

Land off Linthouse Lane Wolverhampton

Development Vision

November 2019





Pegasus Design
5, The Priory
Old London Road
Canwell
Sutton Coldfield
B75 5SH
www.pegasuspg.co.uk | T: 0121 308 9570

Prepared by Pegasus Design
Pegasus Design is part of Pegasus Group Ltd
Prepared on behalf of Taylor Wimpey plc.
November 2019 - Project code: BIR.5060_13E
Contact: Pegasus Design: Stuart Ward

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KEY

	SITE LOCATION 147.77 HECTARES 365.15 ACRES		6.3M WIDE PRIMARY STREET WITH TWO 2M VERGES, 2M WIDE FOOTPATH AND 3M CYCLEWAY		PUBLIC RIGHT OF WAY		PROPOSED LANDSCAPE
	BOUNDARY LINE BETWEEN SOUTH STAFFORDSHIRE DISTRICT AND WOLVERHAMPTON BOROUGH		5.5 SECONDARY STREET WITH 2M WIDE FOOTPATHS		DISMANTLED RAILWAY WALK		SUSTAINABLE URBAN DRAINAGE (TBC)
	PROPOSED SITE ACCESS		4.8 TERTIARY STREET WITH 2M WIDE FOOTPATHS		ACTIVE TRAVEL ROUTE ON THE WYRLEY & ESSINGTON CANAL WITH LINKS BACK TO WOLVERHAMPTON CITY CENTRE		EXISTING WATERBODIES
	PROPOSED RESIDENTIAL DEVELOPMENT NDA OF 60.81 HA X 35-40 DPH = CIRCA 2,100 UNITS - 2450 UNITS		PRIMARY PEDESTRIAN MOVEMENT		POTENTIAL LINK TO WIDER NATIONAL CYCLE INFRASTRUCTURE		25M NO BUILD ECOLOGY OFFSET FROM TOP OF BANK (TBC)
	POTENTIAL COMMUNITY HUB 3 HECTARES (INC PRIMARY SCHOOL)		POTENTIAL PEDESTRIAN & CYCLE LINKS TO WIDER GREEN INFRASTRUCTURE		EXISTING LANDSCAPE		OVERHEAD CABLE WITH 30M EASEMENT (TBC)
	PUBLIC OPEN SPACE (INCLUDING SUDS) PUBLIC OPEN SPACE BELOW THE DISMANTLED RAILWAY - 27.8 HA COUNTRY PARK - 18.14 HA GRAZING LAND - 12.49 HA						

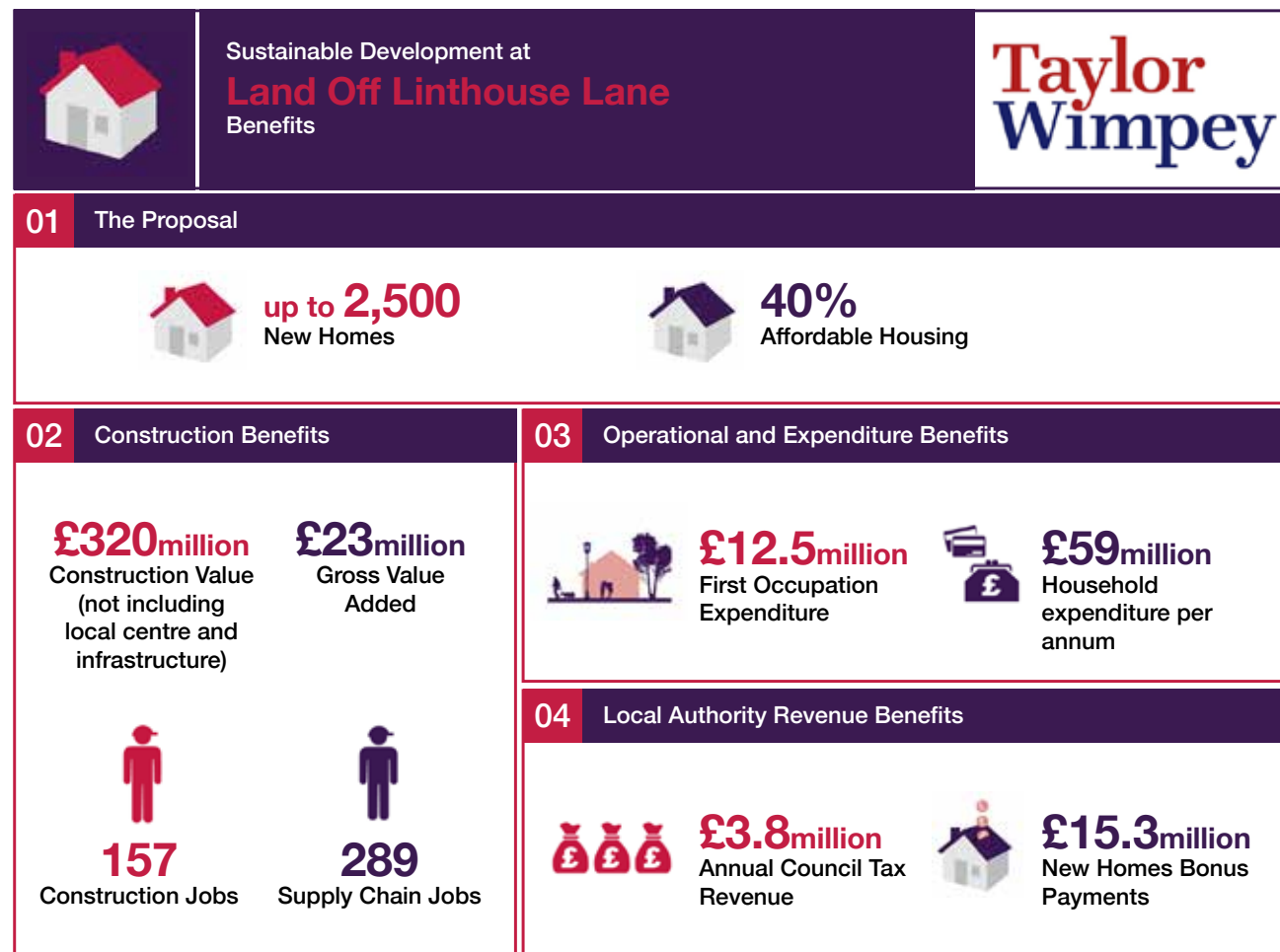
ILLUSTRATIVE MASTERPLAN

Executive Summary

This Development Vision document has been prepared by Taylor Wimpey UK Limited (Taylor Wimpey) and demonstrates that land off Linthouse Lane, Wolverhampton, provides an ideal opportunity to create a sustainable, distinctive and attractive residential development. The site is promoted for residential led development in response to South Staffordshire District Council's Local Plan Review as well as in response to the ongoing review of the Black Country Core Strategy.

In summary:

- Wolverhampton is a strategic settlement within the Black Country conurbation and, as such, is a highly sustainable location for development. The site, whilst located within South Staffordshire District, constitutes a logical extension to the City and would sit within an existing 'recess' in the built form.
- The adopted Black Country Core Strategy recognises Wolverhampton as a highly sustainable location for development.
- The housing need arising from the City of Wolverhampton, 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 would deliver on the three aspects of sustainable development as per the requirements of the NPPF.
- The site is not affected by any overriding physical, environmental or technical constraints.
- The Indicative Masterplan demonstrates that the site could accommodate between approximately 2,000 and 2,500 dwellings, along with public open space and supporting infrastructure.
- The Indicative Masterplan also includes land for a new two-form entry primary school.
- 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, Wolverhampton City Council and the local community in designing a high-quality development which delivers real benefits for the area.

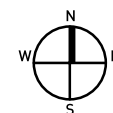
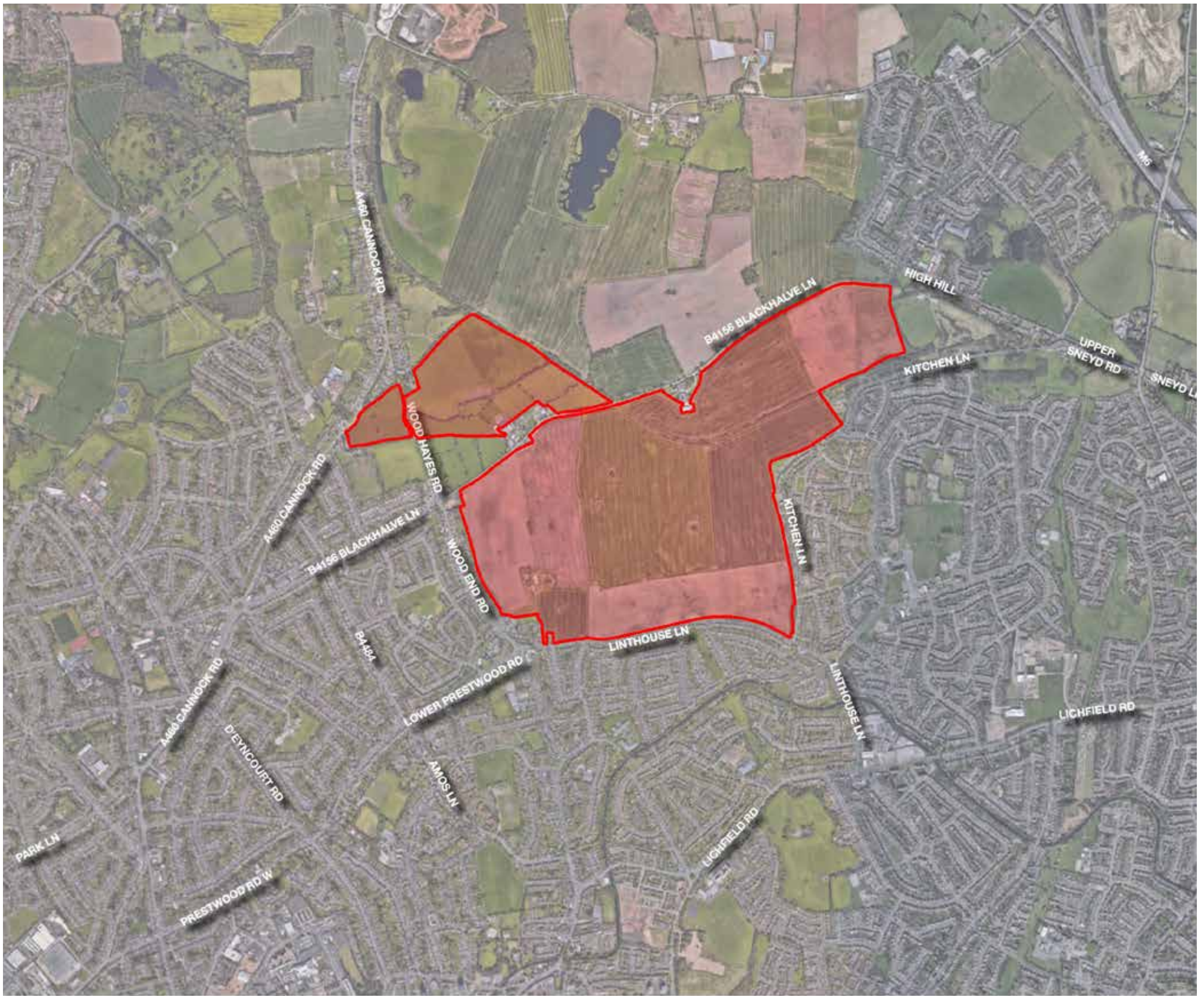




1.

Introduction





**FIGURE 1:
AERIAL SITE PLAN**

1. Introduction

Land off Linthouse Lane, Wolverhampton, 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 on the northern edge of Wolverhampton, to the north of Linthouse Lane and south of Blackhalve Lane, in South Staffordshire District. The site is currently located within the Green Belt and is surrounded on three sides by existing residential development. The site has potential for good access to Wolverhampton via a number of vehicular, public transport and pedestrian connections.

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.

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, the Black Country Authorities and the local community to refine the proposals as appropriate. The vision will evolve following further consultation and more detailed technical work.

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.

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 region, in light of the unmet housing need of the Greater Birmingham and Black Country Housing Market Area. This Document has also been prepared in the context of the Black Country Core Strategy Review, which has been subject to an 'Issues and Options' consultation between 3rd July and 8th September 2017.

Taylor Wimpey has appointed a consultant team to assist in producing an appropriate development vision for the site. The principal team members comprise Pegasus Group (Planning, Masterplanning and Landscape Consultants), M-EC (Consultant Engineers), EDP (Arboriculture, Ecology, Heritage) and Vectos (Transport).

