated with a number of outlying towns within a relative distance. For instance, Penkridge and Stafford are approximately 7km and 13km north of the site. Cheslyn Hay and Cannock are approximately 6km and 8km to the north-east of the site. There are a number of small outlying small villages and hamlets within the intervening distance.

4.13 In this light, the site represents only a very minor component of the overall gap between these settlements. Furthermore, there is no intervisibility between the site and these outlying settlements due either to the combination of distance, landform, mature landscape features and physical presence of transportation corridors.

4.14 With consideration of the foregoing, it is concluded that the site makes No Contribution to prevent the merging of neighbouring towns (Green Belt purpose 2).

#### **To Assist in Safeguarding the Countryside from Encroachment**

4.15 EDP undertook its own field-based assessment during April 2019 which, combined with information published within Staffordshire County Council's 'Planning for Landscape Change Supplementary Planning Guidance' landscape character assessment, enables a much finer grain understanding of the site. This field-based appraisal is helpful to reach conclusions about the acceptability, in landscape terms, of developing the site and its possible effects on local character.

4.16 The presence of settlements within the "Settled Plateau Farmland Slopes" Landscape Character Type is typical and the Staffordshire County Council's 'Planning for Landscape Change Supplementary Planning Guidance' recognises settlements as typical influence in the landscape following 20th Century urban expansion and infrastructure: "The proximity of urban edge strongly influences the general character of the landscape....busy, noisy areas, dissected by major transport corridors, railways, quarries and power lines...".

4.17 Further to this, the following incongruous features are noted within the site and within its immediate setting:

- The site has limited features of value with its hedgerows, hedgerow trees and topography probably being its most interesting aspect. However, existing boundary and internal vegetation is commonly poorly managed;

- There are a number of landscape detractors discernible from within the site which are predominantly associated with the position of the site on the edge of Wolverhampton and the adjoining M54 Motorway to the southern boundary. The West Midlands Mainline runs along the eastern boundary and the A449 roadway encloses the western site edge. In combination, these physical features and transient movement disrupt the tranquillity of the local area;

- The perception of existing development is common through the site, especially to the southern areas where there is a perception of existing residential development overlooking the site from the western edge;

- Where nearby urban influences impact strongly on the landscape the landcover elements are in decline, with lanes now heavily used as through routes and large scattered farms now diversifying;

- The landscape there becomes one of an undistinguished character where no one element visually dominates but with an urban-fringe feel due to adjacent industrial areas and to the introduction of non-traditional activities; and

- It is clear that the site is influenced by the extensive transportation corridors, including the West Midlands Mainline, the M54 Motorway and the Stafford Road (A449) dual carriageway, as well as the nearby HMP Featherstone. These features provide physical elements which sandwich and enclose the site.

4.18 Consequently, it is considered that the site makes only a limited contribution to the key characteristics of the landscape of the "Settled Plateau Farmland

Slopes" Landscape Character Type. Additionally, there are a number of landscape detractors discernible from the site. These detractors are predominantly associated with the position of the site on the edge of Wolverhampton and the influence of urban development.

4.19 The site is sandwiched between significant transportation corridors and their associated curtilages. In the main, the site is experienced as being on the edge of an existing settlement, rather than being divorced from it, in the open countryside. In summary, it is considered that the site only makes a Moderate Contribution to this Green Belt purpose.

#### **To Preserve the Setting and Special Character of Historic Towns**

4.20 With consideration of the site's contribution to the function of this Green Belt role, it is noted that there are many Conservation Areas within the South Staffordshire Green Belt and also in the neighbouring district adjacent to the site (within the City of Wolverhampton). However the Conservation Area noted in closest proximity to the site relates to the Staffordshire and Worcestershire Canal rather than a feature which could be considered a 'historic town'

4.21 The only area within this criterion would relate to settlements situated a lengthy distance away and given the intervening landform and mature landscape features, there is no intervisibility with. For instance, Stafford, Walsall, Wombourne, the historic core of Wolverhampton, or Bridgnorth in Shropshire.

4.22 Therefore, it is considered that in reality this purpose would have very little relevance when assessing the site. Hence, it is considered that the site makes No Contribution to Green Belt purpose 4.

#### **To Assist in Urban Regeneration, by Encouraging the Recycling of Derelict and other Urban Land**

4.23 With regard to Purpose 5, 'to assist in urban regeneration by encouraging the recycling of derelict and other urban land', EDP considers that every land parcel would perform the same when measured against it.

4.24 Additionally, it is noted that there has been much consideration across the country as to whether there is value in performing an assessment against this purpose. Planning and application Advisory Service (PAS) Guidance 1 suggests that if the process has been properly followed, the ability to accommodate development within the urban area will have been fully explored prior to considering land within the Green Belt.

4.25 In the case of the West Midlands Green Belt, although the Green Belt was established to stop major urban areas and also smaller towns and cities from merging together, it has clearly played a key role in assisting the urban regeneration of the Birmingham conurbation and the reuse of brownfield land outside of the Green Belt elsewhere. Consequently, every land parcel would perform the same when measured against it, therefore adding no value to the overall assessment.

4.26 Given the foregoing, it is considered that the site makes a Strong Contribution with regard to Green Belt purpose 5.

### SUMMARY OF GREEN BELT PURPOSES

4.27 Based upon the above site-specific appraisal, it is considered that Land at Cross Green is a lower functioning area of Green Belt than SSSC assessed for Land Parcels S20 and S44 and makes a reduced contribution to the five purposes of the Green Belt. The table below shows our site specific assessment identifies the following contribution of the site to the Green Belt purposes:

4.28 The site is sandwiched between strong robust physical features, which are all long established and permanent, including major vehicular routes such as the M54 Motorway, the Stafford Road (A449) dual carriageway, and the West Midlands Mainline railway link to the City centre, which represent potentially defensible, durable edges for Green Belt re-alignment which would satisfy the requirements of the NPPF with respect of the definition of new green belt boundaries.

4.29 Given all the foregoing, it is considered that the

release of the site for future development would lead to a less substantial harm than appraised by SSSC.

4.30 Overall, it is felt that the site could be released from the Green Belt and developed in accordance with an appropriately design site proposal, which is sensitive and responsive to its environment, without significant harm to the function or integrity of the Green Belt north of Wolverhampton, retaining the relative openness and performance of the wider Green Belt within this region of South Staffordshire.

THE SITE					
THE SITE APPRAISER:	PURPOSE 1: CHECKING THE UNRESTRICTED SPRAWL OF LARGE BUILT-UP AREAS	PURPOSE 2: PREVENT NEIGHBOURING TOWNS FROM MERGING	PURPOSE 3: ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT	PURPOSE 4: PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS	PURPOSE 5: ASSIST URBAN REGENERATION, BY ENCOURAGING RECYCLING OF DERELICT AND OTHER URBAN LAND
EDP	MODERATE CONTRIBUTION	NO CONTRIBUTION	MODERATE CONTRIBUTION	NO CONTRIBUTION	STRONG CONTRIBUTION

# IS THE SITE SUSTAINABLE?

## 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.

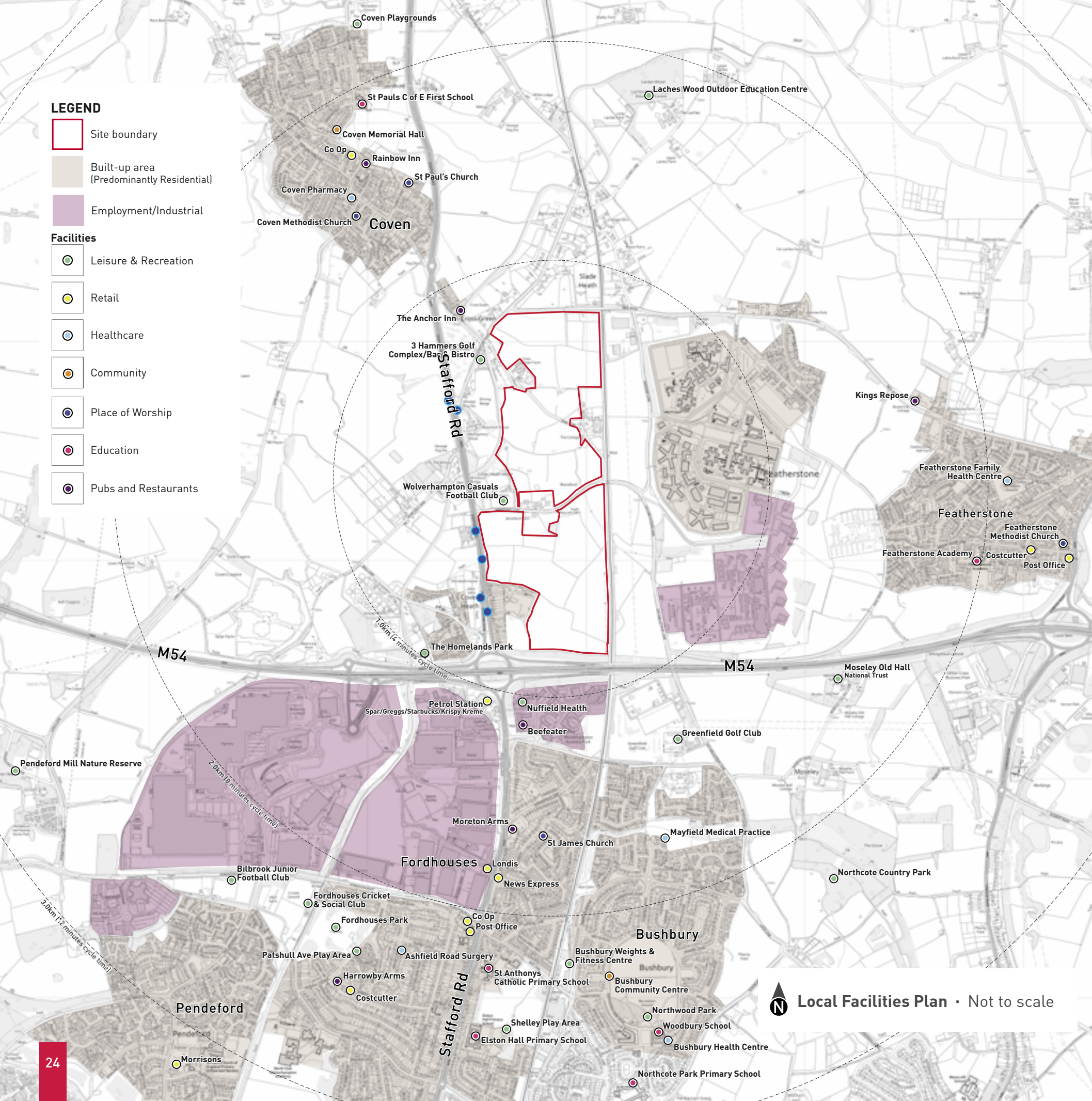
- 5.4 Foot and cycle facilities within the vicinity of the site are currently limited; however there is significant scope to improve connectivity as part of the development proposals and a package of enhancements have been identified as part of the adjacent ROF Featherstone proposal.
- 5.5 The nearest 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 There is significant scope to improve public transport connectivity as part of the development proposals, which includes the opportunity to assist in the delivery of a new parkway railway station on the adjacent WCML which bounds the east of the site. A package of enhancements has also been identified as part of the adjacent ROF Featherstone application.

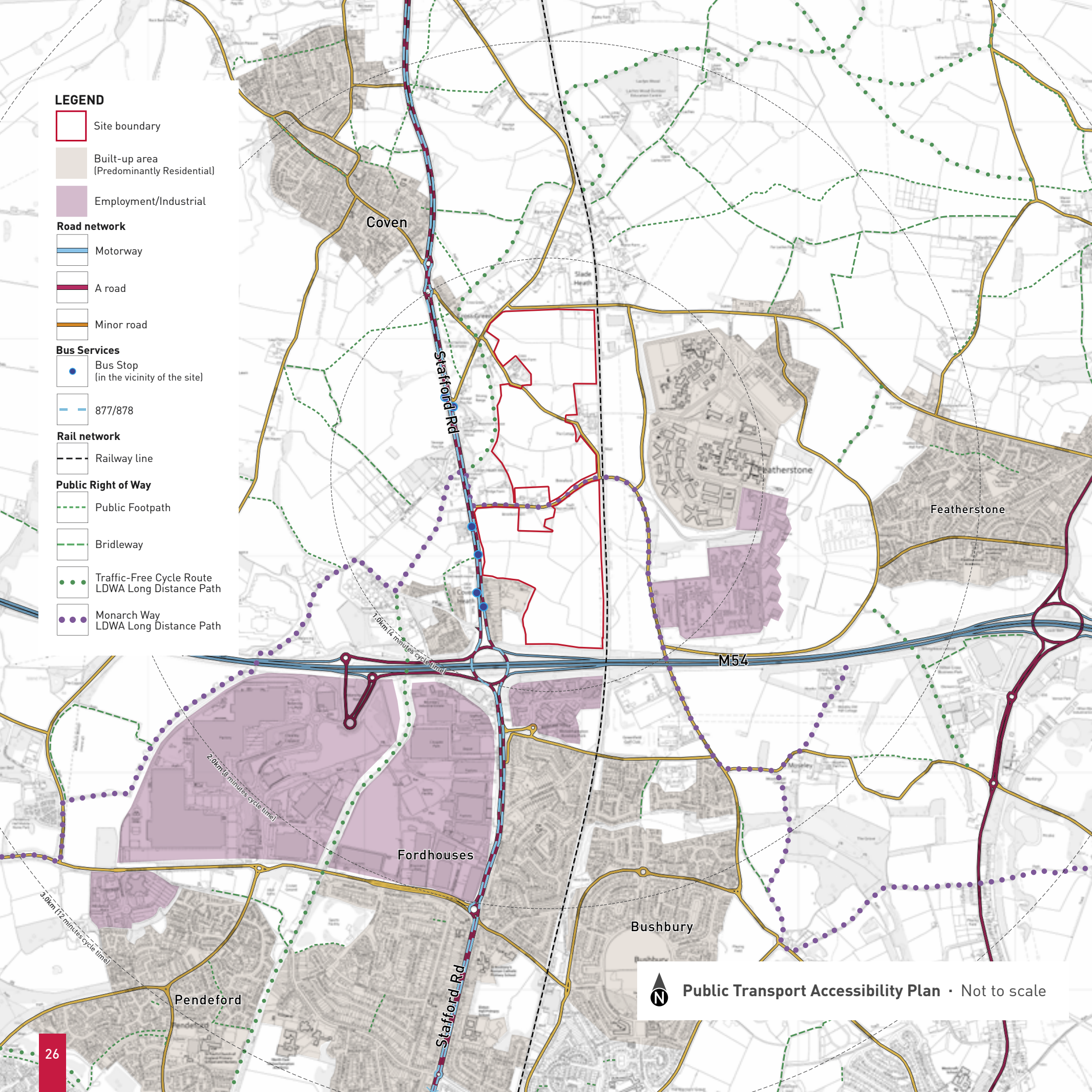
## SUSTAINABILITY BENEFITS

- 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. Summaries of the key findings and recommendations are to be found on the following pages.
- 5.9 The Development Framework Plan prepared to date has been informed by these technical assessments.

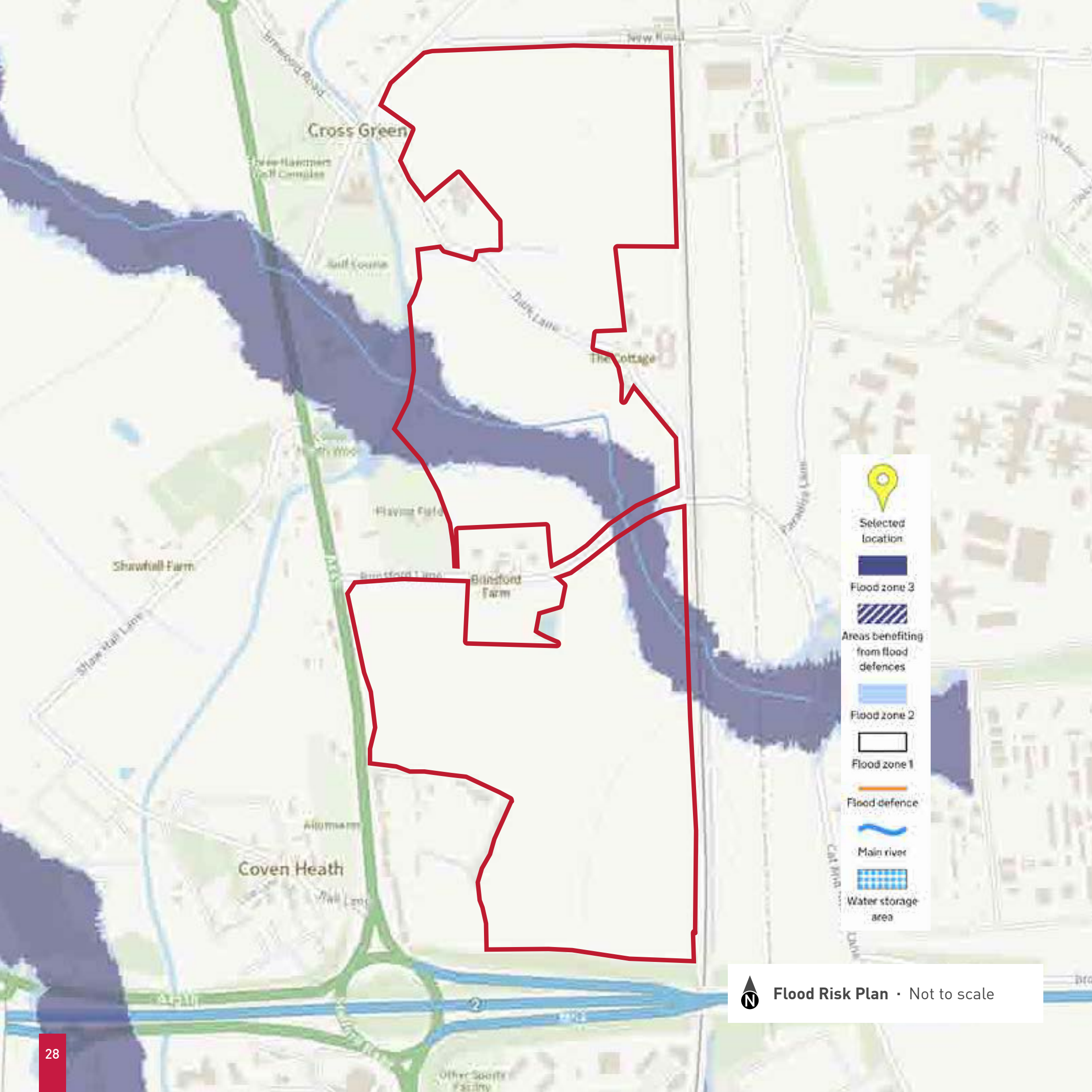




**Public Transport Accessibility Plan** · Not to scale

## HIGHWAYS AND TRANSPORTATION

- 5.10 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.
- 5.11 The nearest existing bus services to the site are to the west of the proposed development, accessed from the A449 Stafford Road.
- 5.12 The nearest rail station to the site is Wolverhampton 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.
- 5.13 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.
- 5.14 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.
- 5.15 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.
- 5.16 Internally, the site would include a principal spine road in conjunction with a number of primary and secondary streets.
- 5.17 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.

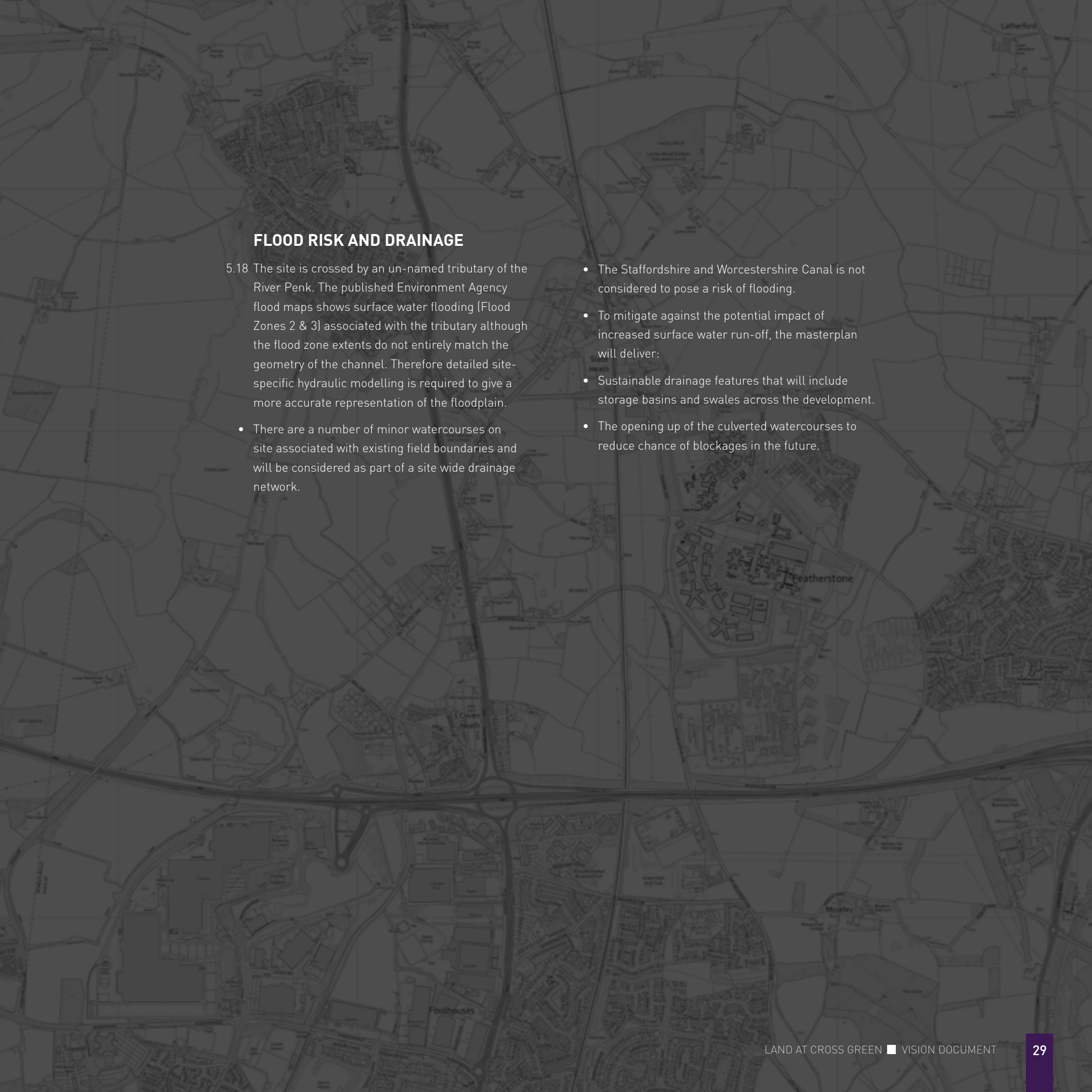


### FLOOD RISK AND DRAINAGE

5.18 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.

- 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.

- The Staffordshire and Worcestershire Canal is not considered to pose a risk of flooding.
- To mitigate against the potential impact of increased surface water run-off, the masterplan will deliver:
  - 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.