This document includes the following sections:

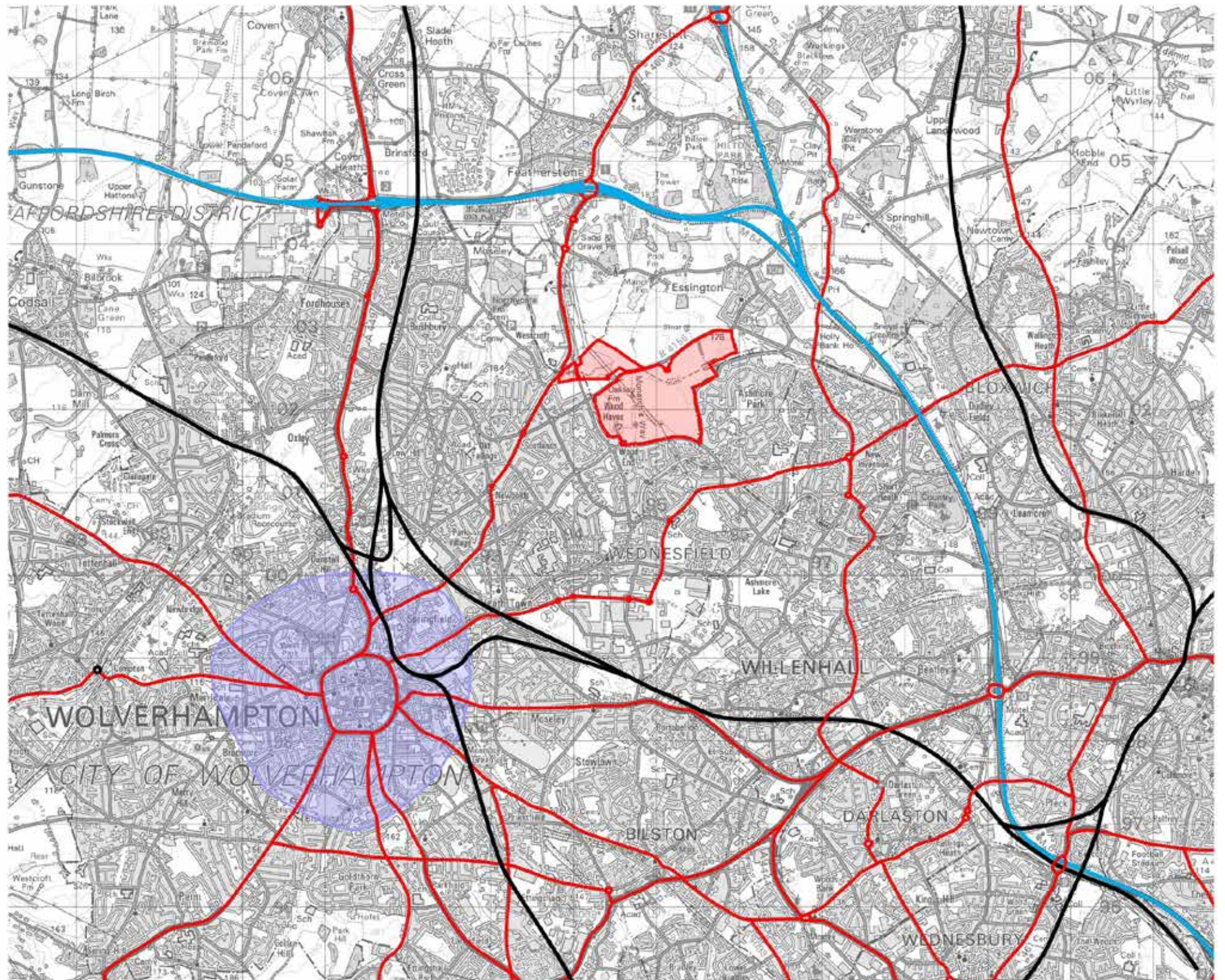
- Section 2 – The Site and Surrounding Area
- Section 3 – Planning Policy
- Section 4 – Is there a Need for Green Belt Development?
- Section 5 – Is the Site Sustainable?
- Section 6 – What is the Vision for the Site?
- Section 7 – Conclusion

2


2.

The Site and Surrounding Area






KEY

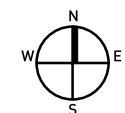
 Taylor Wimpey Controlled Land
365.15 Acres/147.77 Hectares

 Wolverhampton City Centre

 Railway Lines

 Motorway

 'A' Roads



**FIGURE 2:
STRATEGIC LOCATION PLAN**

2. The Site and Surrounding Area

Whilst the site is located within South Staffordshire District, it lies immediately adjacent to the Black Country city of Wolverhampton, which itself comprises a separate Authority, covered by the Black Country Core Strategy. Within the Strategy, Wolverhampton is identified as a Strategic Centre, along with Brierley Hill, Walsall and West Bromwich. As such, Wolverhampton is a sustainable location for development and a focus for growth and investment.

Site Context and Location

The site benefits from numerous potential vehicular and pedestrian access points connecting the site to the wider area, including Linthouse Lane to the south, Kitchen Lane to the east and Blackhalve Lane to the north. Wolverhampton railway station is located approximately 4km to the south-west of the site, whilst Bloxwich and Bloxwich North stations are located approximately 4km to the east. These stations provide access to a variety of local and national destinations including; Birmingham, London, Manchester, Liverpool, Bristol, Edinburgh and Glasgow. There are a number of bus stops to the south of the site on Linthouse Lane, providing services between Bilston, Walsall, Willenhall, Pendeford and Wolverhampton, with the potential to accommodate a number of further stops within the site itself. Overall, there is significant opportunity to travel by public transport to Wolverhampton and beyond.

Wolverhampton itself is a historic settlement, founded in the 10th century by Lady Wulfrun. Wolverhampton is recorded in the Domesday Book in 1086 as being in the county of Staffordshire.

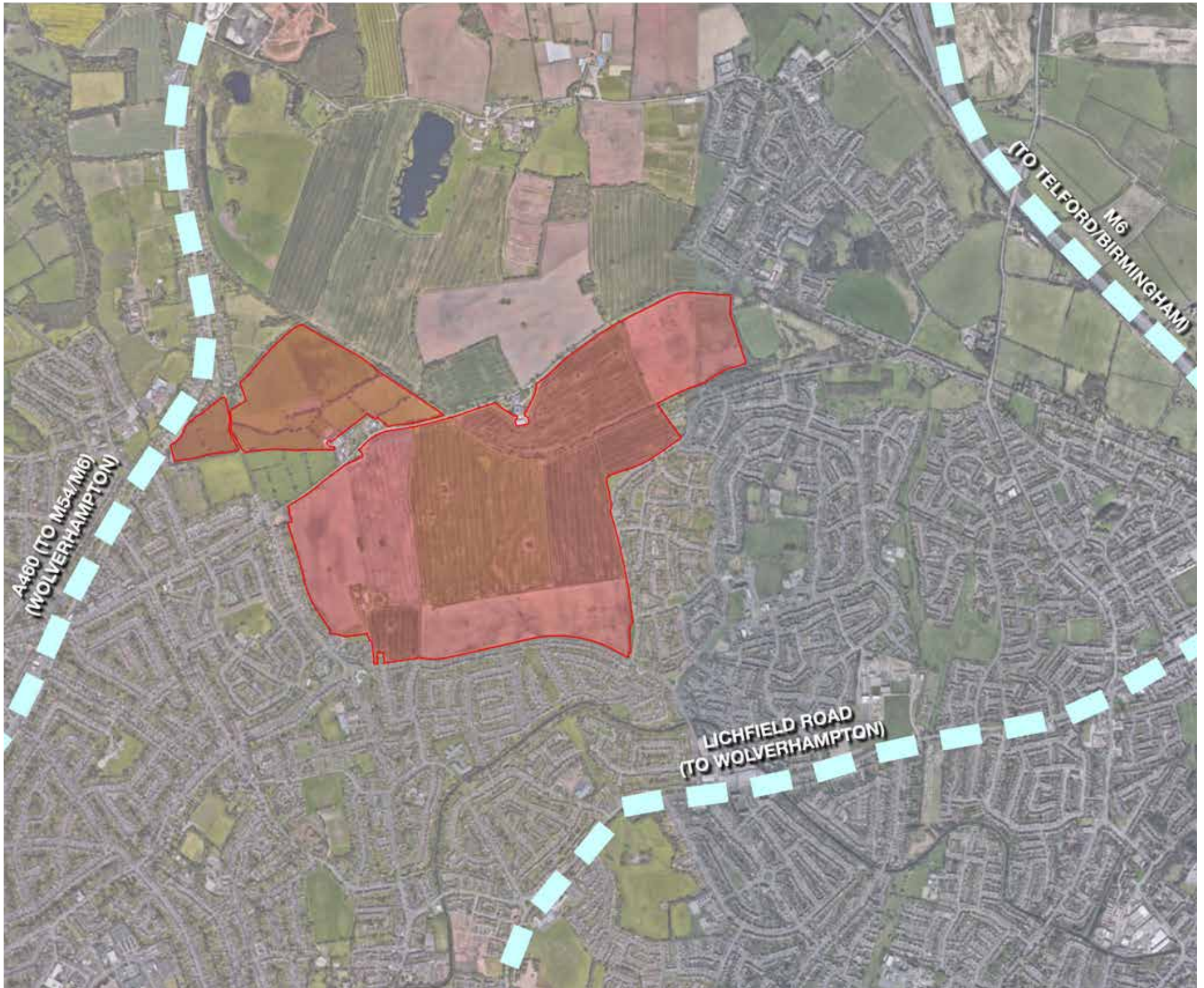
The settlement historically grew as part of the woollen trade, followed by coal and iron industry. A large number of council houses were constructed in Wolverhampton following the First and Second World Wars, with a number of flats and apartments being constructed in the 1960s. The area immediately surrounding the site is characterised by more modern semi-detached housing.



PHOTOGRAPHS OF THE SITE AND ADJOINING ROADS/INFRASTRUCTURE

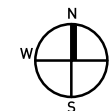
1. View North, Wood Hayes Road
2. Junction with Blackhalve Lane and Wood Hayes/End Road
3. Linthouse Lane, Wood End Road, Lower Priestwood Road roundabout
4. View East, Linthouse Lane
5. Public right of way running between Blackhalve Lane and Linthouse Lane
6. Kitchen Lane





KEY

- Taylor Wimpey Controlled Land
 365.15 Acres/147.77 Hectares
- Strategic route



**FIGURE 3:
SITE CONTEXT PLAN**

VIEW AROUND THE SITE BOUNDARIES TO THE SOUTH



Land Control

The site, edged in red on **Figure 4**, comprises approximately 147.77ha of agricultural land to the north of Wolverhampton. It is well-contained by existing residential development to the east, south and west, with the northern boundary comprised in part of Blackhalve Lane and, in part, of a number of hedgerows and field boundaries. The smaller parcel of land to the north of Blackhalve Lane is bounded by Old Hampton Lane to the north and Wood Hayes Road to the west. The land adjoins the existing Major Urban Area where these roads intersect. The site is currently located within the Green Belt. Open countryside lies beyond the site's northern boundary.

The site is bisected by a high voltage electricity line running north-south from Old Hampton Lane to Linthouse Lane.

There is an existing Public Right of Way (PRoW) running north-south from Blackhalve Lane to Linthouse Lane and a dismantled railway walk crossing the north-western section of the site.

Character Areas

Three broad character areas are identified within the vicinity of the site as set out overleaf.

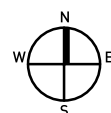
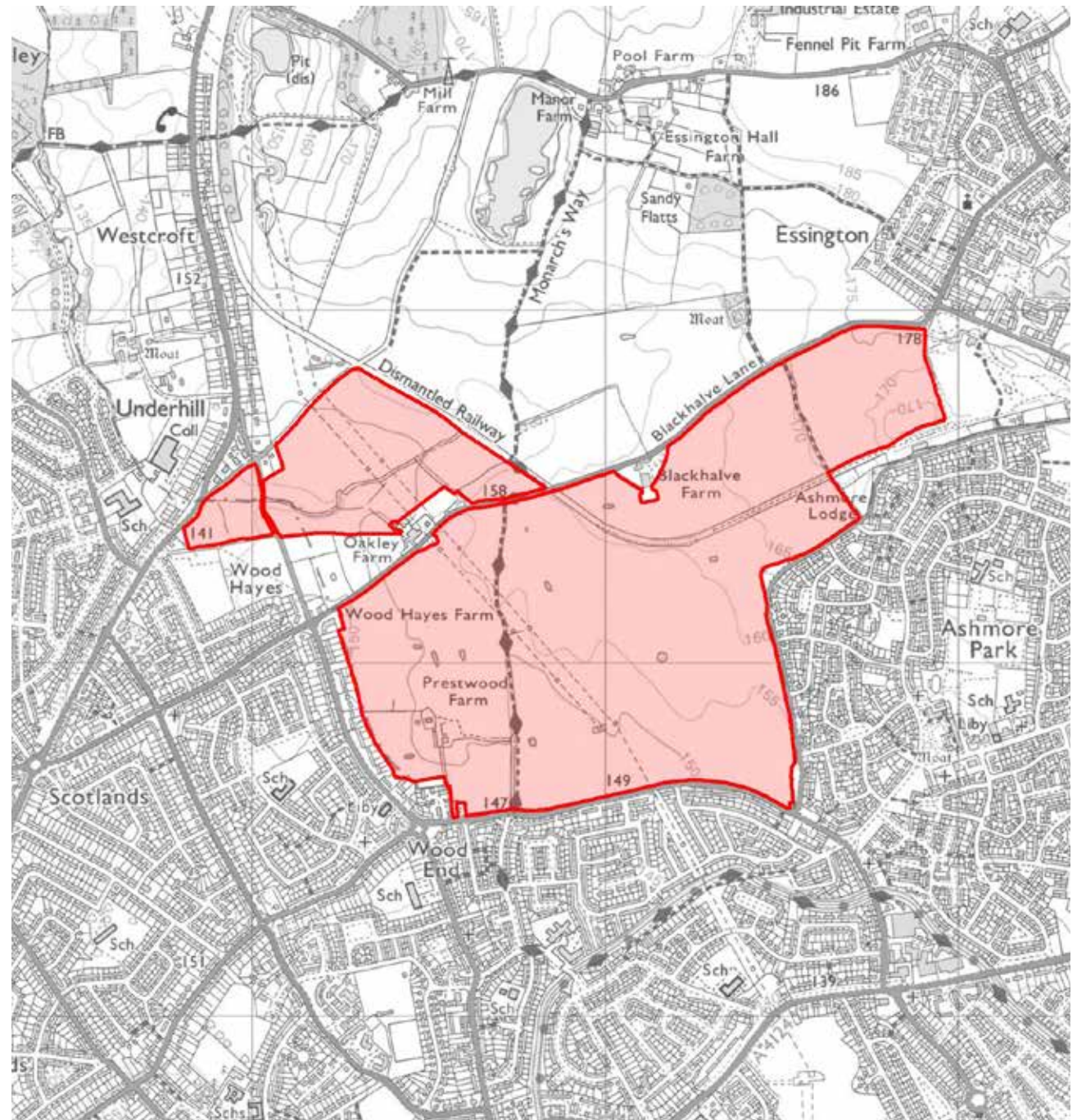


FIGURE 4:
LAND CONTROL PLAN

CA1

1850's - 1950's

1. Priestwood Farm House
2. Lynt House - Linthouse Lane
3. Linthouse Lane
4. Kitchen Lane
5. High Hill, Essington
6. High Hill, Essington



CA2

1960's, 70's & 80's

1. Wood End Road
2. Wood End Road
3. Linthouse Lane
4. Linthouse Lane
5. Springhill Road
6. Sudbury Close



CA3

Post 1990's

1. Argil Close
2. Argil Close
3. Wood Hayes Croft
4. Wood Hayes Road
5. Linthouse Lane
6. Buttermere Drive



Services and Facilities

There are a number of local convenience stores within the vicinity of the site, with the nearest supermarkets being located toward either within Wolverhampton city centre to the south or Bloxwich to the east.