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

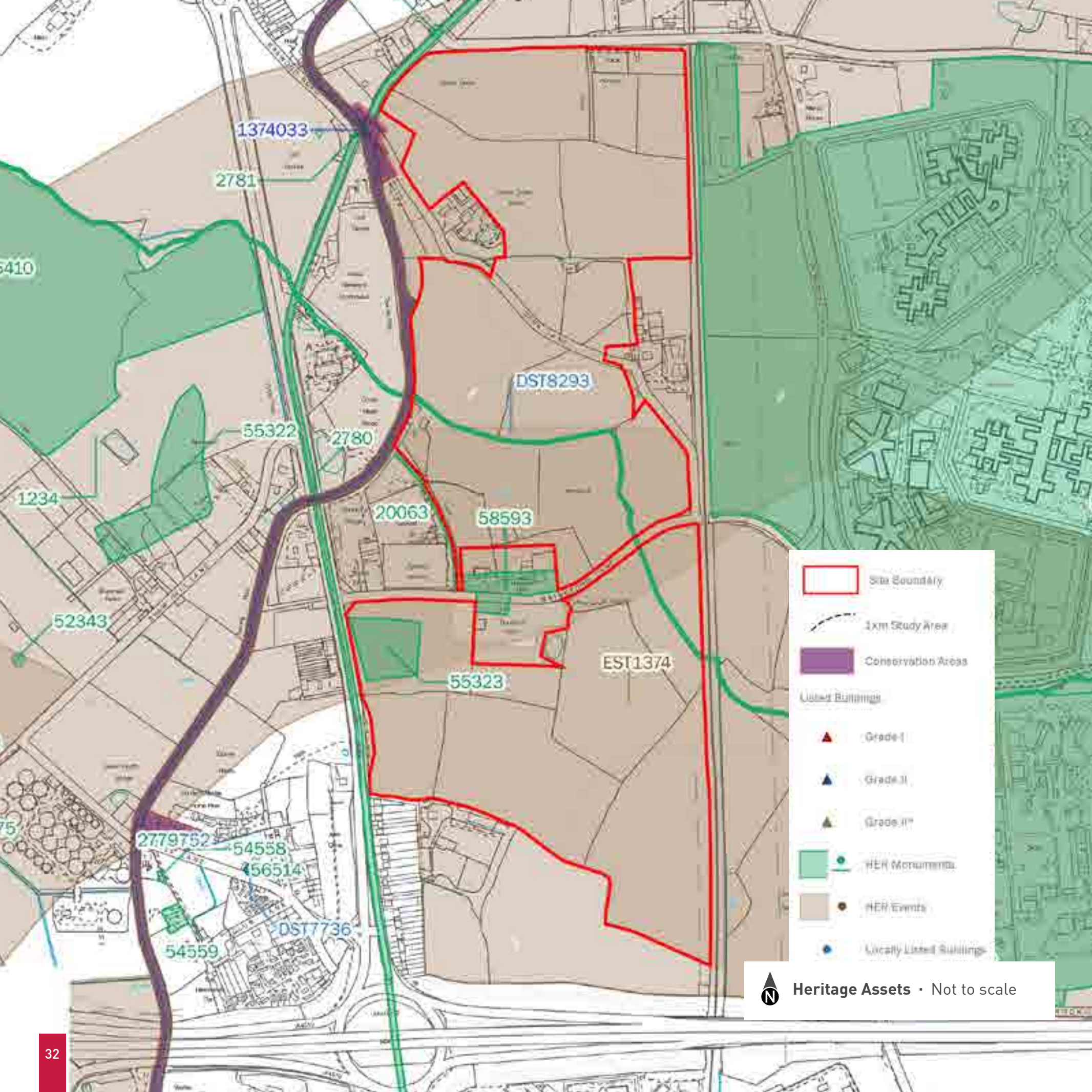


Viewpoint from Public Right of Way outside of the site looking eastwards

## LANDSCAPE

- 5.19 The site does not contain any national or local level landscape designations. There are no Public Rights of Way or areas of public access land present within the site, however the Monarch's Way passes between the two site parcels along Brinsford Lane before joining a wider PRoW network within the landscape to the east and south. A number of PRoW are situated to the north and west; however none afford direct access to the site.
- 5.20 The overall character of the site is considered to have a stronger relationship with the urbanising influences of nearby transportation corridors (West Midlands mainline, the M54 Motorway, and the Stafford Road (A449) dual carriageway) and built form of nearby HMP Featherstone, than the wider open countryside from which it feels generally divorced. The site itself has limited landscape features of value, with its topography, field pattern and vegetated field boundaries being its most valuable aspect. The nature of these features however makes them apt for integration within future proposals, providing filtering and screening of views from the wider area. Development of the site would in turn provide opportunity to bring all such vegetation into long-term management.
- 5.21 Visual amenity of the site is informed by the underlying character of the host landscape character area, which is of a rolling character with mature hedgerows, trees and agricultural farmland and urban influences, that serve to limit the potential visual envelope of the site
- 5.22 Extensive tree groups and vegetation along and adjoining the site's southern boundary is sufficient to substantially filter views of the site from the M54 motorway corridor. For the Stafford Road (A449), views are transient, oblique to the direction of travel, and for the majority of the site screened by intervening built form, mature landscape features of the golf course, or mature landscape features along the A449.
- 5.23 Mature tree groups along the eastern edge of the site limit the discernibility of the wider site area for users travelling along the West Midlands mainline. In turn the speed at which such rail receptors travel, further reduces the extent of visual appreciation of the site.
- 5.24 For local minor routes, including Brinsford Lane and Dark Lane, the combination of sunken lanes, extensive field hedgerows and the wider field pattern of hedgerows and mature hedgerow trees would limit the discernibility of the wider site area.
- 5.25 Users of the Staffordshire and Worcestershire Canal as it passes along the western edge of the site would be sensitive to development of the site, however mature tree groups along the canal, combined with the robust field hedgerows and hedgerow trees within the site would filter views of the wider site area.
- 5.26 Residential dwellings, notably those alongside Old Stafford Road; at the junction of the Old Stafford Road with Dark Lane; and nucleated wayside dwellings and farmstead within the centre of the site; experience direct views into the site, albeit the robust hedgerows and mature hedgerows within the site filter and screen views of the whole site area. For residential dwellings situated to the south-western corner of the site and to the west of the Stafford Road (A449), extensive tree planting to the rear substantially filter and screen views of the site.
- 5.27 Whilst there is a strong network of PRoW in the wider landscape to the north, west and north-west, the landform remains gently undulating and robust field hedgerows and mature tree components limit the availability of views. Walkers along the Monarch Way, where its route travels along the Staffordshire and Worcestershire Canal, would have very limited views of the site, if any at all.
- 5.28 The site is considered to have some visual constraints but is generally well enclosed by existing arterial road and rail corridors, as well as residential development and mature landscape features, which substantially filter and screen views to the wider landscape. Consequently, the site is experienced as largely enclosed and not perceived as such a sizeable area due to the filtering effect of field hedgerow vegetation.
- 5.29 Overall, it is considered that with a responsive masterplan, this site could be realised for a new residential development, and any resulting effects upon landscape character and visual amenity could be managed and offset through appropriate and responsive landscape mitigation.





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



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

## HERITAGE

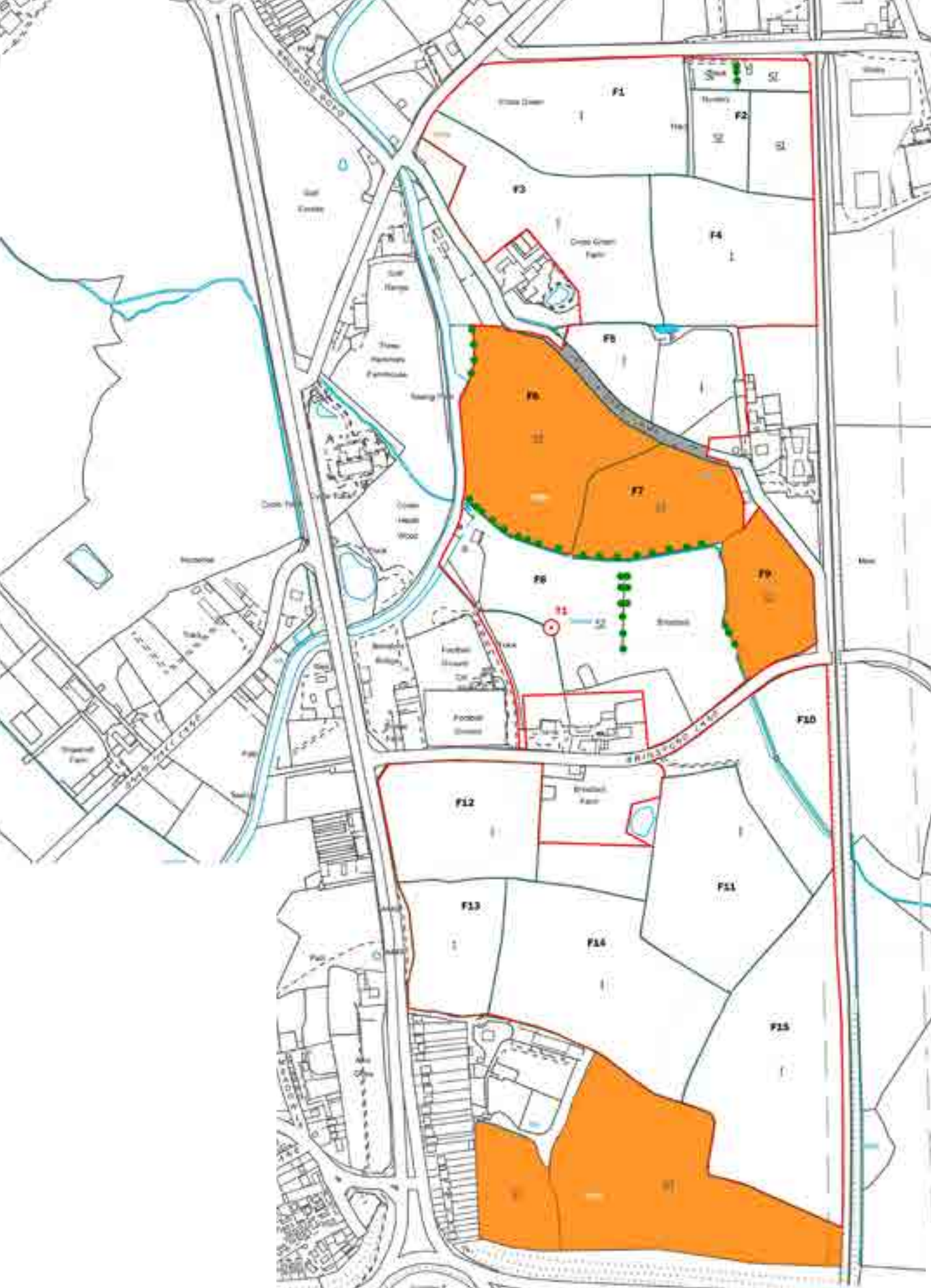
- 5.30 The site does not contain any designated heritage assets, such as scheduled monuments, listed buildings or conservation areas.
- 5.31 The preliminary assessment identified that there are five listed buildings within the 1km study area. However, the site makes no contribution to the setting of these buildings, due to the existing built form and distance between the buildings and the site which precludes 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.
- 5.32 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 the site.
- 5.33 However, there is potential for development within the site to affect the setting of the conservation area. Further assessment would be required to feed into the development design and to identify measures that will preserve or enhance the special interest of the canal.
- 5.34 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.
- 5.35 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.
- 5.36 The southern part of the site has previously been subject to geophysical survey, the results of which concluded that few potential areas of archaeological interest are present. There remains some potential for further archaeological remains in the north of the site but based on the current evidence, there is no reason to believe that any such remains would be of sufficient significance as to constrain the deliverability or capacity of the site for development.
- 5.37 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



-  Site Boundary
-  Field Number
-  Improved Grassland
-  Poor-Semi-improved Grassland
-  Semi-improved Neutral Grassland
-  Standing Water
-  Hemistanding/Bare Ground
-  Scattered Trees (Broad-leaved)

 Phase 1 Habitat Plan · Not to scale

## ECOLOGY

5.38 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:

- Presence of Cannock Chase SAC 10 km north east of the Site;
- Locally designated areas of semi-natural habitat adjacent to the boundaries of the Site;
- Hedgerows, a water course, areas of potentially species rich grassland and mature trees within the site; and
- Potential for great crested newts, breeding birds and foraging bats to be present (presence to be confirmed by further survey work).

5.39 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:

- 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;
- 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;
- Provision of good-quality informal green space to offset any recreational impacts on Cannock Chase SAC;
- Creation of areas of species-rich wildflower grassland within any areas of retained informal green open space;
- Incorporation of a range of bat and bird boxes on retained trees to provide new roosting and nesting opportunities;

- Wildlife-sensitive lighting scheme to minimise the effects of artificial lighting on commuting and foraging bats and other nocturnal wildlife; and
- Provision of Sustainable Drainage Systems (SuDS) features designed to benefit biodiversity through appropriate design, planting and management of surrounding green open spaces.

5.40 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

5.41 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.

5.42 Based on the results of the noise and vibration surveys and subsequent acoustic modelling, it is considered that the site is workable 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 avoid significant 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.

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

## UTILITIES

5.44 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.

## WHAT IS THE VISION FOR THE SITE?

6.1 Taylor Wimpey's vision for the site seeks to deliver the following objectives:

- Employment-led housing growth on a mixed-use scheme, adjacent to, or in the vicinity of, junction 2 of the M54 to create a new sustainable community supported by new social and community infrastructure.
- Safeguard the future delivery of a new parkway railway station and mobility hub;
- Deliver quality new homes including both smaller and larger properties which make the best use of the land and contribute to meeting the needs of South Staffordshire District and the wider Greater Birmingham and Black Country Housing Market Area;
- Achieve a choice of housing with a mix of housing types, tenures and sizes to assist in meeting local housing needs;
- Provide quality design which will protect and

complement the existing character of the Coven Heath and Cross Green and provide a high standard of living for both current and future residents;

- Maintain and enhance connectivity and accessibility with vehicular, cyclist and pedestrian links for the benefit of both current and future residents;
- Provision of new high quality on-site open space as part of a wider green infrastructure strategy to support recreation and biodiversity net gain;
- Maintain and enhance site characteristics including the retention of existing vegetation on site, as well as providing further planting to enhance the existing provision;
- Achieve sustainable development through the use of good urban design and landscaping principles and the inclusion of on-site sustainable drainage systems (SuDS); and
- Creation of an attractive and safe development where people want to live.