There are a number of primary schools within 1km of the site, including: Long Knowle Primary School; Wood End Primary School and Nursery; D'Eyncourt Primary School; Berrybrook Primary School; and, Corpus Catholic Primary School. Furthermore, Morteton Secondary School, Our Lady and St Chad Catholic Academy and Coppice Performing Arts School are located within 2km of the site, whilst Westcroft School caters for children of all ages with special educational needs.

There are a number of doctor's surgeries within a 2km radius of the site, as well as a number of dentists.

The site is therefore well situated in relation to local services and facilities.

1. Wood Hayes Rd parade of shops
2. Betany Chapel
3. Wood End Rd parade of shops
4. The Pheasant Public House - Linthouse Lane
5. Long Knowle Library
6. Linthouse Lane Bus Stop

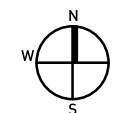
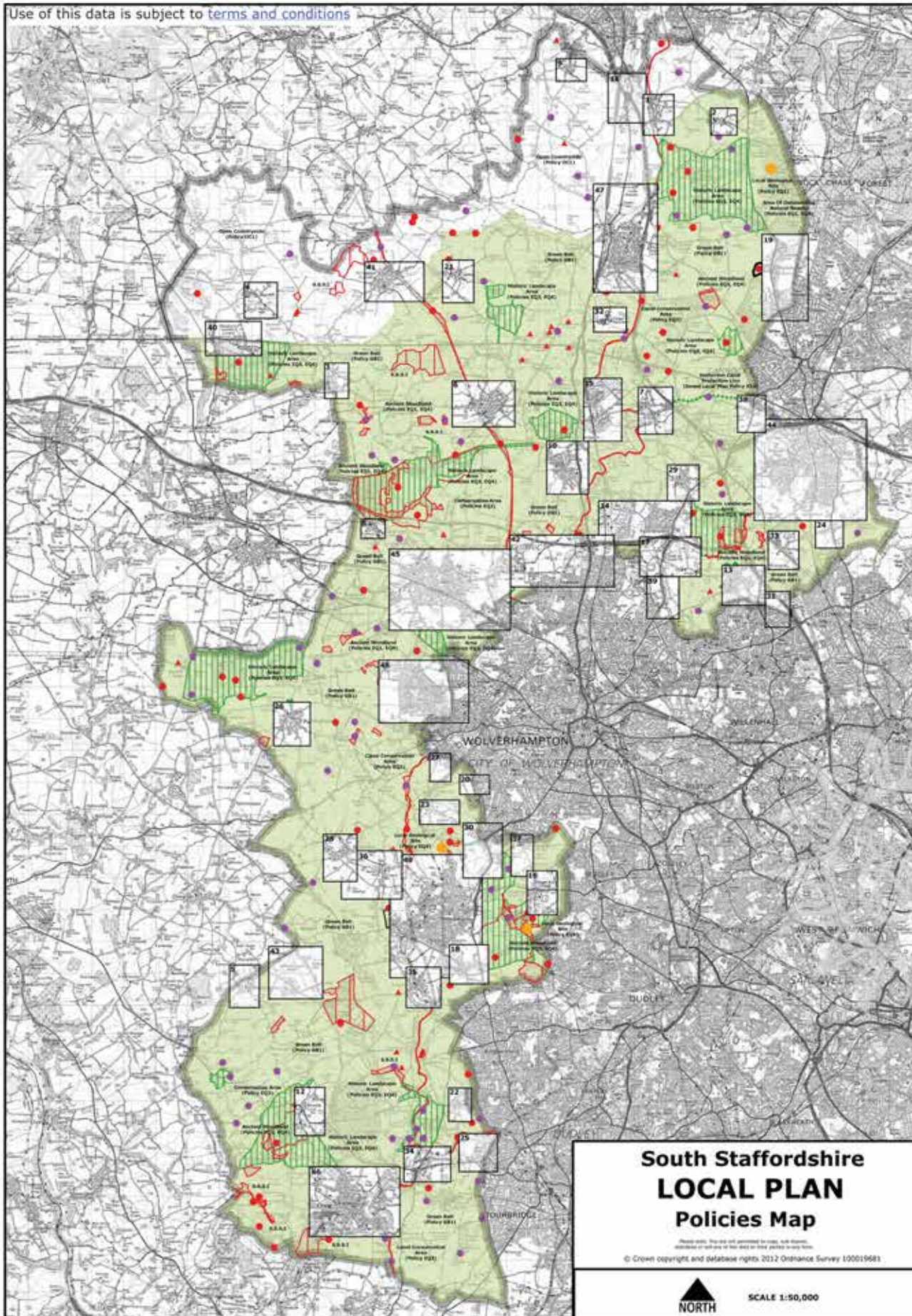


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3. **Planning Policy**



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**FIGURE 5:
SOUTH STAFFORDSHIRE CORE
STRATEGY POLICIES MAP**

3. Planning Policy

National Planning Policy

A new National Planning Policy Framework (NPPF) was introduced in July 2018. 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 District; a framework for addressing housing needs and other economic, social and environmental priorities that span a minimum 15 year period from adoption.

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 270 dwellings per annum, including an uplift to take account of market signals and affordability.

South Staffordshire Local Plan Review

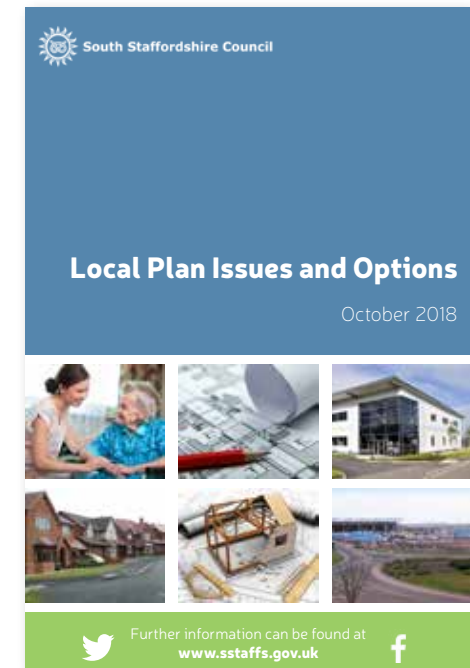
The South Staffordshire development plan currently comprises the South Staffordshire Core Strategy (adopted in December 2012) and the South Staffordshire Site Allocations Document (adopted in September 2018). The current Strategy covers the period 2006-2028 and sets a housing requirement of at least 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.

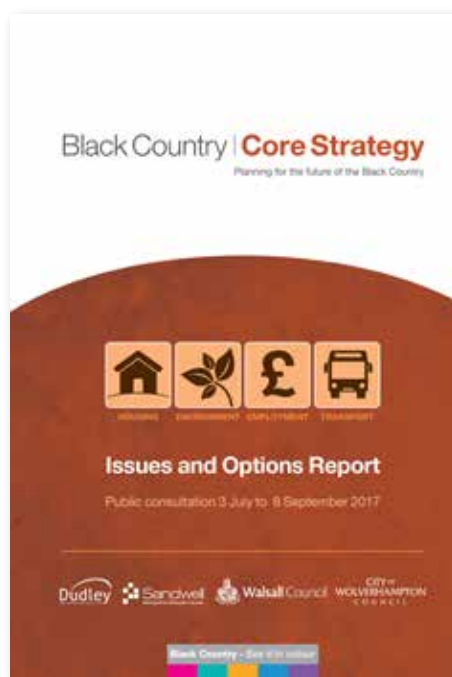
The Site Allocations Document (SAD) commits the District Council to carrying out an early review of the development plan in order to respond to the increasing need for development, both within South Staffordshire and the wider housing market area. The SAD also requires a new Local Plan to be submitted for an Examination in Public (EiP) by 2021.

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 2037. 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.

The Local Development Scheme (LDS) published in 2018, proposed the following timetable for the Review:

Issue & Options	Autumn 2018
Preferred Spatial Strategy & Sites Document	Spring 2020
Publication of Draft Plan	Winter 2020/21
Submission of Plan to SoS	Autumn 2021
Local Plan Examination	Winter 2021/22
Adoption of Plan	Summer 2022





Black Country Local Plan Review

The Black Country Local Authorities have embarked on a review of the Core Strategy, also in response to the duty-to-cooperate and the unmet housing needs of the Greater Birmingham Housing Market Area.

The Black Country Issues and Options Consultation took place between 3rd July and 8th September 2017, with the remainder of the Local Plan Review currently anticipated to follow the timetable below:

Due to the functional relationship between land off

Publication of Draft Plan	Oct/Nov 2019
Publication Plan	February 2020
Submission of Plan to SoS	Dec 2020
Local Plan Examination	Spring 2021
Adoption of Plan	Autumn 2021

Linthouse Lane and Wolverhampton, Taylor Wimpey will engage fully with the Black Country Core Strategy Review.

Evidence

It is recognised that the Local Plan Review will be informed by a range of evidence to inform the spatial development strategy, policies and site selection.

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 policy-making authorities to follow the standard method as a starting point in determining the number of homes needed in an area.

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.

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 Housing Market Area (GBHMA) in which South Staffordshire District lies.

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.

Green Belt Review: Approximately 80% of land within South Staffordshire District lies within the West Midlands Green Belt. An important element of the evidence base to inform both the South Staffordshire Local Plan Review and the Black Country Core Strategy Review will be a Green Belt Review that has been jointly commissioned by South Staffordshire District Council and the Black Country Authorities.

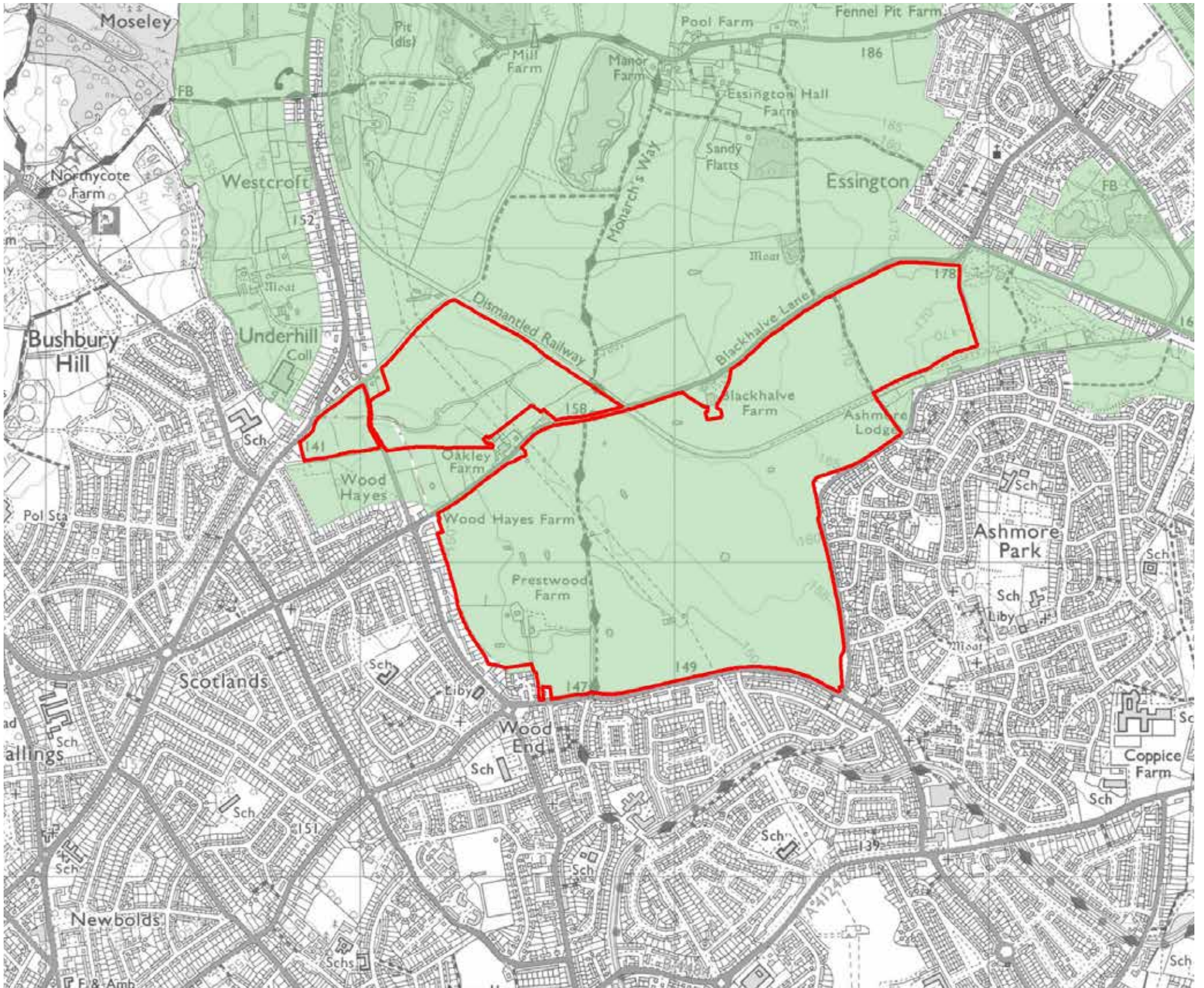


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4.


Is There a Need For Green Belt Development?

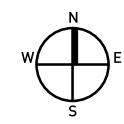




KEY

 Taylor Wimpey Controlled Land
365.15 Acres/147.77 Hectares

 Green belt



**FIGURE 6:
GREEN BELT PLAN**

4. Is There a Need For Green Belt Development?

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.

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.

Contributions to Green Belt Purposes

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 area;
- 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.

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

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 136). 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.

The Council's Green Belt Study shows Land at Linthouse Lane, Wolverhampton, as falling within Green Belt Sub-Parcel Ref S20F – 'Ashmore Park/ Essington' – which is identified as making the following contribution to the five purposes of the Green Belt:

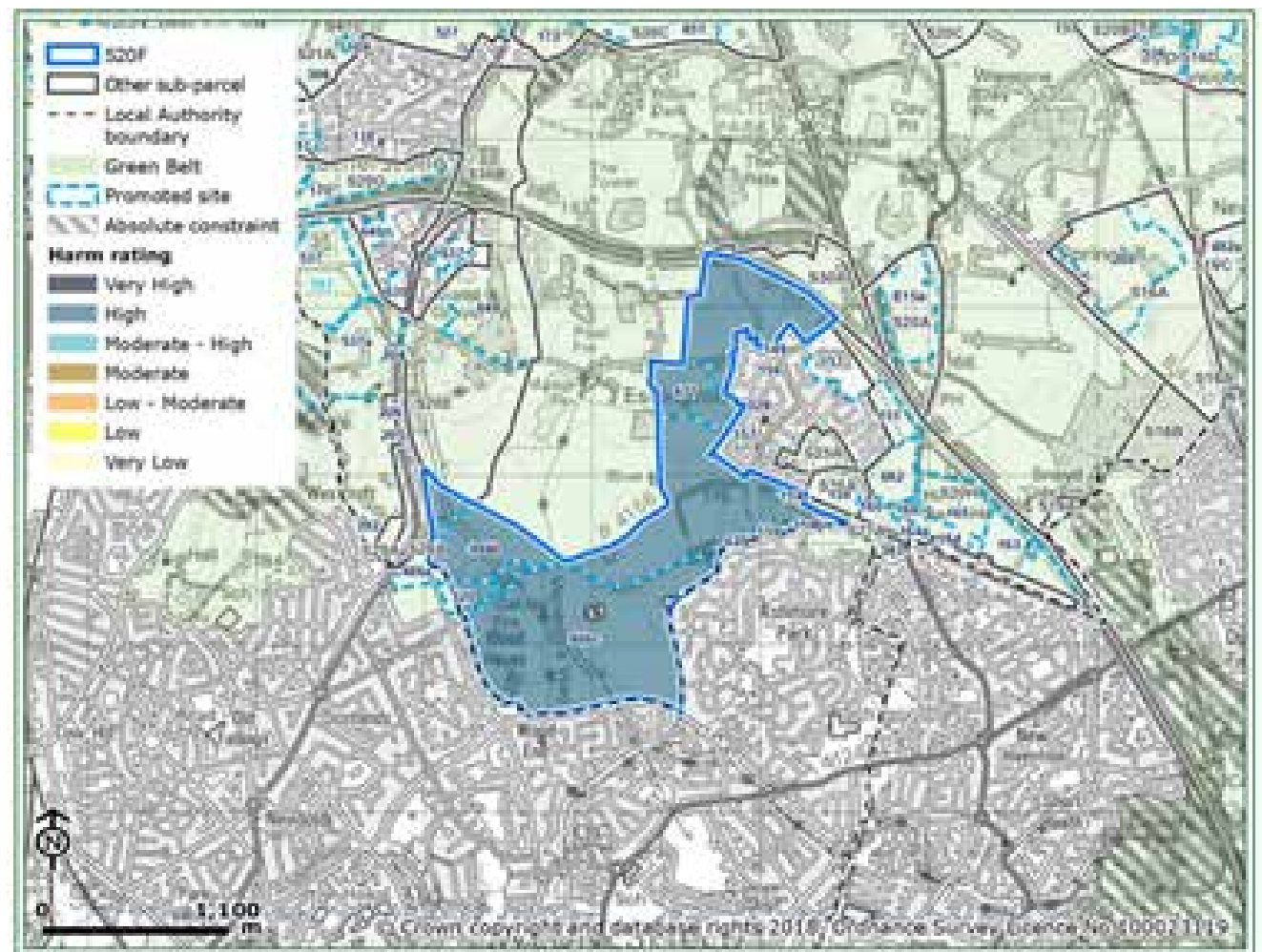
GB PURPOSE	ASSESSMENT	RATING
P1: Checking the unrestricted sprawl of large built-up areas	Land is adjacent or close to the large built-up area, contains no or very limited urban development, and has strong openness. It retains a relatively strong relationship with the wider countryside.	Strong
P2: Preventing the merging of neighbouring towns	Land lies between Wolverhampton (West Midlands conurbation) and Cheslyn Hay (Cannock built up area). The M6 and M54 motorways contribute to perceived separation, however the extent of intervening inset development acts to reduce the perceived open countryside gap.	Moderate
P3: Safeguarding the countryside from encroachment	Land contains the characteristics of open countryside (ie an absence of built or otherwise urbanising uses in Green Belt terms) and does not have a stronger relationship with the urban area than with the wider countryside.	Strong
P4: Preserve the setting and special character of historic towns	Land does not contribute to the setting or special character of a historic town.	Weak / No contribution
P5: Assist urban regeneration, by encouraging recycling of derelict and other urban land	All parcels are considered to make an equal contribution to this purpose.	Strong

Green Belt Purposes Summary: Parcel S32F – West and South West of Penkridge

The Study goes on to identify that, should Green Belt Sub-Parcel Ref S20F be released for development, the resulting harm would be 'high', stating:

“The sub-parcel makes a strong contribution to preventing sprawl of the West Midlands conurbation at Wednesfield, a moderate contribution to maintaining the separation between the neighbouring towns of Wednesfield and Great Wyrley, and a strong contribution to preventing encroachment on the countryside. The sub-parcel is adjacent to the settlement edge of the suburbs of Wednesfield to the east, south and west, however it retains a strong relationship with the open countryside to the north. Some of the land lies in the gap between these suburbs and the inset village of Essington, however the gap between the two has already essentially been breached by the housing development along High Hill Road. The existing Green belt boundaries at Wednesfield and Essington are not strongly defined, however given that there are no obvious stronger alternatives, releasing land here would serve to weaken the integrity of Green Belt land.”

Whilst the conclusions of the above assessment are noted, it remains that Green Belt Sub-Parcel ref: S20F extends significantly beyond Land at Linthouse Lane, which itself serves a reduced function against the five purposes of the Green Belt, as assessed below.



To Check the Unrestricted Sprawl of Large Built-Up Areas

The site is bounded on three of its four sides by residential properties, which form part of the Black Country conurbation (eastern, western and southern boundaries). To the north, the site is bounded in part by Blackhalve Lane, a dismantled railway line and further existing residential properties. These features present an opportunity to further strengthen this boundary, through the provision of open space and landscaping features.

The site would therefore be well contained and not encourage sprawl beyond the period of the Local Plan Review.

Accordingly, the release of the site from the Green Belt will not result in the unrestricted sprawl of Wolverhampton or the Black Country conurbation; it will instead serve to 'round-off' the conurbation's northern boundary.

As such, the site does not contribute to preventing the unrestricted sprawl of Wolverhampton, being contained by existing development and robust, permanent boundaries. The release of the site would simplify the Green Belt; creating a shorter boundary that is consistent with the boundary of the built area of Wolverhampton.

It is therefore considered that the site makes a 'moderate' contribution to assisting in safeguarding the countryside from encroachment, rather than the 'strong' contribution identified within the Green Belt Study.

To Prevent Neighbouring Towns from Merging into One Another

The nearest settlement to the site is the village of Essington, which is some 100 metres from the north-eastern red-line boundary. However, Essington shares a functional relationship with the Black Country conurbation, which it is connected to via High Hill/ Kitchen Lane/Upper Sneyd Road. Nevertheless, Essington is surrounded by Green Belt, which disconnects the village from Sneyd Road.

The next nearest settlement is the village of Featherstone, approximately 2.5km to the north-west of the site off junction 1 off the M54. Featherstone is separated from the site via the Green Belt, in conjunction with the physical boundary of the M54 motorway.

Hilton Main Industrial Estate and Hilton Cross Business Park are located to the south of junction 1 of the M54, approximately 1.5km to the north of the site. These are both surrounded by Green Belt.

The proposed Indicative Masterplan demonstrates how it is possible for the site to be developed without reducing the existing separation distance between the nearest neighbouring settlements (Essington and Hilton Industrial Estate/Business Park) and the existing Black Country conurbation. Due to the 'recessed' shape of the existing built form, it is possible for development to sit 'within' the prevailing development envelope of the conurbation, to the south of Blackhalve Lane and the dismantled railway.

Therefore, the release of this site will not result in the merging of any neighbouring towns, as a significant Green Belt gap will remain. It is therefore considered that the site makes a 'weak/no' contribution to this purpose of the Green Belt, rather than the 'moderate' contribution identified within the Green Belt Study.

To Assist in Safeguarding the Countryside from Encroachment

The creation of strong, defensible boundaries is important in protecting the countryside from encroachment. While it is acknowledged that, in theory, the release of any land from the Green Belt could result in encroachment into the countryside, it is considered that the site offers the opportunity to provide strong and defensible boundaries which will protect the countryside and maintain the visual and physical separation between Wolverhampton/ the Black Country conurbation and surrounding settlements. This is evidenced by the significant landscape buffer on the northern boundary of the site, as shown on the Indicative Masterplan.

It is therefore considered that the site makes a 'moderate' contribution to assisting in safeguarding the countryside from encroachment, rather than the 'strong' contribution identified within the Green Belt Study.

To Preserve the Setting and Special Character of Historic Towns

Whilst Wolverhampton is a historic canal City which contains 31 conservation areas and associated listed buildings, these are not located within close proximity of the site and, as such, the site does not make a significant contribution to fulfilling this purpose of the Green Belt.

Several listed buildings exist to the south and west of the site, within the Wolverhampton urban area. These predominantly comprise Grade II Listed Buildings such as public houses, however, the Old Fallings Hall as part of Our Lady and St Chad Roman Catholic School is Grade II* Listed and is located approximately 1.6km to the west of the site.

Nevertheless, these buildings are well screened from the site due to the presence of urban built form in the separation distance. Taylor Wimpey accordingly supports the conclusion of the Green Belt Study that the site makes a 'weak/no' contribution to preserving the setting and special character of historic towns.

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

Whilst it is acknowledged that all Green Belt land make a contribution towards encouraging the recycling of derelict and other urban land, the site and immediate area does not contain significant areas of brownfield land and would therefore not prejudice the redevelopment of urban land in this area. The release of the site from the Green Belt and allocation for residential development would therefore not significantly prevent the recycling of derelict land and other urban land. Furthermore, the adopted Core Strategy allocates a significant amount of brownfield land for redevelopment. However, the supply of suitable brownfield land is now reducing. Therefore, a Green Belt release is required as part of the Local Plan Review, in order to meet housing needs. The development of the site can be appropriately phased within the housing trajectory to take account of the availability and deliverability of brownfield sites across the District.

It is therefore considered that the site makes a 'moderate' contribution to this purpose of the Green Belt, rather than the 'strong' contribution identified within the Green Belt Study.



Summary of Green Belt Purposes

Overall, it is therefore considered that Land at Linthouse Lane makes a reduced contribution to the five purposes of the Green Belt than that identified within the Green Belt for Green Belt Sub-Parcel ref: S20F. This contribution is summarised in the table below:

GB PURPOSE	RATING
P1: Checking the unrestricted sprawl of large built-up areas	Strong
P2: Preventing the merging of neighbouring towns	Moderate
P3: Safeguarding the countryside from encroachment	Strong
P4: Preserve the setting and special character of historic towns	Weak / No contribution
P5: Assist urban regeneration, by encouraging recycling of derelict and other urban land	Strong

Green Belt Purposes Summary: Parcel S32F – West and South West of Penkridge

Green Belt Harm

The Green Belt Study goes on to conclude that, should Green Belt Sub-Parcel Ref S20F be released for development, the resulting harm would be 'high'. As set out above, it is considered that Land at Linthouse Lane makes a reduced contribution to the purposes of the Green Belt when compared to that of the wider Green Belt parcel. As such, the harm that would result from its release from the Green Belt is also reduced.