### APPROACH

6.2 Taylor Wimpey has developed a Development Framework Plan which reflects the opportunities and constraints of the site and seeks to deliver the vision set out above. It is envisaged that this Masterplan will evolve further as a result of future consultations with South Staffordshire District Council, the local community and other key stakeholders.

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



## SITE OPPORTUNITIES AND CONSTRAINTS

### Opportunities

- An opportunity to create a vibrant, sustainable and well connected urban village on the outskirts on the West Mids conurbation.
- Create new rail links that will 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 redline 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.

6.3 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 the city and provide a soft transition to the surrounding countryside.



**Development Framework**  
 • Not to scale

**KEY**

	SITE BOUNDARY (TBC) 48.74 HA 187.64 ACRES
	POTENTIAL SITE ACCESS VIA BRINSFORD LANE, NEW ROAD AND OLD STAFFORD ROAD
	PROPOSED HIGH DENSITY RESIDENTIAL DEVELOPMENT PARCELS (33 DPH) NO. 5 DPH / 11.58 ACRES UP TO 288 DWELLINGS (AT 50 DPH)
	PROPOSED MEDIUM DENSITY RESIDENTIAL DEVELOPMENT PARCELS (52 DPH) NO. 7.44 HA / 18.37 ACRES UP TO 306 DWELLINGS (AT 43 DPH)
	PROPOSED LOW DENSITY RESIDENTIAL DEVELOPMENT PARCELS (21 DPH) NO. 18.1 HA / 44.72 ACRES UP TO 438 DWELLINGS (AT 20 DPH)
	PROPOSED CENTRAL VILLAGE HUB 2.77 HA / 7.17 ACRES
	POTENTIAL LOCATION FOR PRIMARY SCHOOL - 239 HA / 6.08 ACRES
	POTENTIAL PARKING FOR RAIL HALT - 1.47 HA / 3.73 ACRES (UP TO 204 SPACES)
	TOTAL PUBLIC OPEN SPACE (EXC. BUDDI) 23.74 HA / 58.71 ACRES
	POTENTIAL 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 ROUTES WITHIN DEVELOPMENT
	EXISTING VEGETATION
	PROPOSED STRUCTURAL PLANTING PROVIDING A REDUCTION IN ACOUSTIC DISTURBANCE
	PROPOSED WETLAND WOODLAND PLANTING
	ORNAMENTAL PLANTING

COMBINED TOTAL QUANTUM = 1190 UNITS

	COMMUNITY ORCHARD PLANTING		COMMUNITY TRIM TRAIL ROUTE
	NEIGHBOURHOOD EQUIPPED AREA OF PLAY		COMMUNITY ALLOTMENT SPACES
	LOCALLY EQUIPPED AREAS OF PLAY		CONFIRMED EXTENTS OF FLOOD LINE
	AREA OF NATURAL PLAY		SUSTAINABLE URBAN DRAINAGE (TBC)

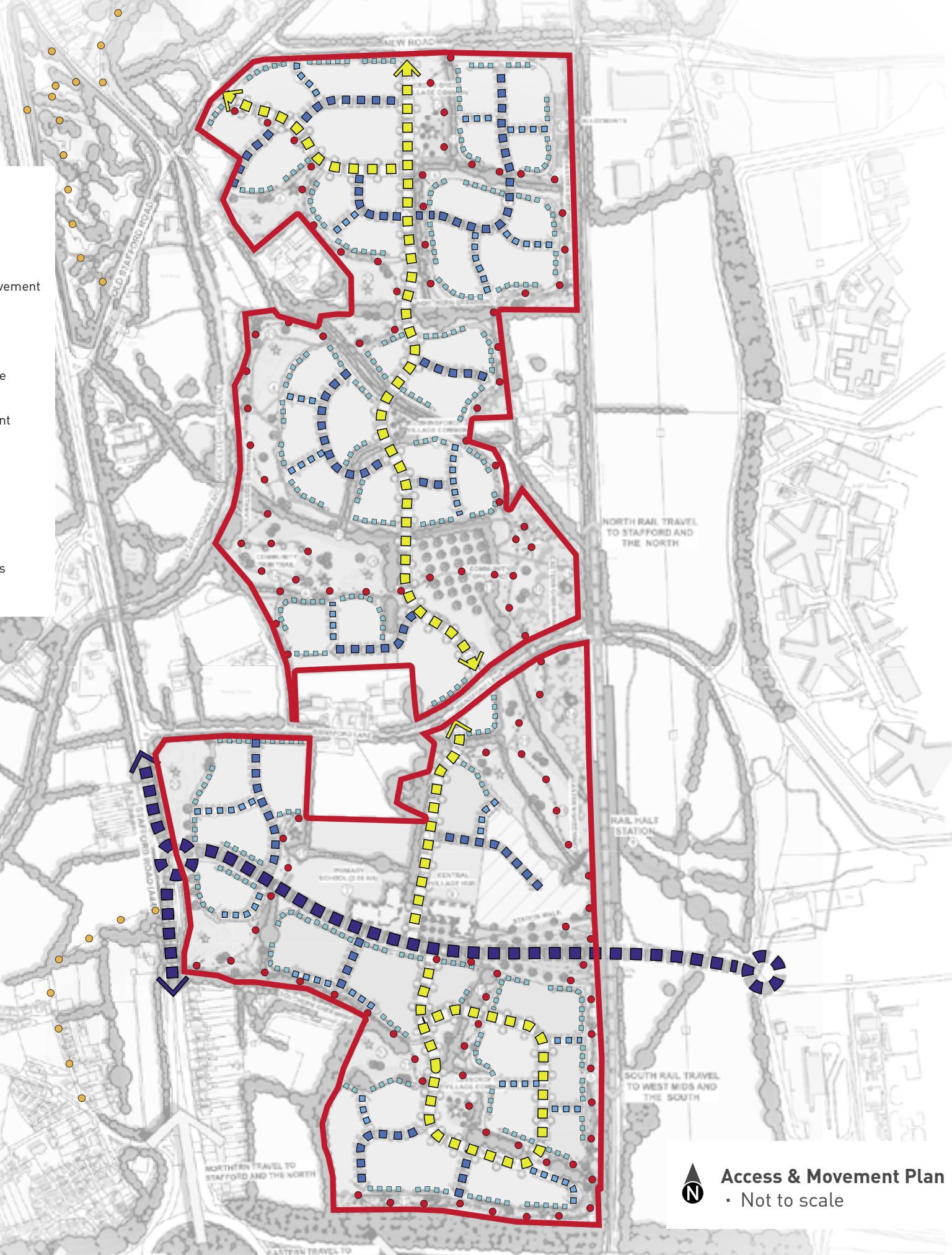
- KEY PRINCIPLES**
- POTENTIAL ACCESS VIA NEW ROUNDABOUT AND DISTRICT ROAD OFF EXISTING STAFFORD ROAD (L&P)
  - POTENTIAL ACCESS VIA BRINSFORD LANE, NEW ROAD AND OLD STAFFORD ROAD
  - PRIMARY RESIDENTIAL MOVEMENT PROVIDING GREEN FORMS OF MOVEMENT
  - SECONDARY MOVEMENT ROUTES PROVIDING ACCESS TO LARGER PARCELS OF DEVELOPMENT
  - TERTIARY MOVEMENT ROUTES PROVIDING ACCESS TO SMALLER CLUSTERS OF DEVELOPMENT
  - PRIVATE LANE WITH OUTWARD FACING DRIVEWAYS PROVIDING PASSENGER KINETICS AND OVER PROPOSED OPEN SPACE
  - POTENTIAL LOCATION FOR PROPOSED PRIMARY SCHOOL
  - POSSIBLE LOCATION FOR A CENTRAL VILLAGE HUB PROVIDING OPPORTUNITIES FOR RETAIL AND COMMUNITY USES
  - NEWLY PROPOSED RAIL HALT STATION PROVIDING SUSTAINABLE FORMS OF MOVEMENT
  - A SERIES OF LANDSCAPED COMMONS OFFERING LOCATIONS FOR EQUIPPED AREAS OF PLAY AND SPORTING PURSUITS
  - NEWLY CREATED 'CANALSIDE WALK' LINEAR PARK PROVIDING A LANDSCAPED BUFFER TO THE EXISTING CANAL NETWORK PROVIDING LEISURE AND SOCIAL OPPORTUNITIES FOR RESIDENTS
  - COMMUNITY ALLOTMENTS TO BENEFIT NEW AND EXISTING RESIDENTS
  - PLANTED COMMUNITY ORCHARD RETURNING THE AREA TO ITS HISTORIC LAND USE
  - PROPOSED LOCATION FOR COMMUNITY TRIM TRAIL PROVIDING OPPORTUNITIES FOR COMMUNITY EXERCISE AND SOCIAL INCLUSION
  - MAXIMUM RETENTION OF EXISTING VEGETATION AND ECOLOGY ON SITE
  - WETLAND WOODLAND PLANTING AIDING BIODIVERSITY AND ECOLOGY ON SITE
  - NEW STRUCTURAL WOODLAND PLANTING TO CREATE AN ACOUSTIC BARRIER TO EXISTING AND PROPOSED MOVEMENT INFRASTRUCTURE
  - SERIES OF THEMED GREENWAYS HELPING TO RETAIN EXISTING ECOLOGY WITH OPPORTUNITIES FOR ENHANCED PLANTING AND OPEN EXPANSION OF AMENITY GREENSPACE
  - MAXIMUM PROVISION FOR PEDESTRIAN MOVEMENT TO PROVIDE MAXIMUM PERMEABILITY THROUGHOUT THE DEVELOPMENT, AND
  - UTILISATION OF EXISTING SITE LOW POINTS FOR SUSTAINABLE URBAN DRAINAGE SOLUTIONS

**DEVELOPMENT**

- The total quantum for the site is approximately 1200 dwellings with opportunities for a central village commercial development, primary school and a new car park for access to the rail halt.
- The development will demonstrate a range of densities to achieve its total quantum. This will be across a range of character areas each respecting their setting and on-site opportunities and constraints.
- Each character area will feature a central village common; these are referred to as: Cross Green Village Common, Brinsford Village Common and Lesscroft Village Common.
- Each character area will have a noticeable change in density, elevational treatments, on-site setting and types of dwellings. The proposed neighbourhoods will be:
  - Lesscroft Character area. This character area will be the densest development on site given its close proximity to the existing urban fringe of Wolverhampton, the central village community uses, links to the rail halt and close vehicular movement routes.
  - Brinsford Character area will be much looser in its appearance with lower density development and close links to the existing canalside and proposed open spaces.
  - Cross Green character area will be the most northern area of the site and will take its character from its locality to the rural countryside and nearby existing development in Cross Green and Slade Heath.
  - The Central Village Hub is proposed to the centre of the development and will take inspiration from its urban squares, station walkway and its key location on the junction of the District Road, Primary movement route north and the rail halt.
- A series of community use spaces are also proposed in the form of Allotments, Community Trim trails, Community Orchards, NEAP, LEAP's and LAP's.

**LEGEND**

- Site boundary
- Access & Movement**
- Proposed district road movement
- Primary movement route (incorporating cycle & pedestrian movement)
- Secondary movement route
- Tertiary link road movement
- Private lane movement
- Footpaths**
- Public rights of way
- Potential pedestrian routes within development



**MOVEMENT STRATEGY**

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, allowing easy access to employment at both the i54 Business Park and the proposed strategic employment site at ROF Featherstone.

- 6.9 The site will benefit from a large range of nearby transport/ movement options. Vehicular links will be provided via the national motorway system accessed via the M54 to the south. A newly proposed train halt is proposed to be built for new residents and will provide excellent train links to the West Mids conurbation to the south and Stafford and Stoke on Trent to the north.
- 6.10 The site will also benefit from extensive links to the bus movement infrastructure via the Stafford Road (A449) with links back to all major centres nearby.
- 6.11 Access onto the site will be taken via a range of existing movement routes, these include main access via the Stafford Road (A449), Secondary accesses via Brinsford Lane, Old Stafford Road and New Road.
- 6.12 It is proposed a new District road will provide the primary access via The Stafford Road in the form of a new roundabout access and run east to west through the site. The District road will serve further proposed commercial development to the west of the existing trainline.
- 6.13 Primary tree lined movement routes will run primarily in a north-south orientation and provide the vehicular, cycle and pedestrian movement throughout the site offering green forms of movement.