The site makes a moderate contribution to preventing sprawl of the West Midlands conurbation at Wolverhampton, whilst making a weak/no contribution to maintaining separation between neighbouring towns. The site makes a moderate contribution to preventing encroachment on the countryside and a weak/no contribution to preserving the setting and character of historic towns. The site is adjacent to the settlement edge of the black country conurbation, with built form located to the east, south and west of the site. The development of the site would create opportunities to provide strengthened, defensible Green Belt boundaries which would endure beyond the plan period.

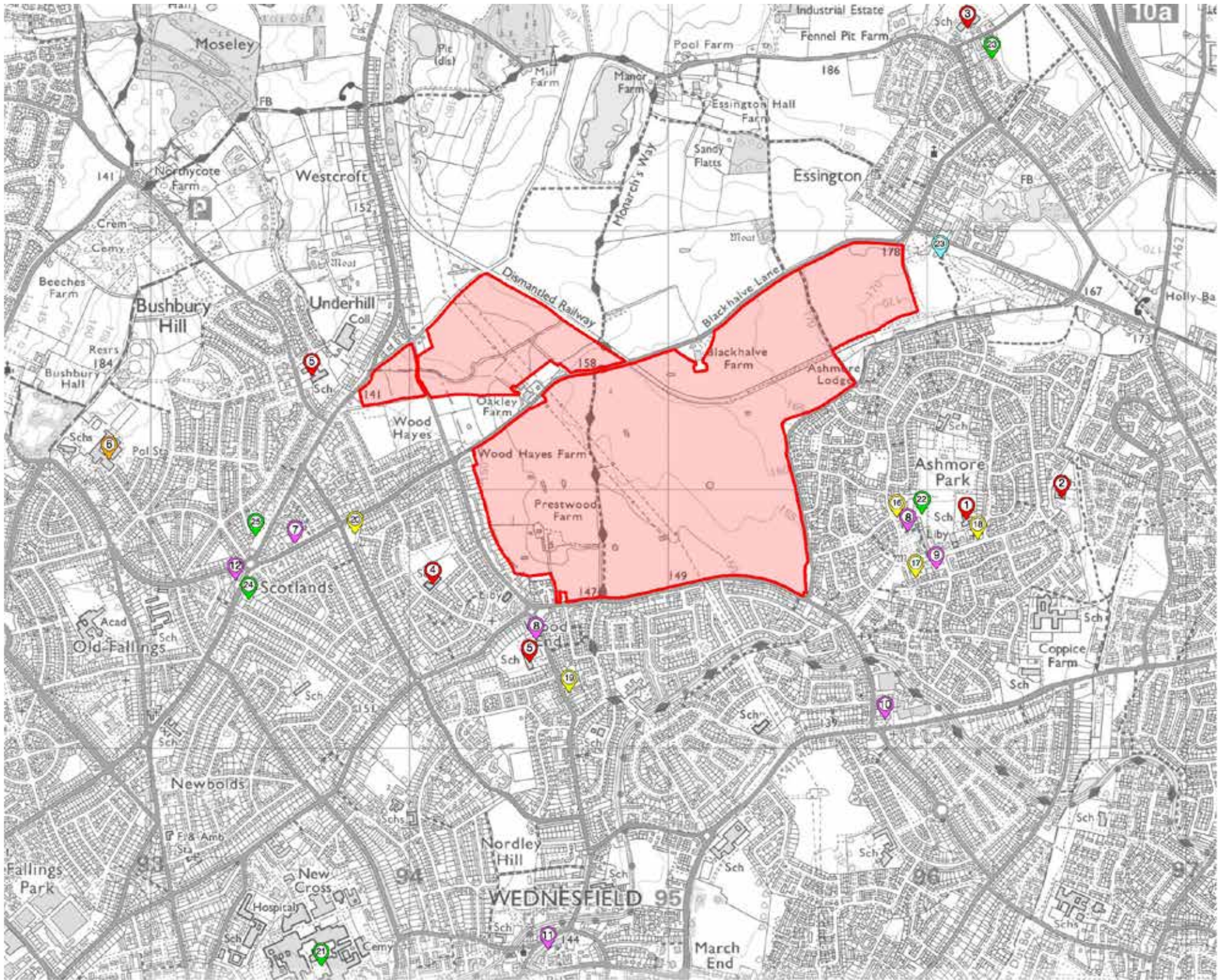
It is therefore concluded that, should the site be released for development, the resulting harm would be **'low-moderate'**.


5

5.

Is the Site Sustainable?





 Taylor Wimpey Controlled Land
385.15 Acres/147.77 Hectares

Primary Schools

-  1 Corpus Christi Primary Academy
-  2 St Albans C of E Primary School
-  3 St John's Primary Academy
-  4 Long Knowle Primary School
-  5 Berrybrook Primary School

Secondary Schools

-  6 Moreton School

Supermarkets/Post Office

-  7 LIDL Supermarket
-  8 NISA Local Post Office
-  9 Co-op Supermarket
-  10 Tesco Express Supermarket
-  11 Wednesfield Post Office
-  12 The Scotlands Post Office

Churches

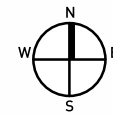
-  16 Ashmore Park Free Church
-  17 St Albans C of E Church
-  18 Corpus Christi Catholic Church
-  19 Wednesfield Methodist Church
-  20 St Gregory's C of E Church

Medical

-  21 New Cross Hospital
-  22 Ashmore Park Health Centre
-  23 Essington Medical Centre
-  24 Cannock Road Dental Practice
-  24 Kents Grove Surgery

Leisure

-  23 Essington Rugby Club



**FIGURE 7:
ACCESSIBILITY TO
LOCAL FACILITIES
PLAN**

5. Is the Site Sustainable?

Is the site in a sustainable location?

Wolverhampton is identified as a Strategic Centre in the Black Country Core Strategy, along with Brierley Hill, Walsall and West Bromwich. As such, Wolverhampton is a sustainable location for development. Wolverhampton benefits from an extensive range of services and facilities as would be expected in a city of this size. The site itself is well-related to the city and has good access to services as well as to the city centre via a number of different routes.

The majority of City's services are located in the city centre and include supermarkets, shops, restaurants, pubs and number of recreation uses. However, there also exist a number of services within a 2km radius of the site, including doctors and dentists.

There are also a number of local convenience stores within the vicinity of the site, with the nearest supermarkets being located toward either Wolverhampton city centre to the south or Bloxwich to the east.

There are a number of primary schools within 1km of the site, including; Long Knowle Primary School, Wood End Primary School and Nursery, D'Eyncourt Primary School, Berrybrook Primary School and Corpus Catholic Primary School. Furthermore, Morteton Secondary School, Our Lady and St Chad Catholic Academy and Coppice Performing Arts School are located within 2km of the site, whilst Westcroft School caters for children of all ages with special educational needs.

Wolverhampton railway station is located approximately 4km to the south-west of the site, whilst Bloxwich and Bloxwich North stations are located approximately 4km to the east. These stations provide access to a variety of local and national destinations including; Birmingham, London, Manchester, Liverpool, Bristol, Edinburgh and Glasgow. There are a number of bus stops to the south of the site on Linthouse Lane, providing services between Bilston, Walsall, Willenhall, Pendeford and Wolverhampton, with the potential to accommodate a number of further stops within the site itself. Overall, there is significant opportunity to travel by public transport to Wolverhampton and beyond.

As can be seen, the site is well related to the city and it is evident that the site is sustainably located.

Sustainability Benefits

The site will deliver significant benefits in relation to the "three dimensions" of sustainable development as set out in the NPPF.

Technical Assessments

Provided below is a summary of the results of the various technical assessments which have been undertaken to identify site opportunities and constraints to inform the development vision.

Highways and Transportation

Access to the site can be achieved from a number of locations, including from via Linthouse Lane to the south, Kitchen Lane to the east and Blackhalve Lane to the north, as shown on the Indicative Masterplan.

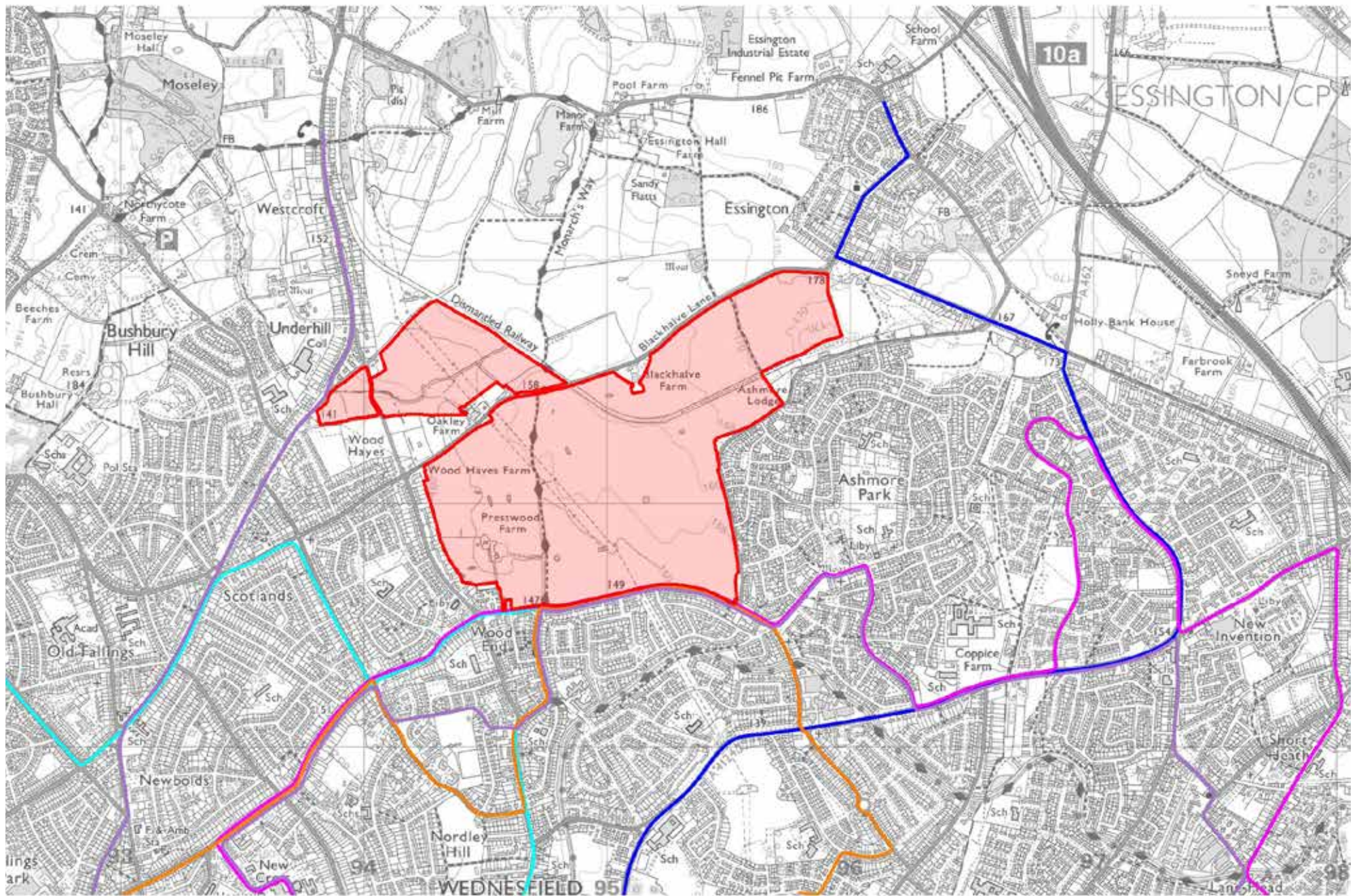
The existing highway network has good visibility in these locations and the required visibility splays could be achieved through minor highways works and widening.

Internally, the site would include a principal spine road in conjunction with a number of primary and secondary streets.

As stated previously, the site is well related to Wolverhampton railway station, as well as Bloxwich and Bloxwich north. There are bus stops adjacent to the site on Linthouse Lane, however, given the scale of the site, it is likely that a bus route will be diverted through the site to accommodate passengers.

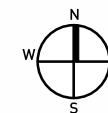
Various nearby facilities are considered to be within a reasonable walking distance from the site. The site is sustainable in terms of access by walking and cycling to local facilities and accessibility to public transport services.

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.



KEY

- | | | | |
|---|--|---|---|
|  | Taylor Wimpey Controlled Land
365.15 Acres/147.77 Hectares |  | Arriva Bus No.28E
Wolverhampton to New Invention |
|  | National Express West Midlands No.25
Pendeford to Wolverhampton |  | Arriva Bus No.57
Wolverhampton to Bilston |
|  | National Express West Midlands No.69
Wolverhampton to Walsall |  | Arriva Bus No.70
Cannock to Wolverhampton |
| | |  | Arriva Bus No.70A
Cannock to Wolverhampton |



**FIGURE 8:
LOCAL PUBLIC TRANSPORT
ACCESSIBILITY PLAN**

Flood Risk and Drainage

Based on the Environment Agency flood maps, the development site lies in Flood Zone 1 and therefore all land uses are sequentially acceptable.

The Environment Agency surface water maps show low to high accumulations within the site and along existing watercourse and ditch routes. Issues associated with overland flow and surface water flooding can be dealt with as part of a site-specific Flood Risk Assessment and mitigation measures including cut off ditches and French drains to intercept flows and the raising of finished floor levels may be required. Hydraulic modelling of existing water bodies will be undertaken as required however they are not considered to pose a significant risk to the development area.

Percolation testing will be undertaken across the site in due course however at this stage it is considered above ground attenuation features will be required. The land naturally slopes to its southern boundary and it is anticipated the majority of this storage would be delivered through a series of attenuation basins and swales situated around the site and our assessment shows the total site is split into 3 catchment areas with different watercourse areas.

Attenuation to 1 in 100 year plus 40% for climate change will be provided and it is estimated storage in the region of 52,000m³ will be required. This figure will be refined in due course as further surveys are completed.

The development area has the potential to drain by gravity to a number of the public foul sewers located within Linthouse Lane. Detailed investigations with Severn Trent Water will take place in due course to confirm capacity requirements. In any event and in accordance with the Water Industry Act (1990), Severn Trent Water will be required to provide capacity for the development whilst containing environmental impacts and maintaining water quality; therefore, improvements to the network will be provided if required.



Noise

Noise is unlikely to be a significant issue for the proposed development. The proposed Indicative Masterplan indicates how dwellings would be set back from main roads, including the proposed spine road. Furthermore, landscaping would be included throughout the development in conjunction with carefully orientated and sited dwellings to minimise noise impact and preserve residential amenity.

Consequently, it is unlikely noise will have a significant adverse impact on the development of this site.

Ground Conditions

The 1:50,000 British Geological Survey map for the area shows the entire site is underlain by superficial deposits of Glacial Till – predominantly cohesive but potentially variable and strata of varying geotechnical properties may be present. The solid geology across majority of the site comprises the Clent and Enville Formation - sandstones and mudstones (undifferentiated).

According to the Coal Authority database, the site is located in an area where a coal mining report is recommended. A review of the Coal Mining Report, the environmental data and the BGS Sheet for the area indicates that there is a potential risk from shallow coal mining. The highest risk is considered to be to the south east, where the Coal Measures strata outcrop and these decrease to the north west. If the seams are proven to have been worked, then a drill and grout scheme would be implemented to stabilise the overlying ground. The grouting scheme will be undertaken under a Coal Authority Permit and on completion of the grouting scheme; the risk is reduced to acceptable levels making these generally the same as the rest of the site in terms of risk.

An assessment of contamination and gas migration on the site shows a low to moderate risk to residential end users and construction works. It is therefore considered unlikely that the site would be designated as statutory contaminated land by the local authority under the provision of Part IIA of the Environmental Protection Act 1990 (inserted by Section 57 of the Environmental Act 1995).

Utilities

Electricity cables including National Grid Extra High Voltage cables, 132kV and 11kV overhead cables are located within the site area. A number of these cables will be retained in situ, with suitable easements and diversions will be implemented where feasible and necessary.

Diversions for sewers, water and gas mains, BT and electric cables will be required to facilitate the proposed access points and suitable payment will be made as required to facilitate these alterations.

The capacity of all of these utilities need to be determined. Suitable contributions will be made as part of the development to facilitate any improvement and reinforcement works required to serve the site. Any costs required to upgrade the network or provide suitable reinforcements will be met by the developer.



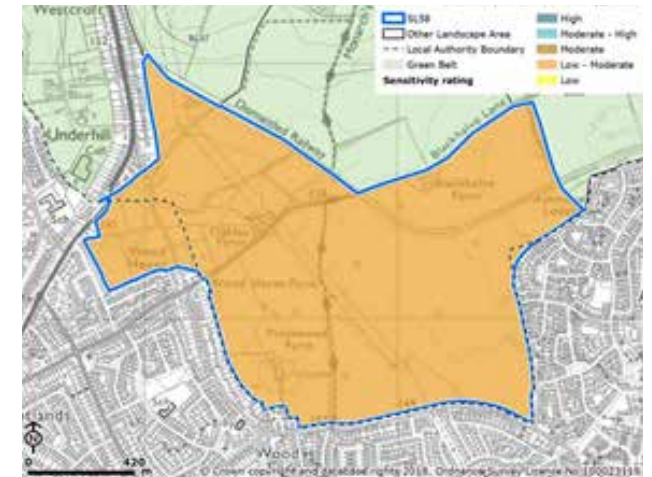
Landscape and Visual

South Staffordshire District Council has produced a Landscape Study (2019) which forms part of the Local Plan Review evidence base. The site falls within the following Landscape Character Type: Settled Plateau Farmlands. The area is located north of Wednesfield, which forms the southern and eastern boundaries. The settlement edge of Underhill and Westcroft forms the western boundary, and the dismantled railway line and Blackhalve Lane the northern boundary. The Landscape Study concludes that the area has an overall low-moderate sensitivity to residential development, as although there is limited time depth and natural sensitivity, the area provides an open rural backdrop to the surrounding settlement edges.

Agricultural Land Classification

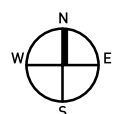
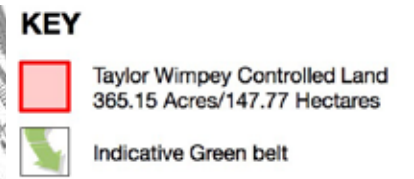
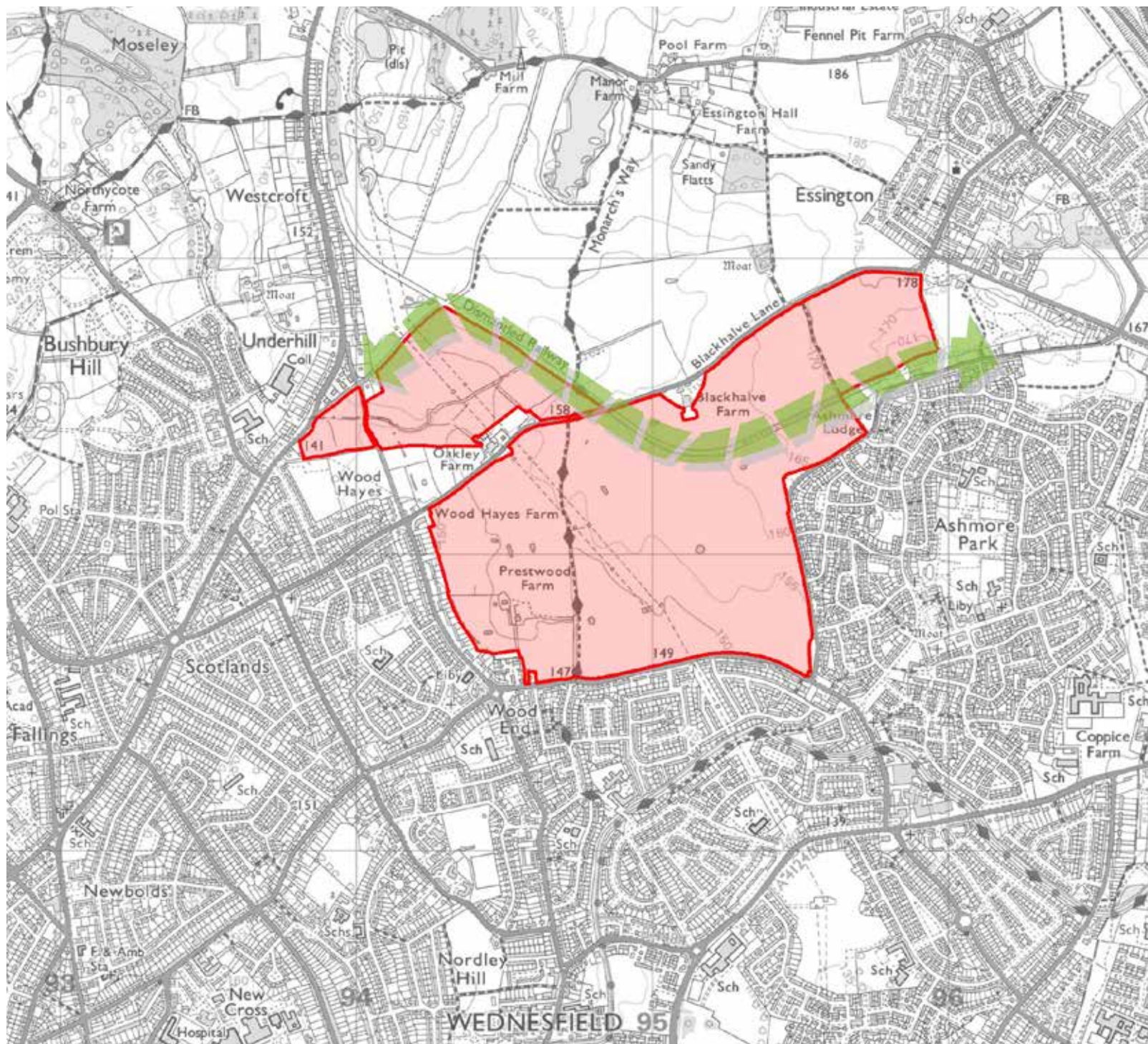
Natural England's Land Classification Map for the West Midlands Region (ALC004) shows that the majority of the site comprises Grade 3 'Good to Moderate' quality agricultural land, with small areas comprising Grade 4 'Poor' quality land. It is noted that the majority of land around Wolverhampton also comprises Grade 3 agricultural land.

Further assessment will be required to ascertain the extent to which the site constitutes Grade 3a or 3b land.

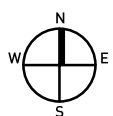
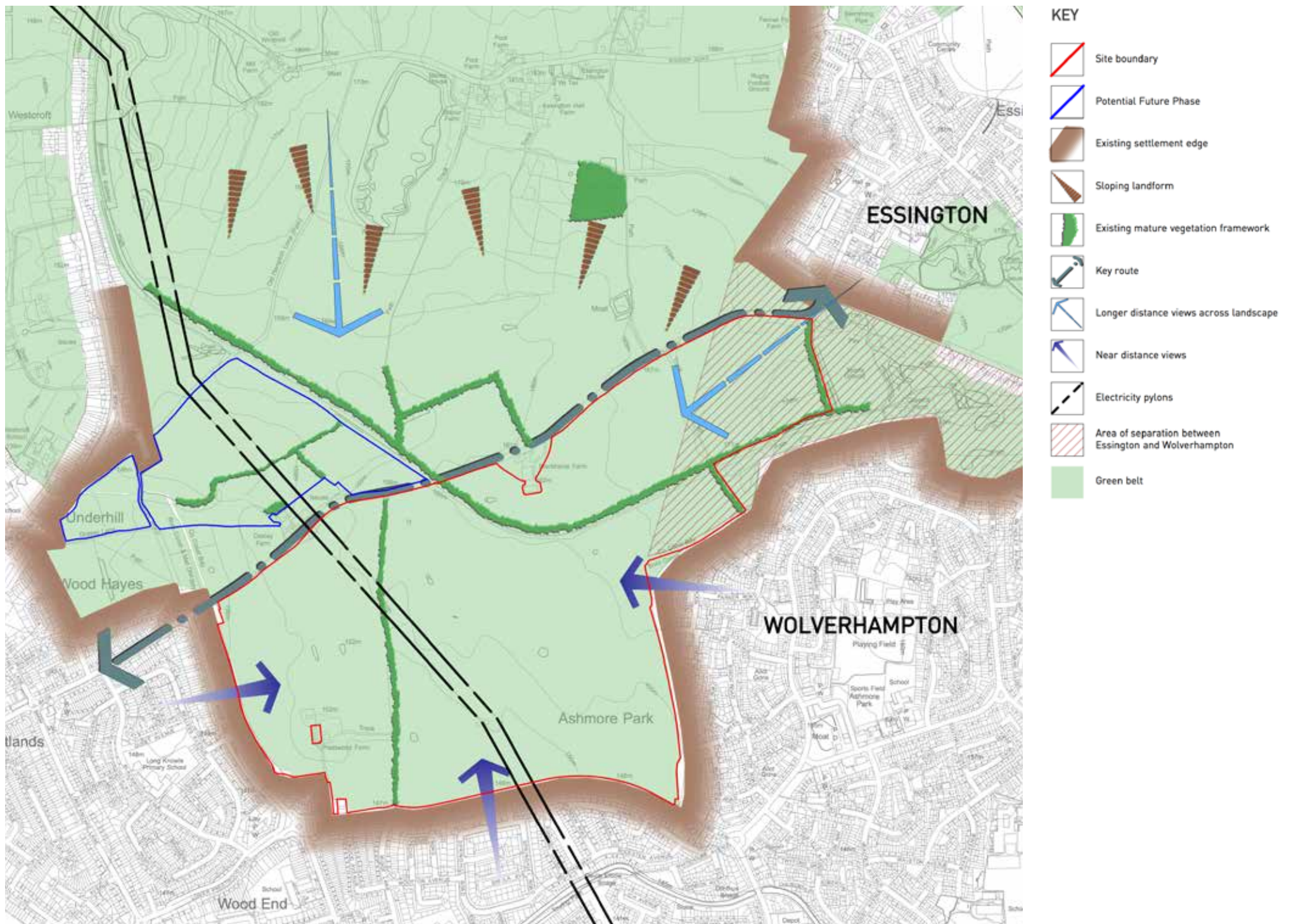


Landscape Sensitivity Rating





**FIGURE 9:
INDICATIVE GREEN BELT EDGE**



**FIGURE 10:
PRELIMINARY LANDSCAPE ANALYSIS**

6

6.

What is the Vision for the Site?





6. What is the Vision for the Site?

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

- **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 the city of Wolverhampton, South Staffordshire District and the Greater Birmingham 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 complement and enhance the existing character of the town 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 Public Open Space** a significant portion of the site will become public open space with enhanced pedestrian access to the on-site public open space. The provision of green space in the northern portion of the site also helps manage the transition from built development to countryside in a sensitive manner and creates a buffer to rest of the Green Belt;
- **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

Taylor Wimpey has developed a Preliminary Indicative Masterplan 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.