- 6.14 Secondary streets will serve larger clusters of development further reinforcing the road hierarchy throughout the site.
- 6.15 Tertiary link roads will serve smaller clusters of development with the opportunity for slower vehicular speeds providing a home zone style development.
- 6.16 Private lanes vary between looped private lanes (capable of providing movement for refuse and fire tenders) to private lanes serving minimal dwellings to a non-adoptable standard.
- 6.17 The site will benefit from a range of fully circulatory dedicated pedestrian movement routes that will benefit from large expanses of public open space walks with community pursuits/activities.

**A Potential New Parkway Railway Station**

A Park and Ride facility is proposed alongside a safeguarded site for a potential new railway station at the heart of the scheme. With a capacity of around 500 car parking spaces, this facility would be part of the strategic travel network for the wider area and offer commuters an alternative means of travel into Wolverhampton and Birmingham. The potential railway station would also serve to benefit the proposed employment site at ROF Featherstone, providing accessible commuting opportunities.

**Mobility Hub**

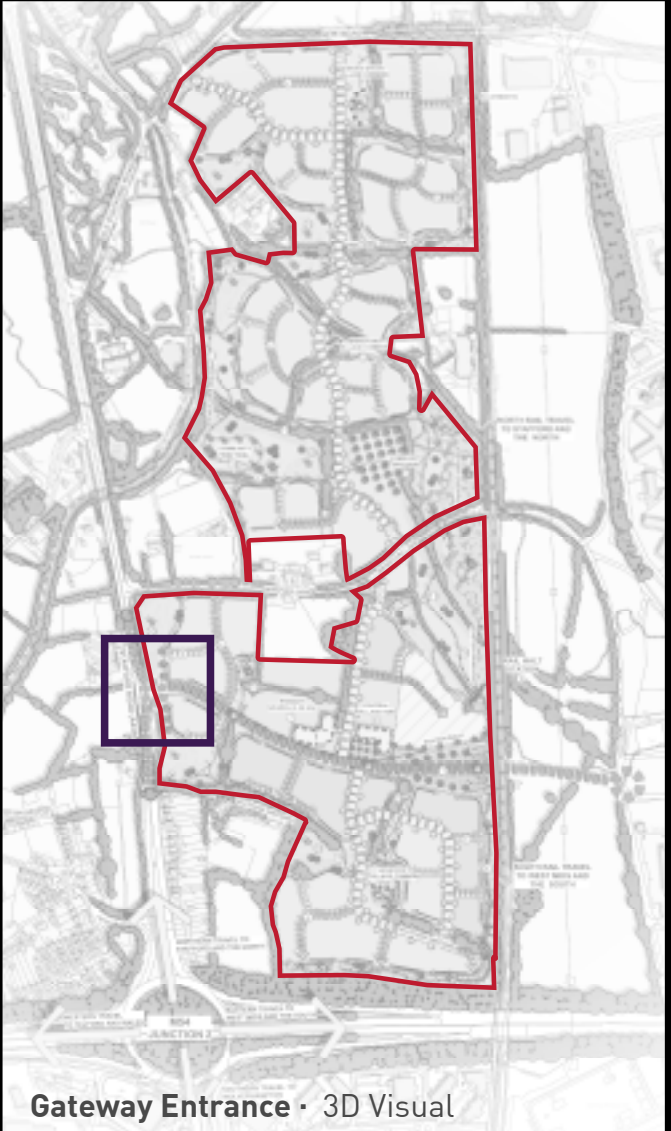
The future for strategic housing delivery is to seek a 'modal transport shift'. This involves encouraging home owners to use rail transport, bus travel, car share services or to travel via active commuting

such as walking and cycling, instead of individual private cars. To encourage this shift, a Mobility Hub has been proposed to form part of the Neighbourhood Core. The facility will provide:

- Secure cycle parking as well as internal storage for bike share schemes, electric bicycles and cargo bikes,
- Storage space for parcels to enable the facility to serve as a hub for 'last mile' delivery. This will include a convenient drop off and loading area for delivery vehicles to allow transfer of parcels to a storage area and onto cargo bikes,
- Bespoke travel planning advice for schools and community groups,
- Access to IT platforms to provide information on private and shared travel, including Demand Responsive Transport, car pool and car club schemes.
- Access to shared bike, scooter and vehicle schemes placed in a prominent location. This facility is to be centrally located and could include a cafe alongside flexible co-working spaces in order to create footfall.

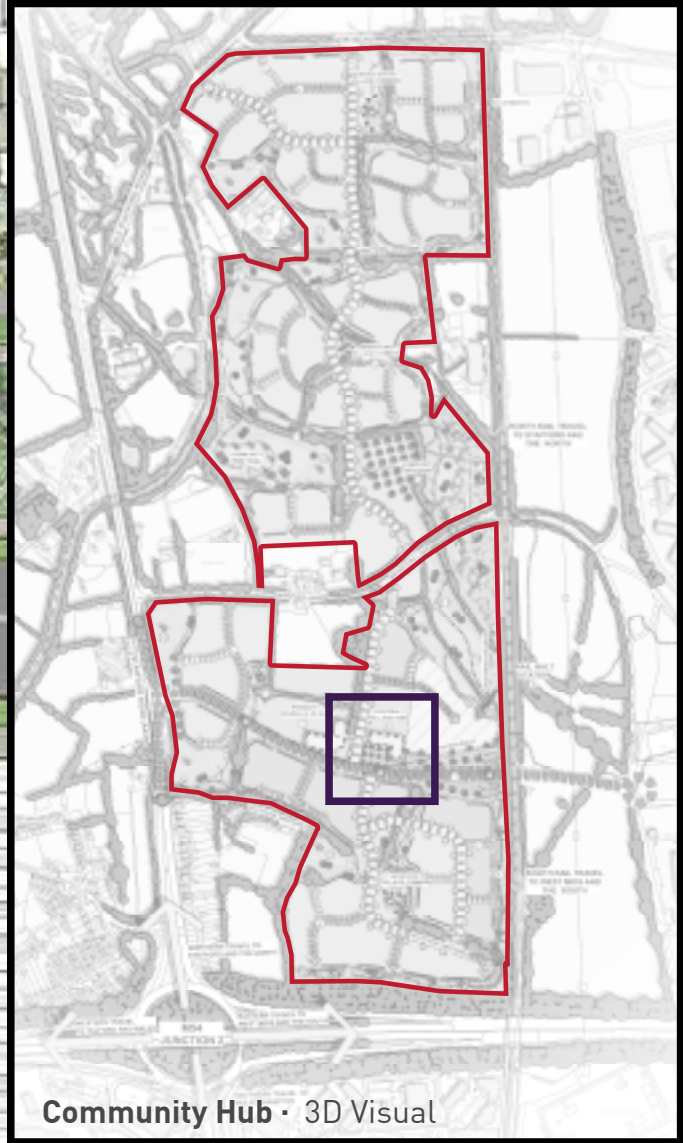
**Potential Brinsford Lane Changes**

It is proposed that the underpass at Brinsford Lane will be closed to private vehicles, and an attractive bus, walking and cycling link created. Using this route, a shuttle bus service would be able to operate in a loop between the Neighbourhood Core and the proposed employment site at ROF Featherstone.



Gateway Entrance • 3D Visual





Community Hub · 3D Visual



Village Common • 3D Visual

## ACCESS & MOVEMENT STRATEGY

There are several points of access identified on the Masterplan, including primary access via the proposed new link road between the A449 and ROF Featherstone and further points of access to Brinsford Lane, New Road and Old Stafford Road.

The existing highway network has good visibility in these locations and the required visibility splays could be achieved through minor highways works and widening.

### Primary Street

The primary route will aim to provide a clear and legible movement through the site lining access points along a north south spine, linking the three new access points. The make-up of the road will consist of a 6.5m wide carriageway with two 2m green planted verges and two pedestrian movement paths incorporating cycle movement to one side.

A sense of distinctiveness and legibility will be achieved with the use of distinctive buildings and green spaces. Although the primary route is not a character area itself it will travel through all five-character areas. Following its movement through the site subtle changes will occur in the use of



alternative materials, styles, massing and build line will help to orientate the user to which character area they are in.

Massing will change through each character area but will generally range between 2-3 storey dwellings including the use of apartments at key locations.

Green infrastructure will follow the road through the entirety of the site. Green planted verges will help to provide a sense of place to users and help to indicate the primary status of the movement corridor. Dwellings will have a consistent setback to provide a further green space to fronts of properties helping to further emphasise green infrastructure.

Massing and block arrangements will consist of semi-detached and detached dwellings with the use of 3 storey apartment blocks at key focal stops or corners.

Parking will be situated to the side of properties helping to keep the street free of parked cars and assisting with unobstructed movement. Garages will ideally be set back behind build line to help reduce the visual prominence of parked vehicles.



### Secondary Street

Secondary routes will take direct access from either Primary route 1 or Primary route 2 providing links into the individual residential parcels.

Secondary routes will serve a smaller numbers of units, which the street makeup and massing should reflect. The highway will consist of a 5.5m carriageway with two 2m paths each side. Higher levels of variation in the build line and scale of buildings coupled with larger front gardens will help in assisting the user with legibility through the site.



A variety of parking typologies will be prevalent helping to create an informal residential development with the potential for on-street parking bays helping to reduce road speeds and increase levels of safety.



### Tertiary Lane

Tertiary Routes will run along the extremities of the development parcels. Although they can feature along greenways and parkland settings.

These streets and lanes are defined by the green spaces and will help to reduce the impact of development on green spaces and help to bring greenways through the site assisting in green movement.

These roads are 4.8-5m wide carriageways with one 2m wide path to run along the development side with a shared surface approach to vehicular and pedestrian movement.



Building massing and enclosure will be reduced to help development sit appropriately in its green rural surroundings. Higher levels of variation in rooflines and angulation will further assist in reducing the impact of development on green spaces.

A variety of parking typologies will be predominant helping to create the opportunities for extra landscaping between dwellings and parking.



### Private Lane

Private lanes will feature throughout the site in a variety of locations providing access to a limited number of dwellings.

Private lanes and Shared spaces can be located in a range of settings from green edges, inner shared surface courtyards, greenway edges and parkland edges.



Typically, the private lanes and shared surfaces will 4.5m shared surface spaces provided directly off secondary streets and will be maintained by the private residents.

Variation in the build line, orientation of dwellings and rooflines will assist in creating a homezone type arrangement and help users to identify these as a private space.





## GREEN INFRASTRUCTURE STRATEGY

6.18 This Green Infrastructure (GI) Strategy builds upon an understanding of the existing ecological and landscape value of the site and seeks to provide a summary of the existing GI baseline position, both with respect to on-site GI assets and their connectivity/functionality, but also to recognise the location of these assets and connections within the wider GI context and how they can be built upon through proposals.

6.19 To date neither Staffordshire County Council nor South Staffordshire Borough Council have published their own considerations on the GI of their respective authority areas to offer a relevant picture and aims of the wider GI context in which the site is located.

### Wider GI Context

6.20 Those GI elements in the vicinity of the site which are considered to be of most relevance to the development of the GI proposals within the Site are as follows:

- Two key GI corridors run either side of the site – the Staffordshire and Worcestershire Canal to the west (designated as a Sites of Importance for Nature Conservation(SINC)) the West Midlands Rail Line to the east (designated as a Potential Sites of Importance (PSI)), each of which connects to a number of open spaces (including recreational

grounds and golf courses) and GI features (including field boundaries, woodland blocks, Public Rights of Way (PRoW) and waterbodies) within the wider context for both people and wildlife;

- The long distance walking route of the Monarch's Way and wider right of way network to which it connects;
- The River Penk, circa 1.4km to the north-west, and its associated tributaries;
- The strategic woodland corridor associated with the M54 to the south, with the area of land immediately south of the Site being designated as a wildlife corridor; and
- Northcote Country Park circa 1.3km to the south-east.

### Existing On-site GI

6.21 The term GI includes a broad range of environmental assets including landscape features, ecological assets, public rights of way and recreational open spaces, amongst others. Such assets are present on site as follows:

- The Monarch's Way footpath as it passes between the two site parcels along the course of Brinsford Lane;
- An unnamed shallow watercourse, with associated vegetated banks, flows through the southern half

of the Site towards the western boundary, at which point it flows under the adjacent Staffordshire and Worcestershire Canal, into Watershead Brook and eventually the River Penk;

- Existing field boundary hedgerows form a network of linear features across the site. Generally, these features were noted to be species poor, comprising hawthorn, holly and blackthorn, however the hedgerows which run parallel to Dark Lane also contain oak and hazel in addition to those species noted above;
- Within the hedgerows across the site are several mature oak and ash trees; and
- The majority of the site comprises pasture fields consisting of relatively species poor improved grassland or poor-semi-improved grassland. The fields adjacent to the southern side of Dark Lane are noted to be slightly more species rich than those elsewhere on-site.