The opportunities and constraints of the site are discussed overleaf.



FIGURE 11:
SITE ANALYSIS PLAN

KEY

- | | | | | |
|---|--|--|--|--|
| SITE BOUNDARY
365.35 ACRES / 147.77 HECTARES | DITCH (INDICATIVE POSITION) | VIEWS TOWARDS SITE FROM EXISTING BUILDINGS | UNDERGROUND CABLE | PUMPING STATION |
| WIDER LANDSCAPE CONTEXT | ESTIMATED FLOOD ZONE FROM SURFACE WATER (INDICATIVE) | KEY VIEWS INTO THE SITE | SCHEDULED MONUMENT | SLOPED LANDFORM |
| EXISTING VEGETATION (INDICATIVE) | LAKES, CANALS AND PONDS | STREET VIEWS INTO THE SITE | LOCAL FACILITIES (SHOPS, DOCTORS SURGERY, SCHOOL AND RECREATION) | AREA SUBJECT TO SHALLOW MINE WORKINGS INDICATIVE |
| WOODLAND/PARKLAND | PUBLIC RIGHTS OF WAY | OVER HEAD CABLES | BUS STOP | |
| FIELD PATTERNS | DISMANTLED RAILWAY WALK | OVER HEAD CABLES 20M OFFSET NO BUILD ZONE (INDICATIVE) | PRIMARY ROAD | |

THIS DRAWING IS INDICATIVE AND SUBJECT TO DETAILED DESIGN AND SURVEY

Site Opportunities and Constraints

- A site which lies adjacent to the city of Wolverhampton and is accessible via a number of potential connections, including via Linthouse Lane, Kitchen Lane and Blackhalve Lane. This will result in a development which is well-related and integrated with the residential development in the area.
- The site is relatively flat with the topography rising gently towards the northern boundary. The existing northern boundary treatments present opportunities for boundary planting to further reinforce the defensible boundary to the north.
- The site is located in Flood Zone 1 and so is at the lowest flood risk. Nevertheless, a comprehensive sustainable drainage system would be provided on site and integrated with existing drainage systems.

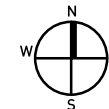
- Respecting the local character by identifying examples of excellent existing development which can be used to inform the design of the site.
- The opportunity to enhance connectivity of the site, particularly for pedestrians and cyclists to the public open space.
- The need to respect residential amenity of existing development on fringes of Wolverhampton.

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.

Framework and Conceptual Layout

The Development Framework for the site is shown below and demonstrates the basic structure to deliver the vision and objectives of a planned quality residential development on the urban edge. Based on this Development Framework an Indicative Masterplan has been prepared for the site.






The various aspects of the Masterplan are set out below.



**FIGURE 12:
FRAMEWORK AND
CONCEPTUAL
LAYOUT**





- KEY**
-  Primary movement
 -  Secondary movement
 -  Railway walk
 -  Primary pedestrian movement
 -  Public right of way

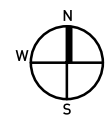
Access

There are several points of access identified on the Masterplan, including from via Linthouse Lane to the south, Kitchen Lane to the east and Blackhalve Lane to the north.

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

A public right of way through the centre of the site would be enhanced via improvements to the connection with Linthouse Lane to the south and to Blackhalve Lane to the north.

This multi-connection approach minimises disturbance to the existing residential development to the west of the site and directs all vehicular traffic from the development directly on to the town's major routes. Within the site would be a number of principal streets with smaller secondary streets to access specific parts of the development.



**FIGURE 13:
ACCESS AND MOVEMENT PLAN**



Layout

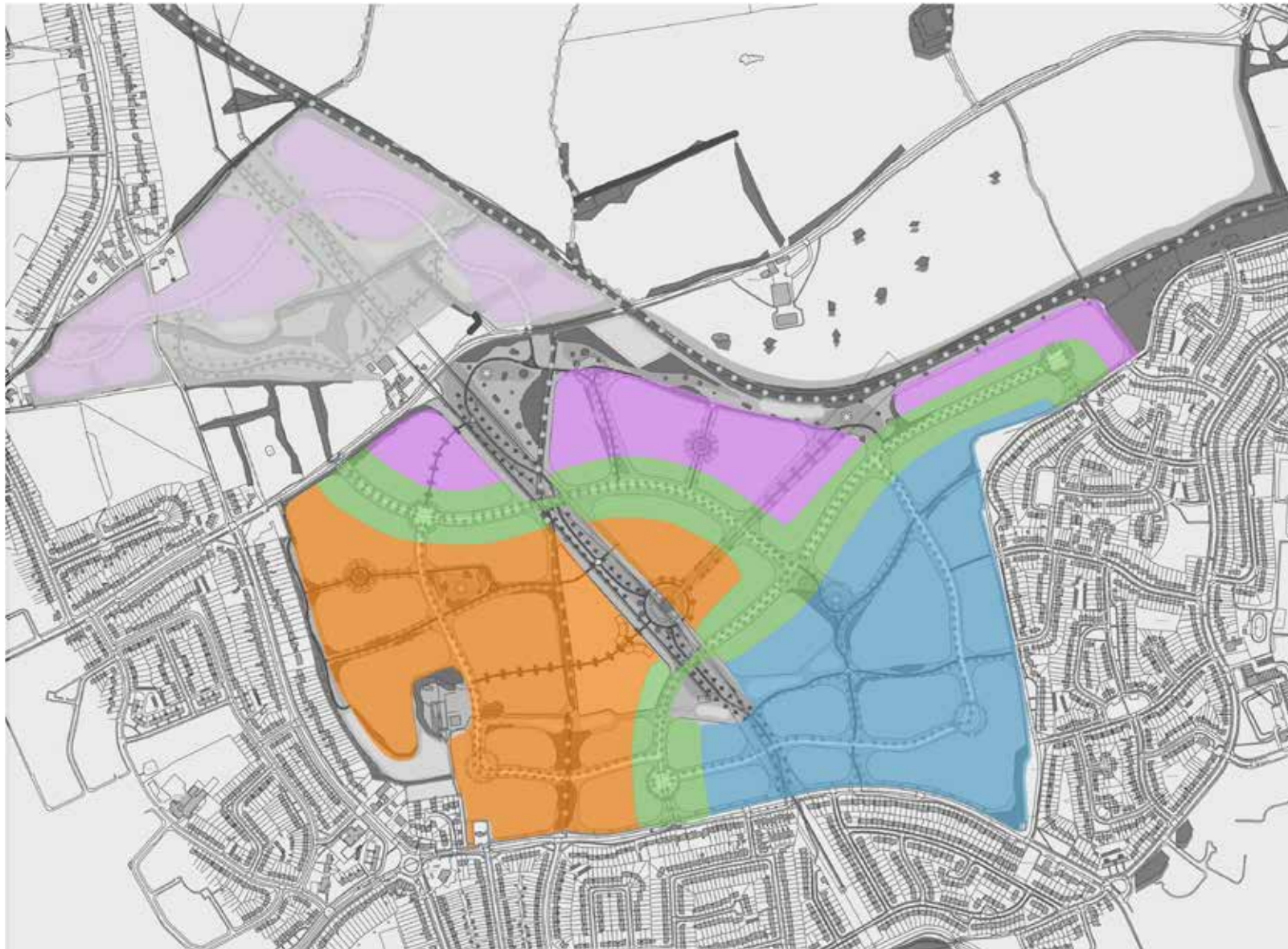
The internal layout includes a number of parcels of residential development, along with land in the centre of the site for a new two-form entry primary school. The layout also includes areas of public open space situated throughout the site, managing the transition between built form and open space within the site boundaries. The inclusion of on-site public open space to the north of the site provides a soft boundary with surrounding countryside and aids the creation of a strong and defensible Green Belt boundary.

The layout identifies the existing public right of way to the centre of the site would be integrated with the development, providing pedestrian and cycle access to the wider area.

An easement is included within the centre of the site to accommodate the existing power lines.

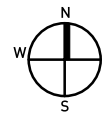
Character Areas

Four broad indicative character areas are identified within the masterplan, which are explored in detail overleaf.



KEY

- Character Area 1
- Character Area 2
- Character Area 3
- Character Area 4



**FIGURE 15:
CHARACTER AREAS PLAN**

Character Area 1

This character area will seek to create a distinctive green avenue style of development which will run alongside the proposed primary route. The proposed infrastructure will deliver footways set behind grass verges with larger building offsets to highways when compared with smaller access roads.

Key corners and feature spaces will be framed with unique focal buildings, using alternative materials and styles which will help to set apart the four character areas.

Key elements of Character area 1:

- Larger building offsets to highways with minimal frontal parking.
- Deliver a higher density development with narrow building frontages.
- Increased scale and massing to frame the primary route, typically ranging from a 2-4 storey height.
- Use of large proportions of semi and terrace properties with corner turning detached properties on focal junctions, helping to create a strong and distinct build line.
- Strong landscape themes run through the length of the primary route by use of grassed verges and box hedgerows to further distinguish between public and private space.
- Green urban spaces will be created at key nodes junctures through specifically designed street patterns.
- Parking will take form in the use of surveyed parking courts, side parking and specifically designed frontal parking squares.



Character Area 2

The primary function of character area 2 is to provide a transitional space between the inner core development and the wider contextual landscape. Providing a low-density extension of residential development of the inner core development and help to alter from built form into countryside to the north.

Traditional built form or larger detached dwellings reflecting the local vernacular and pattern of Woodhayes Road and Cannock Road (A460), particular use of larger detached units to create an informal rural edge.

Key elements of Character area 2:

- No building set back control to residential access lanes and shared surface spaces to create an intimate and informal building pattern.
- Deliver a lower – medium density development with wider building frontages.
- Range of building orientations to create articulated roofscapes and emphasise fluidity in the build line.
- Reduced scale and massing of storey heights typically ranging from 1.5-2.5 storey heights, helping to create a tiered development.
- Use of larger detached and semi-detached units with a varying build line to reflect its rural setting.
- Informal variations of lanes with large lawned frontages and dappled tree coverage will create a verdant character.
- Front facing dwellings will provide natural surveillance over proposed green lanes/ corridors, which is a prevalent characteristic of this area.
- The rural edge will demonstrate a range of parking typologies from on-plot parking, side parking and naturally surveyed parking courts



Character Area 3

Character area 3 will provide a medium density development with pockets of higher density courtyards to the inner blocks. The interface with Kitchen Lane and Linthouse Lane will provide the primary interface of existing development with the proposed development, these areas will seek to mimic/ replicate the existing building styles, street patterns, materials and parking typologies.

Built form will typically take form of semi-detached and link detached dwellings with the sparse use of terrace type dwellings. Distinguishable corner turning buildings will take place on key junctures and entry points on to the site.

Key elements of Character area 3:

- Controlled set back distances to the interface zone with existing development typically between 6-8 metres in depth with varying distances to inner core development.
- Retention of existing tree lined verges along Linthouse and Kitchen Lane, helping to create strong building symmetry along the existing infrastructure.
- Delivery of a medium – higher density development with a varying use of building widths and depths to inner development with more consistent heights and scale to interface zones.
- Consistent use of scale and massing of storey heights typically ranging from 2-3 storey heights, helping to create a coherent and rigid development interface.
- Formal landscape themes to run through interface zones and secondary routes with informal planting to green walkways and viewing corridors.
- Green urban spaces will be created at Circus style key nodal junctures through specifically designed landscape themes.
- A range of parking typologies will be demonstrated through use of parking courts, frontal parking, side parking and on plot parking.



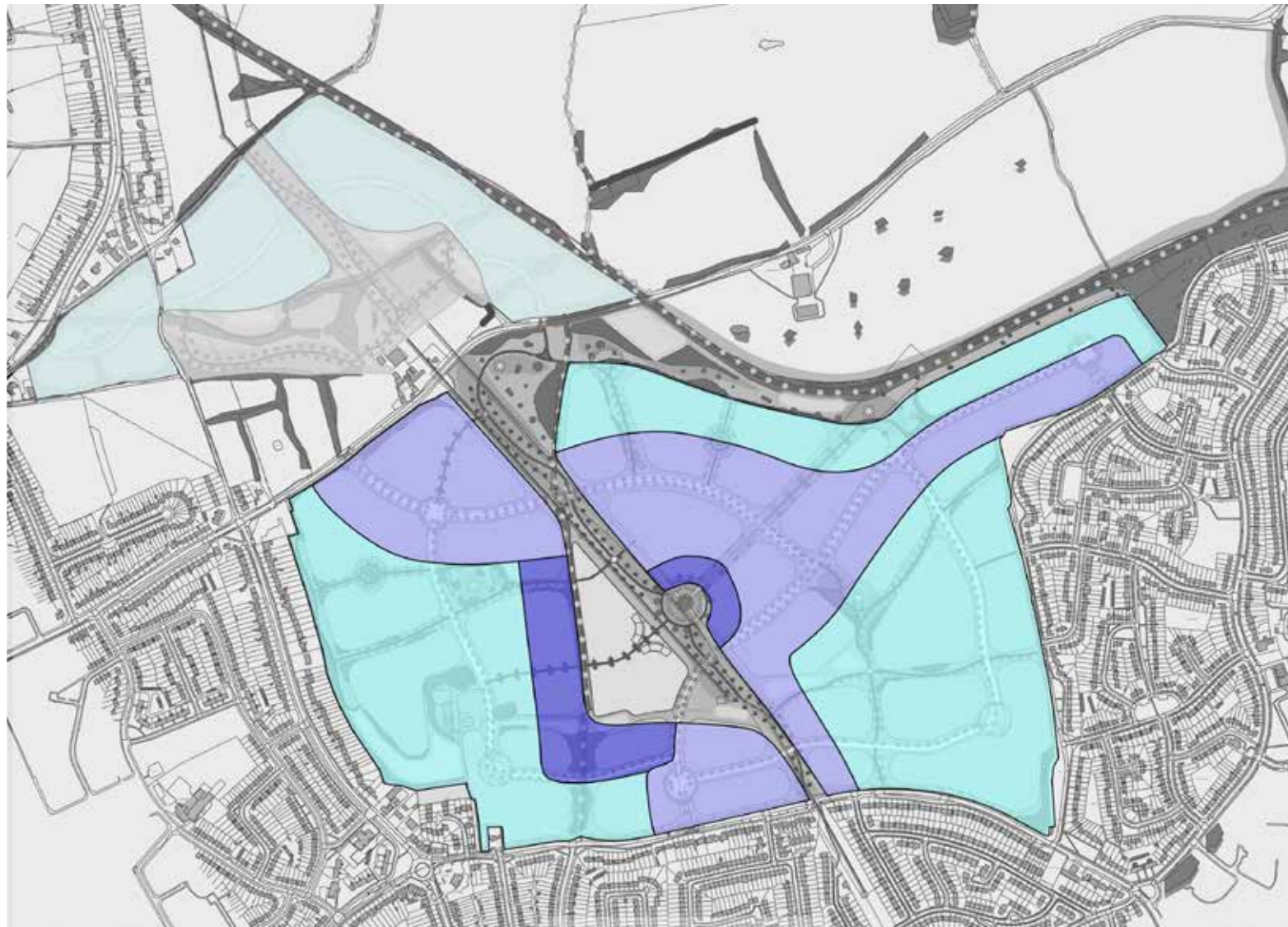
Character Area 4

Character area 4 will demonstrate the most varying and dynamic transition in design characteristics. The area will encompass higher density development to the core of the site (around the Community hub), medium density to the Linthouse Lane and Wood End Road interface with lower density to the green walkways and viewing corridors.

Use of a varying range of building heights, scale and building types will help to create the variation in core development to looser edge interface.

- Controlled set back distances to the interface zone with the community hub and secondary highways route, typically between 2-6 metres in depth with varying distances to the looser edge development.
- Front facing dwellings to provide natural surveillance over the newly incorporated public right of way.
- Delivery of a high-density development to the core development with diminishing densities towards the green edge interface with Woodend Road.
- Varying use of scale and massing of storey heights typically up to 4 storeys towards the community hub with diminishing heights from 1-2 storey towards the green interface with Properties on Woodend Road.
- Formal landscaping themes with use of boulevard trees towards the core development interface with the community hub with an informal arrangement of lanes with large lawned garden and dappled tree coverage with the Wood End Road interface edge.
- Green urban spaces will be created at Circus style key nodal junctures through specifically designed landscape themes.
- A range of varying parking typologies will be used with parking courts, side parking, purposely designed focal parking squares and street parking will be found at the core development interface with the community hub. The use of on plot parking, side parking and frontal parking will be beneficial towards the looser green edge at the interface with Woodend Road.

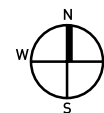




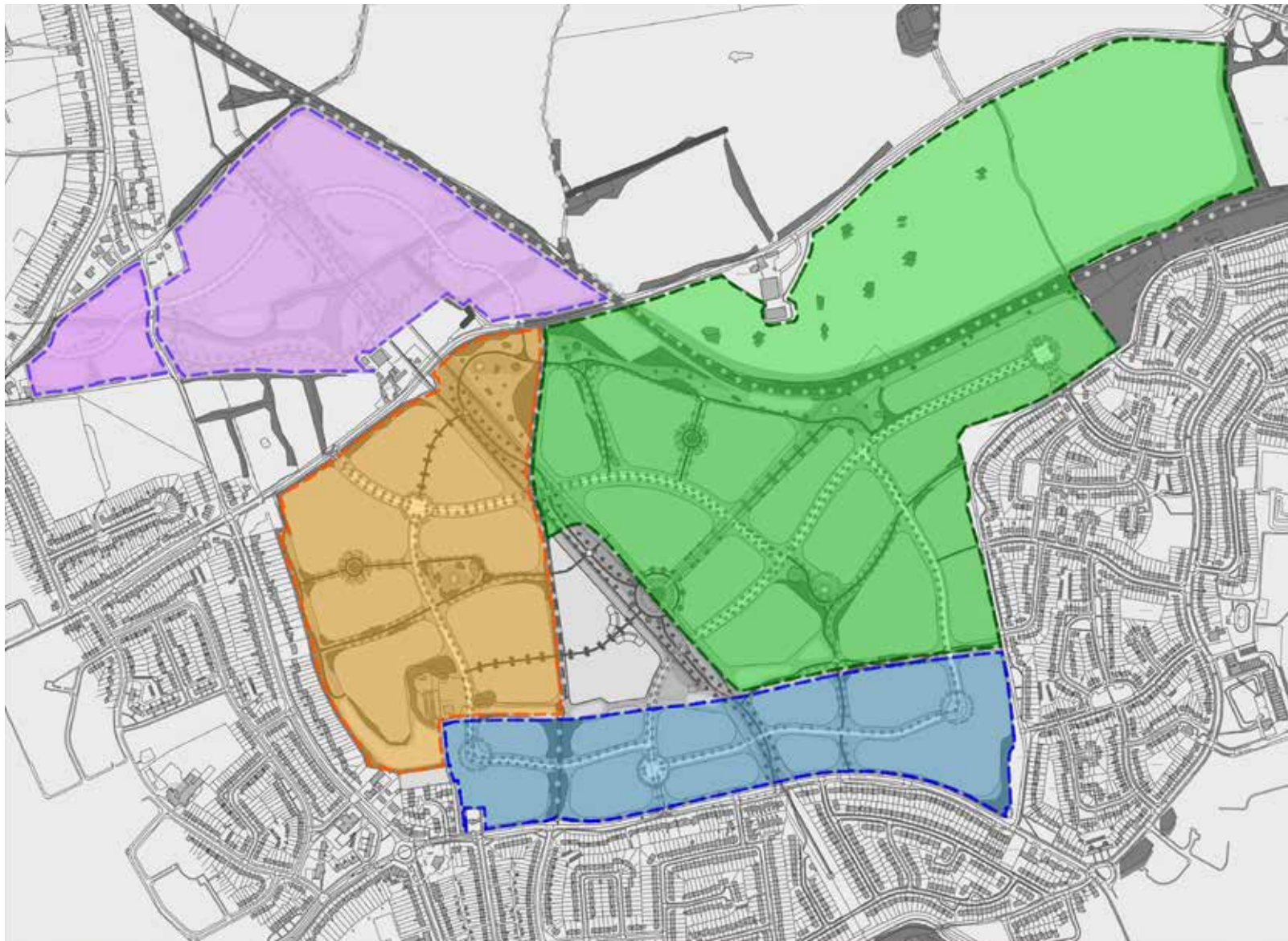
Scale and Design

The Indicative Masterplan indicates the development could accommodate c. 2500 dwellings on 70.97 ha of land. This gives an overall density of approximately 35 dwellings per hectare.

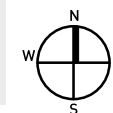
The layout also includes a substantial area of land for use as public open space and SuDS.



**FIGURE 16:
STOREY HEIGHTS PLAN**



- Phase 1
- Phase 2
- Phase 3
- Potential Future Phase



**FIGURE 17:
PHASING PLAN**

Phasing

It is anticipated that the three residential development zones shown will be brought forward in residential phases. In addition, land to the north of Blackhalve Lane is identified as a potential future phase.

Given the sites scale and proximity to existing development, it is likely that nay development would be brought forward in a number of build stages. Denoted above is an indicative phasing plan which demonstrates how this may be realised.

It is envisaged that the land immediately north of Linthouse Lane will comprise phase 1; land lining up with Blackhalve Lane will form phase 2; and land running parallel with Kitchen Lane and the dismantled railway will form phase 3.

Land accommodating the Community Hub to the centre of the site will come forward when the local demand/ population requires the formation of the community hub.

Landscape, Greenspace and Drainage

A significant amount of the site will be utilised as Public Open Space. This will include any retained vegetation throughout the site, in conjunction with landscaping and sustainable drainage in the form of swales and ponds as part of the open space proposals.

The inclusion 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.





7.

Conclusion





7. Conclusion

The land off Linthouse Lane is truly deliverable and should be allocated for residential development 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. 2500 new homes as well as significant amounts of public open space.

Available Now

The land identified on the land control plan (Figure 4) is under the control of 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.

Suitable Location

The site comprises Green Belt land on the edge of Wolverhampton which, as demonstrated in Section 4, it is a suitable candidate for release to meet housing needs of the city of Wolverhampton, South Staffordshire District and the Greater Birmingham Housing Market Area. Whilst the site is currently located within the Green Belt, Wolverhampton has a wide range of services and facilities located in its existing built area. The city also provides excellent links to other cities throughout the country. The site is considered to be a sustainable location for residential development.

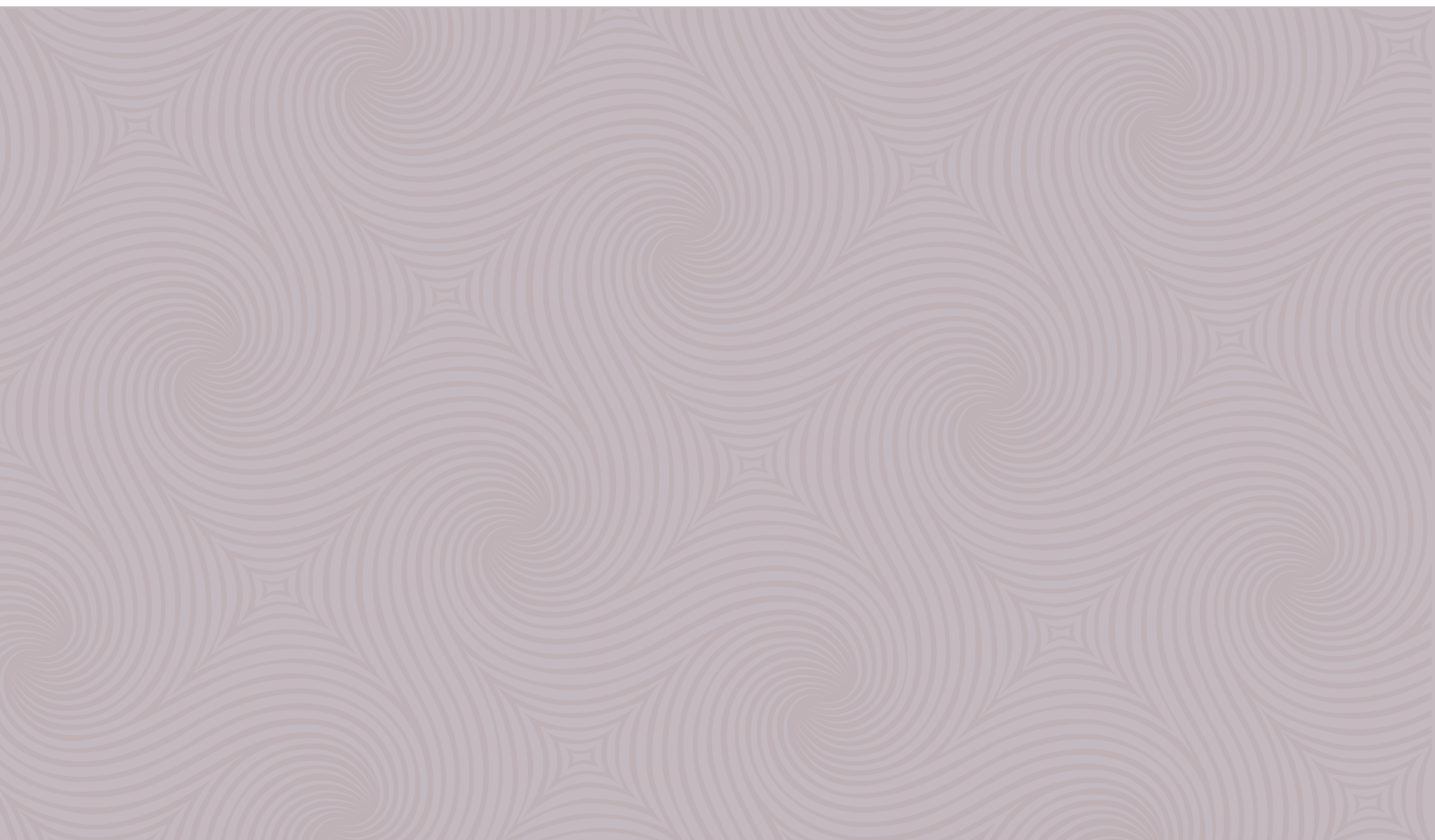
Achievable

The site comprises greenfield land and will not be subject to any known major remediation or preparation costs. Taylor Wimpey have 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 have the capacity to deliver the proposed development.

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 in accordance with the housing delivery trajectory set out within the Local Plan Review.

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

Taylor Wimpey is committed to working with South Staffordshire District Council, the Black Country Authorities and the local community to design a quality residential development which respects and enhances the village. We 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.



Appendices

Appendix 1:

Taylor Wimpey UK Limited





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Taylor Wimpey UK Limited

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

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

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

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

Taylor
Wimpey

Land Off Linthouse Lane
Wolverhampton
Development Vision