6.22 It should be noted that, at present, the site is private and inaccessible to the public which implies that the site has no current functionality in terms of recreational amenity or play. All current GI functionality relates to what limited habitat opportunities are presented by the watercourse, hedges, hedgerow trees and unmanaged areas of pasture.



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

### Policy Context

6.23 South Staffordshire Borough Council Core Strategy (December 2012) forms the statutory development plan for the area. The following paragraphs and policies are considered to be relevant with respect to GI matters:

6.24 Para 7.63 describes Green Infrastructure to be:

*“the physical environment within and between our villages. It includes the network of multi-functional open spaces, including formal parks and gardens, woodlands, green corridors, rights of way, waterways, street trees and open countryside.”*

6.25 Para 11.20 and 11.21 note:

*“It is recognised that green spaces and recreational facilities are important, but equally the linkages between them are significant. Green space networks connecting residential areas with recreation sites and the open countryside can help promote healthier lifestyles and greater recreational and physical activity. These networks should be accessible as far as possible to all users including pedestrians, cyclists and horse riders and should link*

*with existing networks such as public rights of way and cross boundary links. The networks should, where possible, seek to utilise and protect existing features such as footpaths, canal towpaths and disused railway lines, and link into longer distance routes such as the Staffordshire Way, Monarch’s Way and the Sustrans cycle network.*

*The development, enhancement and management of the green space network can support biodiversity objectives by helping to enhance, restore and reconnect habitats. Networks of natural habitats provide a valuable resource as they can link local sites of biodiversity importance and provide routes or stepping stones for the migration and dispersal of species.”*

6.26 Policy HWB2 Green Infrastructure

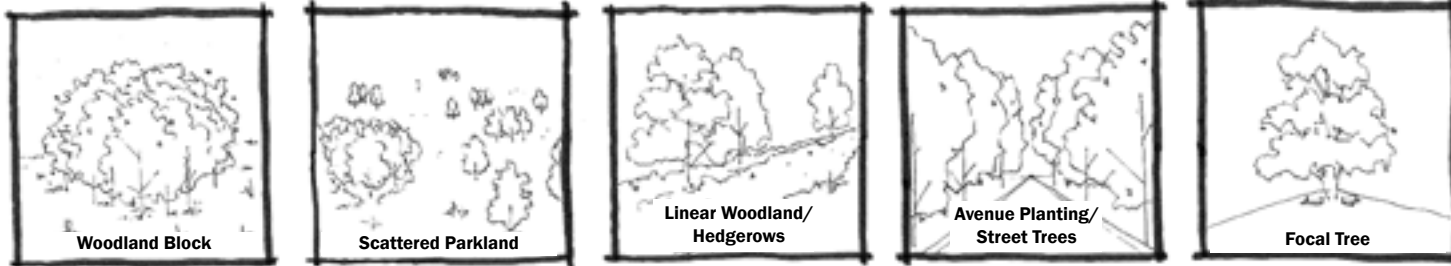
*“The Council will support the protection, maintenance and enhancement of a network of open space, natural and semi-natural greenspace in South Staffordshire and cross*

*boundary links. The Council will support proposals to improve and expand the key components of this green infrastructure network including the enhancement of green corridors such as disused railway lines and the enhancement and creation of native woodlands. The Council will also support proposals for the enhancement of blue corridors such as canals, rivers, and other watercourses and promote the maintenance of undeveloped buffer zones along the banks of watercourses. Proposals to enhance the biodiversity value of the green infrastructure network providing opportunities for habitat creation and linkages will also be supported.*

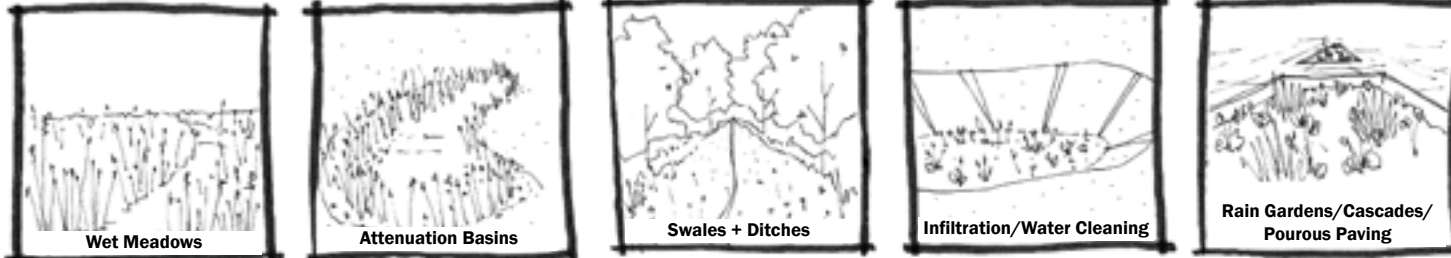
*The network of green infrastructure should provide safe, accessible, high quality links between recreational areas and facilities, residential, leisure and commercial areas and also provide cross boundary links as well as access to the wider countryside. Such links should provide for walking, cycling and horse riding.”*

Landscape Typologies

Structural Landscapes



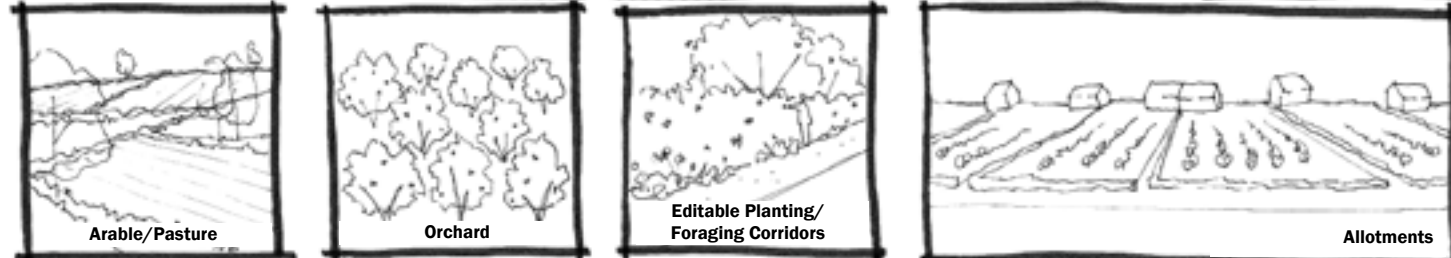
Water Landscapes



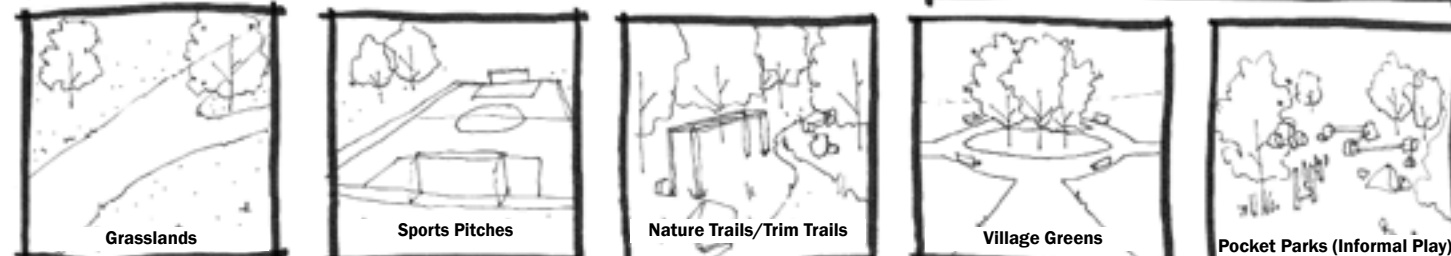
Connectivity Transitional



Productive Landscapes



Amenity Landscapes



Ecological Value

Community Value

Strategic Neighbourhood Local

Landscape Pattern Book

Green Infrastructure and Ecosystems Services

6.27 'Multifunctionality' is central to the GI concept and approach. It refers to the potential for GI to have a range of functions and to deliver a broad range of ecosystem services. Multifunctionality can apply to individual sites and routes, but it is when the sites and links are taken together that we achieve a fully multifunctional GI network.

6.28 The EDP Landscape Pattern Book diagram expresses a number of ways in which landscape categories and typologies can deliver a range of functions and services on any given site.

Ecosystem Services

6.29 Ecosystem Services are the multiple and various benefits provided to humans by the natural environment and from healthy ecosystems within that environment. Such ecosystems, where functioning properly, offer valuable services such as natural pollination of crops, clean air, extreme weather mitigation, human mental and physical well-being etc.

6.30 Typically, ecosystem services are grouped into four broad categories:

- provisioning;
- regulating;
- supporting; and
- cultural.

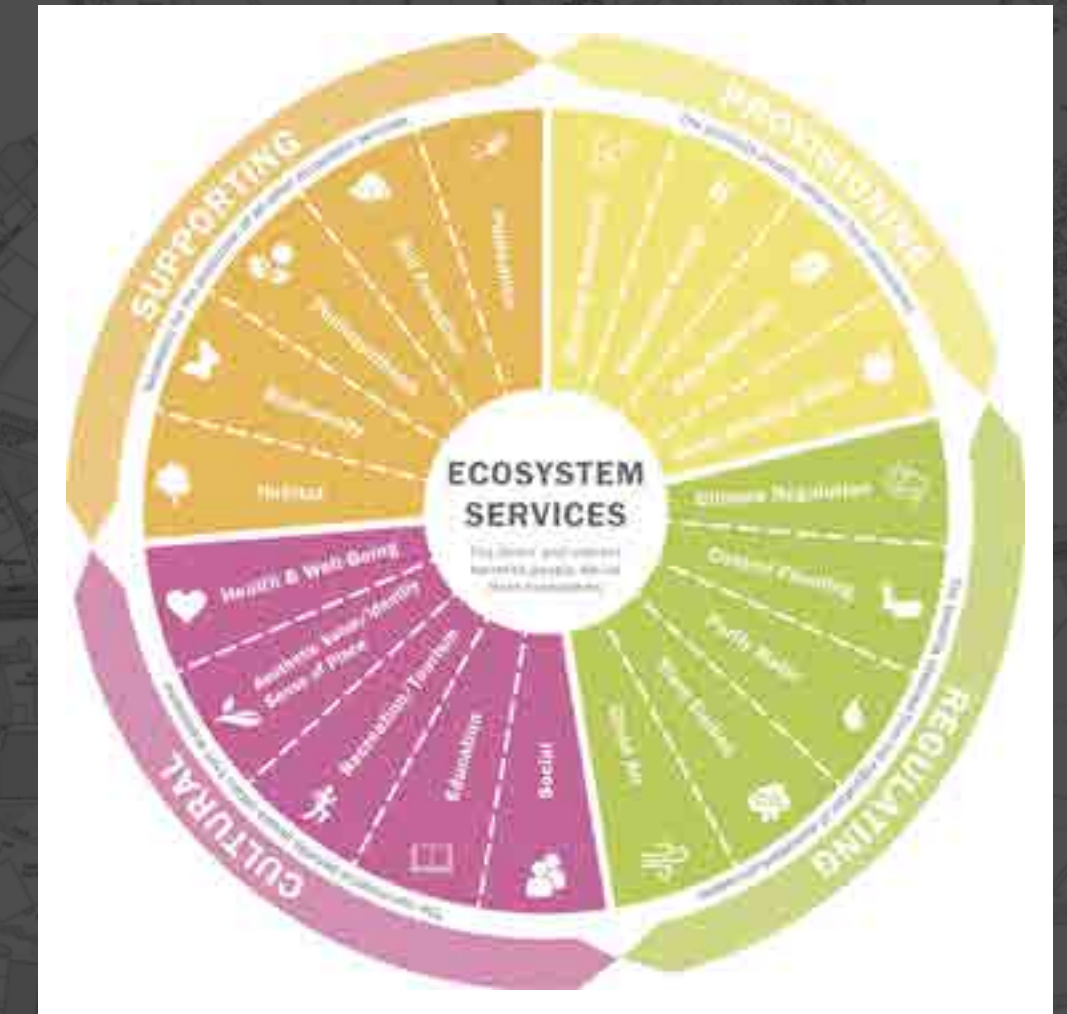
6.31 EDP's 'Ecosystem Services' wheel (below) sets out a range (not exhaustive) of services which sit under each of the headings set out above. The proposal seeks to deliver a number of these services through its GI Strategy, and this is illustrated and described on the following pages. Each of the four ecosystem services groups listed above are met throughout the scheme from the strategic to local level to address a multitude of primary and secondary functions which fall under the broad umbrella of

ecosystem services. The ultimate aim is to balance the social, environmental and economic needs to address climate change adaptation and resilience for the benefit of future generations.

6.32 The plan on the following spread illustrates the overall GI Strategy for the site with the key GI areas, links and features highlighted and the Ecosystem Services they offer identified.

6.33 Development of the site offers an opportunity to

Ecosystem Services Wheel



**GREENWAYS AND VILLAGE COMMONS**



- Site Boundary
- Retained Vegetation
- Monarch's Way
- Staffordshire and Worcestershire Canal
- Existing Shallow Watercourse
- Village Common
- Greenways
- Proposed Woodland
- Proposed Specimen/Ornamental Trees
- Proposed Avenue Tree Planting
- Ecotone to Retained Vegetation
- Public Open Space
- Sustainable Drainage Basin
- Orchard
- Allotments
- Area of Natural Play
- Local Equipped Area of Play (LEAP)
- Neighbourhood Equipped Area of Play (NEAP)
- Community Trim Trail Features
- Pedestrian Movement
- Built Form
- School and Grounds
- Roads
- Private Driveways

**BOUNDARY HEDGES**



**COMMUNITY TRIM TRAIL**



**SUSTAINABLE DRAINAGE**



**ALLOTMENTS**



**AREA OF NATURAL PLAY, LEAP AND NEAP**



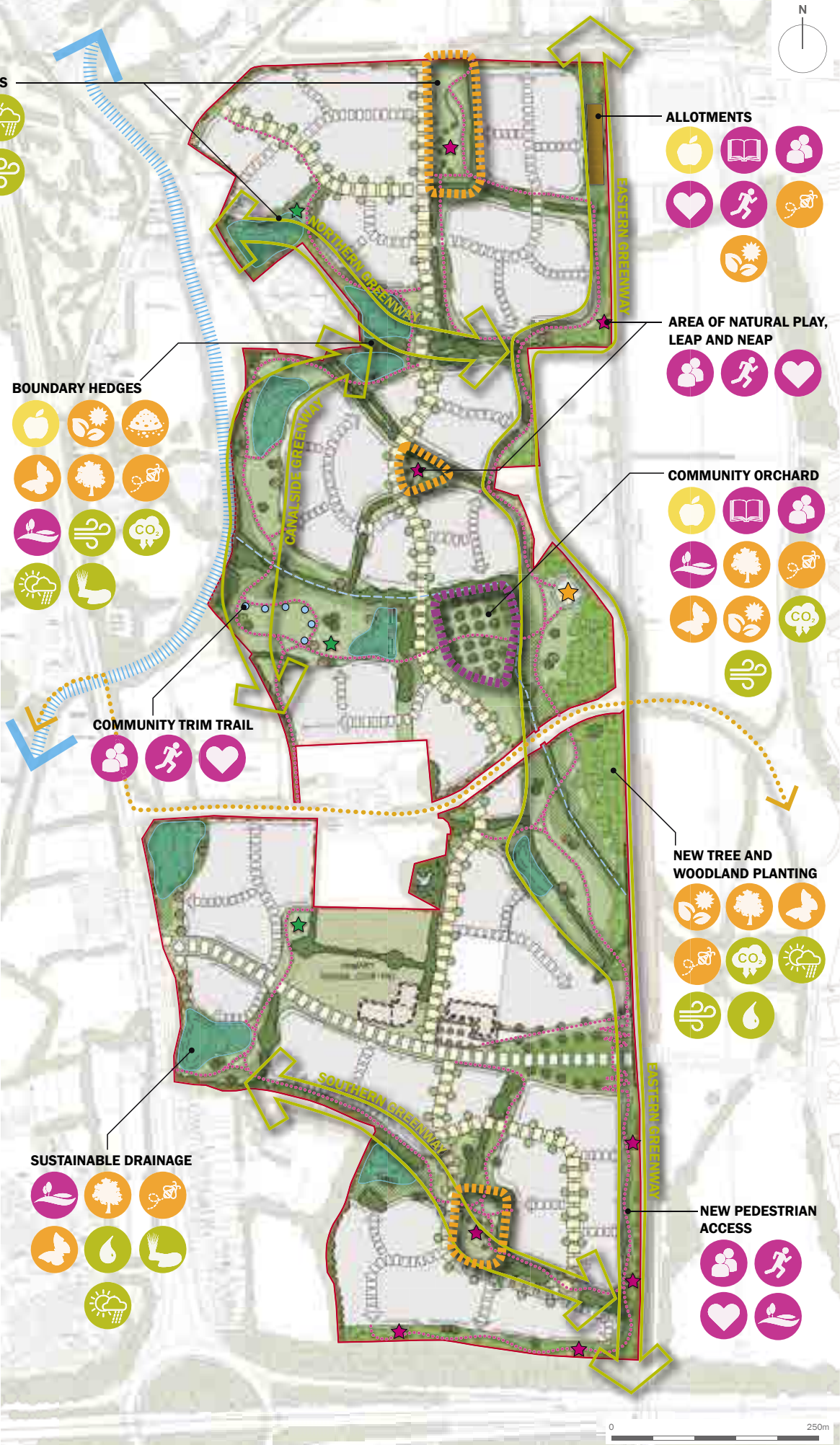
**COMMUNITY ORCHARD**



**NEW TREE AND WOODLAND PLANTING**



**NEW PEDESTRIAN ACCESS**



**Green Infrastructure Strategy**  
Not to scale

**PROPOSED GREEN INFRASTRUCTURE STRATEGY**

provide an enhanced GI offering, over and above what the current agricultural site can offer - particularly with regard to the multi-functional aspects of the landscape provision and the range of ecosystems services provided within the site, both for residents and visitors (including existing residents from nearby settlement areas).

6.34 The annotated drawing opposite provides the overall GI Masterplan for the scheme, identifying the principles that underpin the proposed layout. The annotations to the plan provide an indication of the multiple ecosystem services which each key element of the GI Strategy provides with further

detail and explanation provided on the following pages.

6.35 A significant amount of the site will be utilised as Public Open Space. This will include retained vegetation throughout the site, in conjunction with landscaping and sustainable drainage in the form of swales and ponds. The addition of pedestrian linkages will contribute towards the permeability of the site. The landscaping scheme will be designed to effectively differentiate between public and private areas and enhance the biodiversity status of the site with appropriate local species.



**Green Infrastructure Strategy Table**

GI ELEMENTS	DESIGN APPROACH AND PHYSICAL ATTRIBUTE	ECOSYSTEM SERVICES PROVIDED
GREENWAYS (EASTERN, NORTHERN, CANALSIDE AND SOUTHERN)	<p>THE SCHEME INCLUDES A SERIES OF THEMED GREENWAYS HELPING TO RETAIN EXISTING ECOLOGICAL FEATURES, WITH OPPORTUNITIES FOR ENHANCED PLANTING AND OPEN EXPANSES OF AMENITY GREENSPACE, AND PROVIDING BOTH HABITAT AND PEDESTRIAN CONNECTIVITY. SUCH FEATURES FURTHER PROVIDE LINEAR CORRIDORS THROUGH THE DEVELOPMENT TO FACILITATE THE DISPERSAL OF WILDLIFE OR OTHERWISE PROVIDES ADDITIONAL HABITAT AND FORAGING OPPORTUNITIES THROUGH A MIXTURE OF BOTH FORMAL AND INFORMAL PLANTING. OUTWARD FACING DWELLINGS ON PRIVATE ROADS PROVIDE PASSIVE SURVEILLANCE OVER THESE CORRIDORS.</p> <p>THE CANALSIDE GREENWAY PROVIDES A NEWLY CREATED 'CANALSIDE WALK' LINEAR PARK PROVIDING A LANDSCAPED BUFFER TO THE EXISTING CANAL NETWORK AS WELL AS LEISURE AND SOCIAL OPPORTUNITIES FOR RESIDENTS.</p> <p>THE EASTERN GREENWAY PROVIDES BUFFERING BETWEEN PROPOSALS AND THE RAILWAY LINE TO THE EAST, INCLUDING A CONNECTED WALKWAY, REINFORCEMENT OF EXISTING TREE COVER ALONG THE BOUNDARY, NEW WETLAND WOODLAND PLANTING AND PLAY FACILITIES FROM NEIGHBOURHOOD EQUIPPED AREA OF PLAY (NEAP) TO LOCAL EQUIPPED AREA FOR PLAY (LEAP).</p> <p>THE NORTHERN GREENWAY PROVIDES EAST-WEST CONNECTIVITY ACROSS THE NORTHERN SECTION OF THE SITE, WITH OPEN SPACES FOCUSED AROUND SUSTAINABLE DRAINAGE BASINS AND RETAINED FIELD BOUNDARY VEGETATION.</p> <p>THE SOUTHERN GATEWAY ALSO PROVIDES EAST-WEST CONNECTIVITY BETWEEN THE A449 AND THE SOUTHERN EXTENT OF THE RAILWAY LINE AS IT PASSES THE SITE. THIS GREENWAY INCLUDES SUSTAINABLE DRAINAGE BASINS WITH ASSOCIATED NATURAL PLAY ELEMENTS, CONNECTION TO LESSCROFT VILLAGE COMMON AND ASSOCIATED LEAP AND RETAINED FIELD BOUNDARY VEGETATION.</p>	<p>RECREATION AESTHETIC VALUE IDENTITY/SENSE OF PLACE HEALTH AND WELLBEING BIODIVERSITY POLLINATION HABITAT PHOTOSYNTHESIS SOIL FORMATION CLIMATE REGULATION CLEAN AIR</p>
CENTRAL VALLEY PARK	<p>THIS CENTRAL GREEN AREA SEEKS TO PROTECT AND ENHANCE FLOODPLAIN CAPACITY THROUGH MANAGEMENT AND NATURALISATION OF THE WATERCOURSE THROUGH THE SITE, CREATING A MORE DIVERSE AND BENEFICIAL WATER CHANNEL AT THE HEART OF THE COMMUNITY.</p> <p>THIS PARK WILL CONTAIN A MOSAIC OF RETAINED AND PROPOSED HABITATS AS WELL AS WELL AS PROVIDING GREEN CONNECTIVITY EAST-WEST ACROSS THE CENTRE OF THE SITE.</p>	<p>IDENTITY/SENSE OF PLACE HEALTH AND WELLBEING RECREATION HABITAT BIODIVERSITY SOIL FORMATION POLLINATION PHOTOSYNTHESIS CLIMATE REGULATION STORE CARBON CONTROL FLOODING PURIFY WATER</p>
VILLAGE COMMONS (CROSS GREEN, BRINSFORD AND LESSCROFT)	<p>A SERIES OF LANDSCAPED COMMONS ARE STRATEGICALLY PLACES ACROSS THE SITE, OFFERING LOCATIONS FOR LOCAL EQUIPPED AREAS OF PLAY AND AREAS OF OPEN GRASSLAND FOR INFORMAL SPORTING PURSUITS. THESE AREAS ARE FORMED AROUND EXISTING HEDGEROWS AND TREES THAT PROVIDE A MATURE LANDSCAPE SETTING TO THE PROPOSED HOUSING AREAS WHILE ALSO BREAKING UP THE APPEARANCE OF BUILT FORM AND PROVIDING A GREEN AESTHETIC.</p> <p>THESE AREAS WILL BE PLANTED WITH A MIXTURE OF FORMAL AND INFORMAL PLANTING OF BOTH NATIVE AND NON-NATIVE SPECIES TO ENSURE CLIMATE RESILIENCE AND ATTRACTIVENESS OF THESE IMPORTANT RECREATIONAL SPACES.</p>	<p>RECREATION AESTHETIC VALUE IDENTITY/SENSE OF PLACE HEALTH AND WELLBEING SOCIAL RECREATION BIODIVERSITY POLLINATION HABITAT PHOTOSYNTHESIS CLIMATE REGULATION CLEAN AIR</p>
COMMUNITY TRIM TRAIL	<p>THE PROVISION OF OUTDOOR GYM EQUIPMENT ALONG A CIRCULAR TRAIL, WITHIN A GREEN PARKLAND CHARACTER, PROVIDES OPPORTUNITY FOR COMMUNITY EXERCISE AND SOCIAL INCLUSION.</p>	<p>SOCIAL RECREATION HEALTH AND WELLBEING</p>
COMMUNITY ORCHARD	<p>A LARGE COMMUNITY ORCHARD PLANTED AT THE CENTRE OF THE DEVELOPMENT OFFERS THE CHANCE FOR COMMUNITY FOOD GROWING WHILE ALSO RETURNING THE AREA TO ITS HISTORIC LAND USE. PLANTING WILL INCLUDE SPECIES OF APPLE, PEAR, CHERRY AND PLUM, AS WELL AS FRUITING SHRUB SPECIES OF BENEFIT TO BOTH PEOPLE AND WILDLIFE.</p>	<p>FOOD EDUCATION SOCIAL IDENTITY/SENSE OF PLACE POLLINATION HABITAT BIODIVERSITY PHOTOSYNTHESIS STORE CARBON CLEAN AIR</p>

GI ELEMENTS	DESIGN APPROACH AND PHYSICAL ATTRIBUTE	ECOSYSTEM SERVICES PROVIDED
ALLOTMENTS	<p>COMMUNITY ALLOTMENTS AT THE NORTH-EASTERN CORNER OF THE SITE BENEFIT BOTH OLD AND NEW RESIDENTS BY PROVIDING OPPORTUNITIES FOR GROWING FOOD LOCALLY, EDUCATION AND ENCOURAGEMENT OF HEALTHY EATING.</p>	<p>FOOD EDUCATION SOCIAL HEALTH AND WELLBEING RECREATION POLLINATION PHOTOSYNTHESIS</p>
AREA OF NATURAL PLAY, LEAP AND NEAP	<p>MULTIGENERATIONAL PLAY OPPORTUNITY IS PROVIDED ACROSS THE SITE THROUGH STRATEGIC PLACING OF PLAY AREAS. THESE COMPRISE MODERN, SAFE, ACCESSIBLE, AND INCLUSIVE PLAY FACILITIES SET WITHIN A SECURE FENCED AREA WITH APPROPRIATE SAFETY SURFACING, SEATING, BINS ETC.</p>	<p>SOCIAL RECREATION HEALTH AND WELLBEING</p>
SUSTAINABLE DRAINAGE	<p>THE PROPOSAL UTILISES EXISTING LOW POINTS OF THE SITE TO FACILITATE APPROPRIATE DRAINAGE SOLUTIONS, MOST NOTABLY THE PLACEMENT OF A NUMBER OF DRAINAGE BASINS. THESE FEATURES, WHICH WILL ATTENUATE SURFACE WATER RUN OFF DURING PEAK RAINFALL EVENTS, ADDS VISUAL AND ECOLOGICAL INTEREST TO THE SITE AND PROVIDE A SEASONALLY WET ENVIRONMENT WHICH IS ATTRACTIVE TO A RANGE OF WETLAND SPECIES. THE BASINS WILL BE PLANTED WITH AN APPROPRIATE MIX OF ANNUAL WETLAND WILDFLOWERS AND MANAGED AS A MEADOW.</p>	<p>AESTHETIC VALUE IDENTITY / SENSE OF PLACE BIODIVERSITY HABITAT POLLINATION CLIMATE REGULATION CONTROL FLOODING PURIFY WATER</p>
BOUNDARY HEDGES	<p>PROPOSALS AIM TO MAXIMISE RETENTION OF EXISTING VEGETATION ON-SITE, ENSURING PROVISION OF SPECIES DIVERSITY, MATURITY, HABITAT OPPORTUNITIES AND CONTINUED CONNECTIVITY FOR LOCAL WILDLIFE. WHERE NECESSARY RETAINED HEDGES WILL BE REINFORCED WITH A MIX OF NATIVE SPECIES OF LOCAL PROVENANCE, INCLUDING SPECIES OF FORAGING VALUE FOR BOTH PEOPLE AND WILDLIFE.</p>	<p>FOOD AESTHETIC VALUE BIODIVERSITY POLLINATION HABITAT PHOTOSYNTHESIS SOIL FORMATION CLIMATE REGULATION CONTROL FLOODING CLEAN AIR STORES CARBON</p>
NEW PEDESTRIAN ACCESS	<p>PROPOSALS AIM TO MAXIMISE PROVISION FOR PEDESTRIAN MOVEMENT THROUGH AND AROUND THE SITE, TO PROVIDE MAXIMUM PERMEABILITY AND CONNECTIVITY THROUGH THE DEVELOPMENT. OFF-ROAD, CIRCULAR PEDESTRIAN ROUTES OF VARIABLE SIZES ARE PROVIDED AROUND THE SITE TO ENCOURAGE RECREATIONAL USE OF OPEN SPACES AND COMMUNITY ENJOYMENT OF THE OUTDOORS.</p>	<p>HEALTH AND WELLBEING RECREATION SOCIAL IDENTITY/ SENSE OF PLACE</p>
NEW TREE AND WOODLAND PLANTING	<p>NEW STRUCTURAL WOODLAND PLANTING ALONG THE SOUTHERN AND EASTERN BOUNDARIES OF THE SITE CREATES AN ACOUSTIC AND VISUAL BARRIER TO EXISTING MOVEMENT INFRASTRUCTURE OF THE M54 AND RAIL LINE RESPECTIVELY.</p> <p>PROVISION OF WETLAND WOODLAND EITHER SIDE OF THE EASTERN BRINSFORD LANE ACCESS TO THE SITE AIMS TO AID BIODIVERSITY AND ECOLOGY THROUGH PROVISION OF A NEW HABITAT FEATURE ON-SITE.</p>	<p>BIODIVERSITY HABITAT PHOTOSYNTHESIS SOIL FORMATION CONTROL FLOODING PURIFY WATER CLEAN AIR STORES CARBON CLIMATE REGULATION</p>
GI WITHIN DEVELOPMENT PARCELS	<p>A TREE LINED PRIMARY MOVEMENT ROUTE CONNECTS THE NORTHERN ACCESSES OFF NEW ROAD AND OLD STAFFORD ROAD SOUTHWARD TOWARDS BRINSFORD LANE AND THE SOUTHERN PARCEL OF DEVELOPMENT, PROVIDING A CLEAR ROAD HIERARCHY AND IMPROVED LEGIBILITY THROUGH THE SITE AS WELL AS A WELCOMING GREEN AESTHETIC TO THE SCHEME.</p> <p>ORNAMENTAL PLANTING AND OR FENCING TO FRONT OF PLOTS WILL ALSO BE PROVIDED ACROSS THE SCHEME TO EMPHASISE IDENTITY OF AREAS, WITH INFORMAL STREET TREE PLANTING INCORPORATED WHERE SPACE WITHIN THE STREETScape ALLOWS.</p>	<p>IDENTITY/SENSE OF PLACE BIODIVERSITY POLLINATION PHOTOSYNTHESIS STORE CARBON CLIMATE REGULATION</p>



View from New Road, within the Site

## SUMMARY

6.36 While the site is not identified by South Staffordshire District Council to lie within any form of strategic GI corridor, clearly it has some degree of GI value and includes a range of assets of benefit to people, wildlife and the wider ecosystem within which it is situated.

6.37 The site's GI has been considered at a number of levels:

- Wider GI context – the nature of the GI network around the site has been investigated, exploring the network of connections, habitats and open spaces;
- On-site GI assets – the number, nature and quality of GI assets on site (e.g. trees, hedgerows, woodlands, play facilities, footpaths etc.); and
- GI Functionality – exploring the way in which the GI of the site connects with the wider GI network, the ecosystems services which it currently provides, and how these can be further enhanced through design of proposals.

6.38 Consideration of the above has driven the proposed GI Strategy response which encompasses the following principles:

- Habitat connectivity – currently, key connectivity through the site is provided by the network of field boundary hedging and vegetation and the shallow watercourse which runs through the site. Such connections provide commuting and foraging routes for local wildlife as well as existing maturity to future proposals. The proposed GI strategy seeks to retain key elements of this network, reinforcing them where necessary with further planting with species appropriate to those currently seen across the site;

- Habitat compensation – the proposals require the removal of circa 64 ha of pastoral agriculture land and some areas of hedgerow habitat (the latter predominantly to facilitate access between parcels). To mitigate and compensate for this loss, significant tree and shrub planting is proposed within areas of Public Open Space and along the site's southern and eastern boundaries in the form of structural woodland planting and wetland woodland planting;

- Human connectivity – A network of paths through the site's open space network connects the site internally, while also providing connectivity to perimeter routes and out to the surrounding communities, creating a doorstep network for new and existing residents to enjoy. These new footpaths also provide connectivity to the Monarch's Way promoted route and the wider PRoW network beyond the site's boundary. The community orchard and allotments provide opportunities for social connectivity as well as local food growing and associated health benefits;

- Play and recreation – the proposed open space offers a range of play and recreation facilities including a traditional Local Equipped Area for Play with attractive equipment, Neighbourhood Equipped Area for Play with Multi-Use Games Area and provision for older children and teens, plus natural play features (boulders, logs and landform) integrated into informal open spaces. A community trim trail provides opportunity for community exercise of both children and adults, while areas of open grassland allow for informal sports and recreation to be enjoyed; and

- Edible landscape – In addition to orchards and allotments, new planting within green corridors and open spaces will include a range of species which have 'forager friendly' properties from fruits, nuts, seeds and leaves. Information boards and/or welcome packs for new homeowners will be provided to encourage engagement with this aspect of the landscape. Such edible landscapes will also provide further foraging potential for wildlife.

6.39 Overall, the proposed GI strategy seeks to compensate for the overall loss of inaccessible greenspace through the provision of a high quality public open space network, play provision, biodiversity connections and habitat/foraging opportunities, providing an overall enhancement through the delivery of the scheme.

## SCALE AND DESIGN

6.40 The Indicative Masterplan indicates the development could accommodate c. 1,200 dwellings on 31 ha of net developable land. This gives an overall density of approximately 35-40 dwellings per hectare.

6.41 The layout also includes substantial areas of additional land for use as public open space incorporating SuDS, community facilities including a 2FE primary school and safeguarding land for use as a 500 space car park to serve a new parkway station.



## CONCLUSION

### SUITABLE LOCATION

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 land identified on the Site Location plan 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.

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

7.3 The site comprises Green Belt land to the north of Wolverhampton which, as demonstrated in Section 4, it is a suitable candidate 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

7.4 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.

7.5 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 2024, whilst the whole development would be completed by the end of the proposed plan period in 2038.

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.

7.6 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 and to support appropriate representations to the Local Plan Review.



## OUR OFFICES

### BIRMINGHAM (City)

39 Bennetts Hill  
Birmingham  
B2 5SN

**E** Birmingham@pegasusgroup.co.uk  
**T** 0121 308 9570

### BIRMINGHAM (Sutton Coldfield)

5 The Priory  
Old London Road  
Canwell  
Sutton Coldfield  
B75 5SH

**E** Birmingham@pegasusgroup.co.uk  
**T** 0121 308 9570

### BRISTOL

First Floor, South Wing  
Equinox North  
Great Park Road  
Almondsbury  
Bristol, BS32 4QL

**E** Bristol@pegasusgroup.co.uk  
**T** 01454 625 945

### CAMBRIDGE

Suite 4 Pioneer House  
Vision Park  
Histon  
Cambridge  
CB24 9NL

**E** Cambridge@pegasusgroup.co.uk  
**T** 01223 202 100

### CIRENCESTER

Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RT

**E** Cirencester@pegasusgroup.co.uk  
**T** 01285 641 717

### DUBLIN

Ormond Building  
31-36 Ormond Quay Upper  
Dublin  
Dublin 7

**E** enquiries@pegasusgroup.co.uk  
**T** +353 (0) 1526 6714

### EAST MIDLANDS

4 The Courtyard  
Church Street  
Lockington  
Derbyshire  
DE74 2SL

**E** EastMidlands@pegasusgroup.co.uk  
**T** 01509 670 806

### LEEDS

Pavilion Court  
Green Lane  
Garforth  
Leeds  
LS25 2AF

**E** Leeds@pegasusgroup.co.uk  
**T** 0113 287 8200

### LIVERPOOL

No. 4 St Paul's Square  
Liverpool  
L3 9SJ

**E** Liverpool@pegasusgroup.co.uk  
**T** 0151 317 5220

### LONDON

10 Albemarle Street  
London  
W1S 4HH

**E** London@pegasusgroup.co.uk  
**T** 020 3897 1110

### MANCHESTER

Queens House  
Queen Street  
Manchester  
M2 5HT

**E** Manchester@pegasusgroup.co.uk  
**T** 0161 393 3399

### NEWCASTLE

The Corner  
26 Mosley Street  
Newcastle upon Tyne  
NE1 1DF

**E** Newcastle@pegasusgroup.co.uk  
**T** 0191 917 6700

### PETERBOROUGH

Allia Future Business Centre  
Peterborough United Football Club  
Peterborough  
PE2 8AN

**E** enquiries@pegasusgroup.co.uk  
**T** 01733 666600

### GROUP SERVICES

5 The Priory  
Old London Road  
Canwell  
Sutton Coldfield  
B75 5SH

**E** enquiries@pegasusgroup.co.uk  
**T** 0333 0160777



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE