



Neighbourhood Plan for the Tettenhall Wards

2014-2026



FINAL VERSION

**This Neighbourhood Plan was formally 'made' by
Wolverhampton City Council on 17th September 2014, following a 'YES' vote in
the community referendum on 17th July 2014**

CONTENTS

1.	A Vision for Our Place Our Plan	2
2.	Introduction & maps	3
3.	Why the 2 Tettenhall wards need a Neighbourhood Plan	6
4.	Aims	8
5.	Status of Plan	9
6.	How the Plan was Prepared	11
7.	Our Place Our Plan: The Plan Policies	14
	7.1 Jobs, Local Economy & Community Facilities	16
	7.2 Housing & Development	47
	7.3 Conservation, Environment & Open Spaces	59
	7.4 Traffic & Transport	88
8.	Sustainable Development	116
9.	Glossary	116
10	Appendices	119
	A. Delivery Plan	
	B. Table of Policies	
	C. Statement of Consultation	
	D. Statement of Basic Conditions	
	E. Sustainability Appraisal	
	F. Historic Landscape Characterisation Study	
	G. ITP Transport Reports (Technical Notes 1 & 2)	
	H. Bruton Knowles Employment Land Study – Macrome Road	
	I. MEL Engagement Report	
	J. Steering Group Members	
	K. Commercial Centres Statistics	
	L. Community Buildings and Facilities	
	M. Chart of Views	
	N. Local List Recommendations	
	O. Neighbourhood Forum/Plan Designations	
	P. Schedules for Sustainable Buildings Codes and Standards	
	Q. Viability Study	
	R. Table of Other Supporting Documents	

1. A Vision for Our Place Our Plan

'As residents we take pride in our attractive, characterful and vibrant area, and especially in all the green spaces ranging from Smestow Valley Local Nature Reserve to small domestic gardens. Our Plan will help conserve both the places of historic interest and those most appreciated in the Character Studies which were carried out by local people. Designs for all new development will be required to show sensitivity to local forms, scale and materials, and to meet high building standards and so ensure sustainability. The Plan will enable local businesses to invest in new opportunities. Action is required to alleviate traffic problems, whilst housing, community buildings and other amenities will need to be upgraded over time. By putting these priorities into our Plan, we can enable people to make it as good a place for the next generation, as it is for us.'

(OPOP Issues and Aspirations Report, September 2012)



2. Introduction

“Welcome to Our Place Our Plan (OPOP), the new Neighbourhood Plan for the wider Tettenhall area from Castlecroft and Finchfield up to Aldersley and Palmers Cross. The Plan has been put together by a volunteer Steering Group who are all local residents. It is based on many hundreds of ideas and suggestions from local people which have been gathered on-line, and in workshops, meetings and surveys. This excellent response shows that people really care about the area. The Steering Group has had professional advice on the ideas which were put forward, and the result is the draft Plan which you now see. We look forward to your comments and suggestions so that we can take forward the Plan to its final stage.

Overall the Plan aims to conserve the best aspects of the two Tettenhall wards and to help ensure that future developments reflect what local people want.” (George Reiss, Steering Group member June 2013)

Members of the Steering Group are detailed in Appendix J.

Our journey started in early 2011 when we, the Tettenhall District Community Council (TDCC), the established Local Neighbourhood Partnership for the two Tettenhall wards, lobbied the City Council to apply to be one of the national front runners for neighbourhood planning. For a number of years TDCC members have taken an active interest in local planning issues. Our Planning and Conservation Task group established a Steering group, whose members grasped the opportunity to involve more people and consult widely with local residents of all ages and all backgrounds and with local businesses and other stakeholders to produce this Plan:

‘a locally focussed planning document which will act as a reference point to collate and express local peoples’ aspirations for the built environment and so safeguard the much loved character of the area.’ (OPOP Steering Group September 2012)

Our Place Our Plan is a new type of planning document. It forms part of the Government’s new approach to planning, which aims to give local people greater say in, and ownership of the plans and policies that affect their area. This ‘made’ Neighbourhood Plan forms part of the statutory Development Plan for Wolverhampton and will run for the same timeframe as the Black Country Core Strategy (until 2026). It will be used to determine planning applications in the Plan area. When a planning application for a development or change of use is proposed in the area, Wolverhampton City Council will be required to refer to the Neighbourhood Plan to check whether proposals are in keeping with the policies which the community has developed, as well as assessing the application against policies in the Wolverhampton Development Plan and National Planning Policy Framework, and other material planning matters relevant to any particular proposal. The policies set out in section 6 of this document are therefore the most important part of the Plan.

Whilst the two Tettenhall Wards are quite homogenous, this is one of the highest populated areas in the UK so far to be designated as a Neighbourhood Plan area. As a Steering Group we have had to be realistic about how much can be covered in a volunteer-led project. Our Place Our Plan is not a wide ranging community plan addressing every local issue, but focusses on land use, development

and planning related themes. It does however set out a vision for the area which reflects the thoughts and feelings of local people with a keen interest in their neighbourhoods and communities.

What sort of Plan?: This Plan has been achieved thanks to the expertise, experience and determination of the Steering Group and the many volunteers in Area and Task groups, in workshops and community road shows, in Character Assessments and other technical studies, who provided, collected and analysed the information on which to base our proposals.

Thanks and Acknowledgements: We have had excellent support and advice from officers at Wolverhampton City Council, particularly from within the Neighbourhood Services and Planning Departments and have received continued support and encouragement from our local Elected Members.

We were committed to doing as much of the work ourselves as possible, and this was, at times, challenging as well as rewarding. On occasion we needed the help of paid consultants and thank LEPUS, ITP, Bruton Knowles, Robert Lloyd-Sweet, Jeremy Brown and the District Valuation Service for their input as well as the Princes Foundation who helped with our early stakeholder consultation and to Planning Aid England who have acted as a critical friend as we have drafted our policies and supporting documents. But in essence, we can say that **Our Place Our Plan** has been prepared by and for the people of Tettenhall and its surrounding areas.

Cyril Randles

Cyril Randles, Chair TDCC



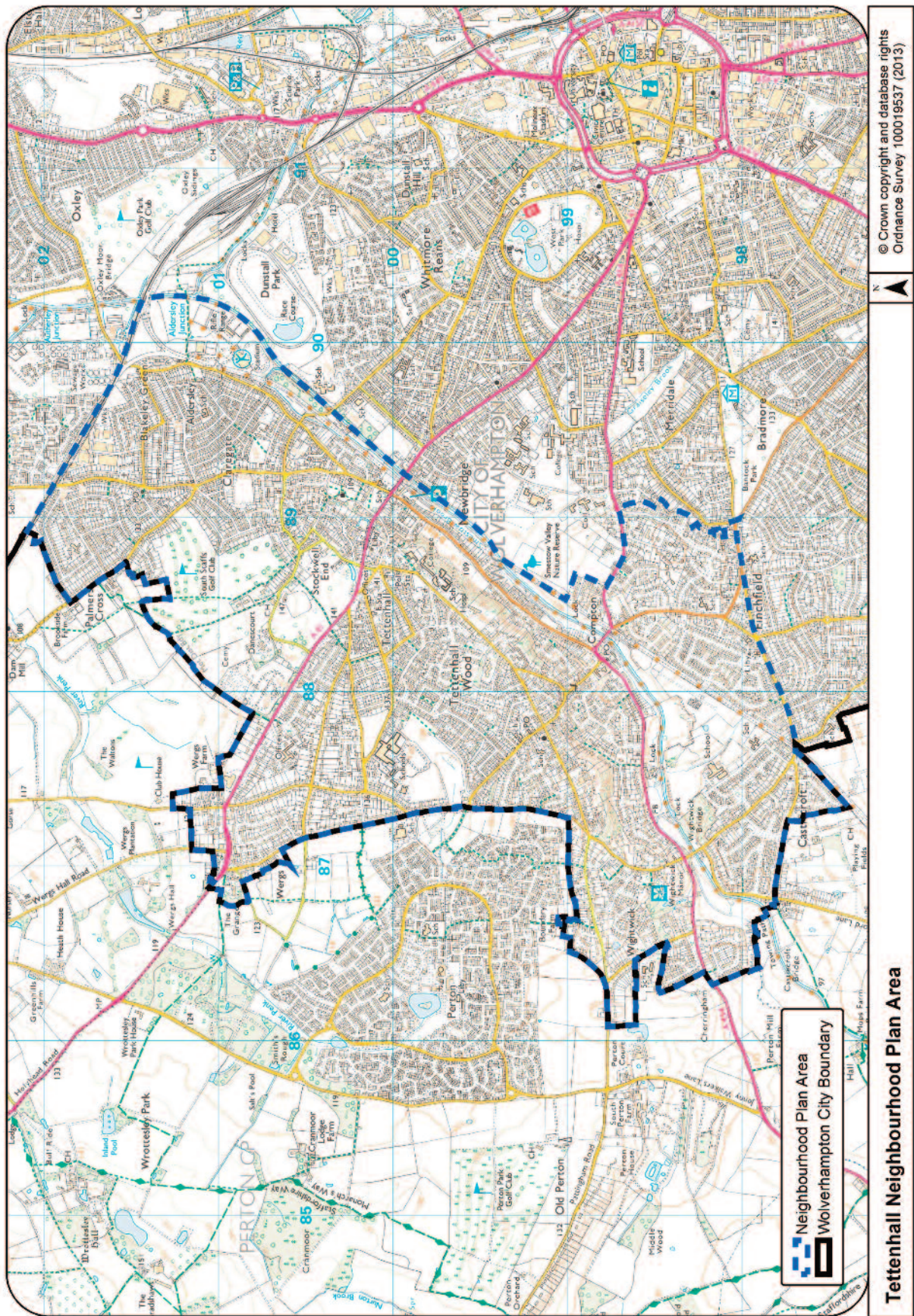


Figure 1 Neighbourhood Plan area within city boundary

3. Why a Neighbourhood Plan for the 2 Tettenhall wards?

The Neighbourhood Plan area covers approximately 870ha located in the west of Wolverhampton, and comprises the area covered by the wards of Tettenhall Regis and Tettenhall Wightwick, which are covered by one Local Neighbourhood Partnership, TDCC. It is bordered by rural South Staffordshire and areas of green belt to the west and the inner core of the city to the east. It is a largely residential area with attractive local amenities and historic sites. The area was originally made up of five medieval settlements: Aldersley; Tettenhall Village (Tettenhall Wood); Compton and Wightwick. With a population of 22,783, the Plan area is an affluent part of Wolverhampton with relatively low deprivation compared to other parts of the city. This is reflected in higher incomes, lower unemployment and a larger proportion of the population working in professional occupations. The population of the area is older than elsewhere in the city, with the highest concentration of retired residents. A number of schools and educational facilities are located in the area, along with various businesses and there are six active local commercial (shopping) centres.

Tettenhall has a distinctive and high quality built environment, including two village greens, six conservation areas, 95 listed buildings and important features such as Wightwick Manor, the Staffordshire and Worcestershire Canal and a number of Georgian and Victorian houses. The area's low density population provides a green perspective for the area, and there are significant areas of high quality open space and green infrastructure assets. Biodiversity features include Smestow Valley Local Nature Reserve (SVLNR), the canal network and areas of ancient woodland.

Housing accounts for three-fifths of the area. Older houses (pre-1900) are clustered around the historic cores; residential developments north of the A41 are predominantly made up of smaller semi-detached houses dating from the first half of the 20th century; detached and semi-detached houses from the 1960s and 1970's are found in the south-eastern neighbourhoods.

There are high volumes of traffic travelling to and from the city centre on three main radial routes (A41 Tettenhall Road and Werg's Road, A454 Compton / Bridgnorth Road and the Castlecroft/Finchfield Road) which cut across the Plan area. There are also large amounts of traffic using the two north-south sub-arterial routes: Aldersley Road / Pendeford Avenue / Lower Street / Henwood Road / Finchfield Hill; and Yew Tree Lane / Wightwick Bank / Windmill Lane. Some of the issues which fall out of the key characteristics of the area have determined how this Plan is themed (see below).

Local people recognise that in order to protect what is important to them in their communities, we need to change and adapt rather than stay still. Consultation has confirmed that people want to move to the Tettenhall wards to live and work because of the pleasant environment, the suburban and village feel and the open spaces and the sense of place; whilst also having easy access to Wolverhampton city centre, the surrounding countryside and wider Black Country, West Midlands and Staffordshire towns and cities.

In the past local Elected Members and residents have become frustrated at seeing their opinions on proposed new developments be overridden by the Planning Appeal process. The Neighbourhood Plan seeks to embed community consultation on planning issues to help bring appropriate development whilst allowing residents to have a greater say over what happens in the area.

This Neighbourhood Plan aims to encourage economic growth in the area by providing for new homes, protecting local employment and enhancing its attractiveness to visitors, whilst equally ensuring its heritage, character and environment are protected. It recognises that development, if delivered in ways acceptable to the people, can positively contribute to the infrastructure requirements, as identified by local people and set out in this Plan in section 8.

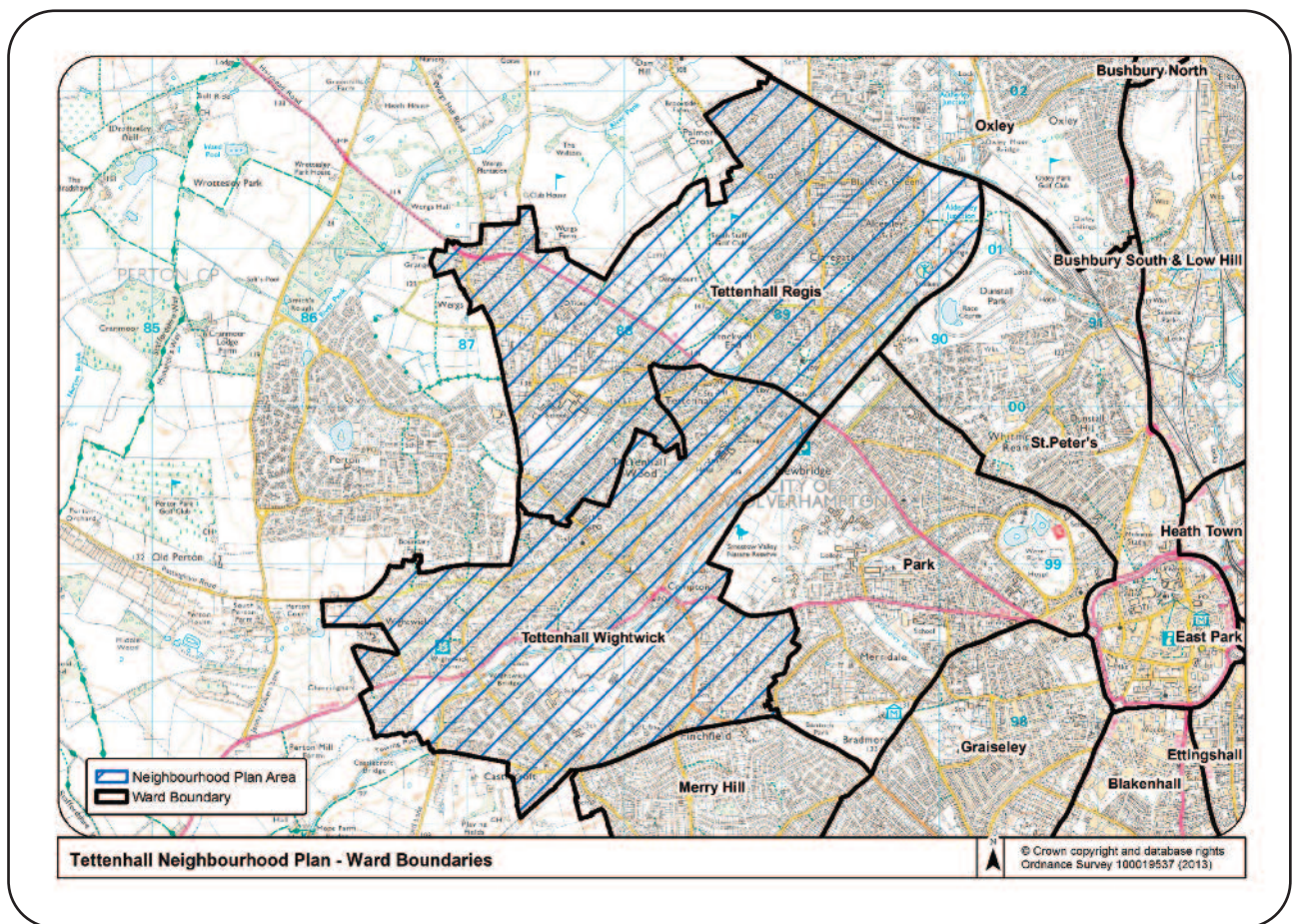


Figure 2 Tattenhall Electoral Wards

4. Aims

The rules governing the preparation of Neighbourhood Plans are laid out in the Neighbourhood Planning Regulations which were published in 2012. As well as allowing communities to write planning policies Neighbourhood Plans must:

- Meet the requirements of certain EU directives relating to human rights and habitats protection;
- Be in keeping with policies which determine how UK planning decisions should be made which are set out in the National Planning Policy Framework (NPPF);
- Be in compliance with the strategic policies prepared by the local Planning Authority, in this case, the Black Country Core Strategy and the Unitary Development Plan for Wolverhampton;
- Demonstrate how they contribute towards sustainable development;
- Explain how community members and organisations have been involved in helping to shape the Plan.

A wide range of issues have been raised and considered in producing this Plan. These can be grouped under 4 themes:

- **Jobs, Economy and Community Facilities**
- **Housing and Development**
- **Conservation, Environment and Open Spaces**
- **Traffic and Transport**

Overviews of these themes are set out in section 6, as an introduction to the policies within each theme. They include some information from background reports as well as issues raised by local people at a range of consultation events and surveys.

A detailed description of how the Plan satisfies the Neighbourhood Plan Regulations is set out in the Statement of Basic Conditions available at **Appendix D** which accompanies this Plan.

A detailed overview of the consultation process and methodologies is available in the Statement of Consultation at **Appendix C**.

5. Status of Plan

The Neighbourhood Plan and the Planning System

The Localism Act (2011) introduced new rights and powers to allow local communities to shape new development by coming together to prepare Neighbourhood Plans. A Neighbourhood Plan is a new way of helping local communities to influence the planning of the area in which they live and work. Neighbourhood Plans enable local communities to take a more active role in the development of planning policies at a neighbourhood level and the preparation of development proposals, reflecting local need and aspirations.

The Tettenhall Neighbourhood Plan will guide future development in the Tettenhall area. It will provide further guidance and designations based on the Black Country Core Strategy policies and will help to address residents' concerns in the area.

Wolverhampton City Council will continue to produce development plans that will set the strategic context within which the Tettenhall Neighbourhood Plan will sit. The Wolverhampton Development Plan consists of the Black Country Core Strategy (adopted Feb 2011), saved policies in the Unitary Development Plan (adopted June 2006), Area Actions Plans, and Supplementary Planning Documents. Figure 3 shows the structure of the Wolverhampton Development Plan.

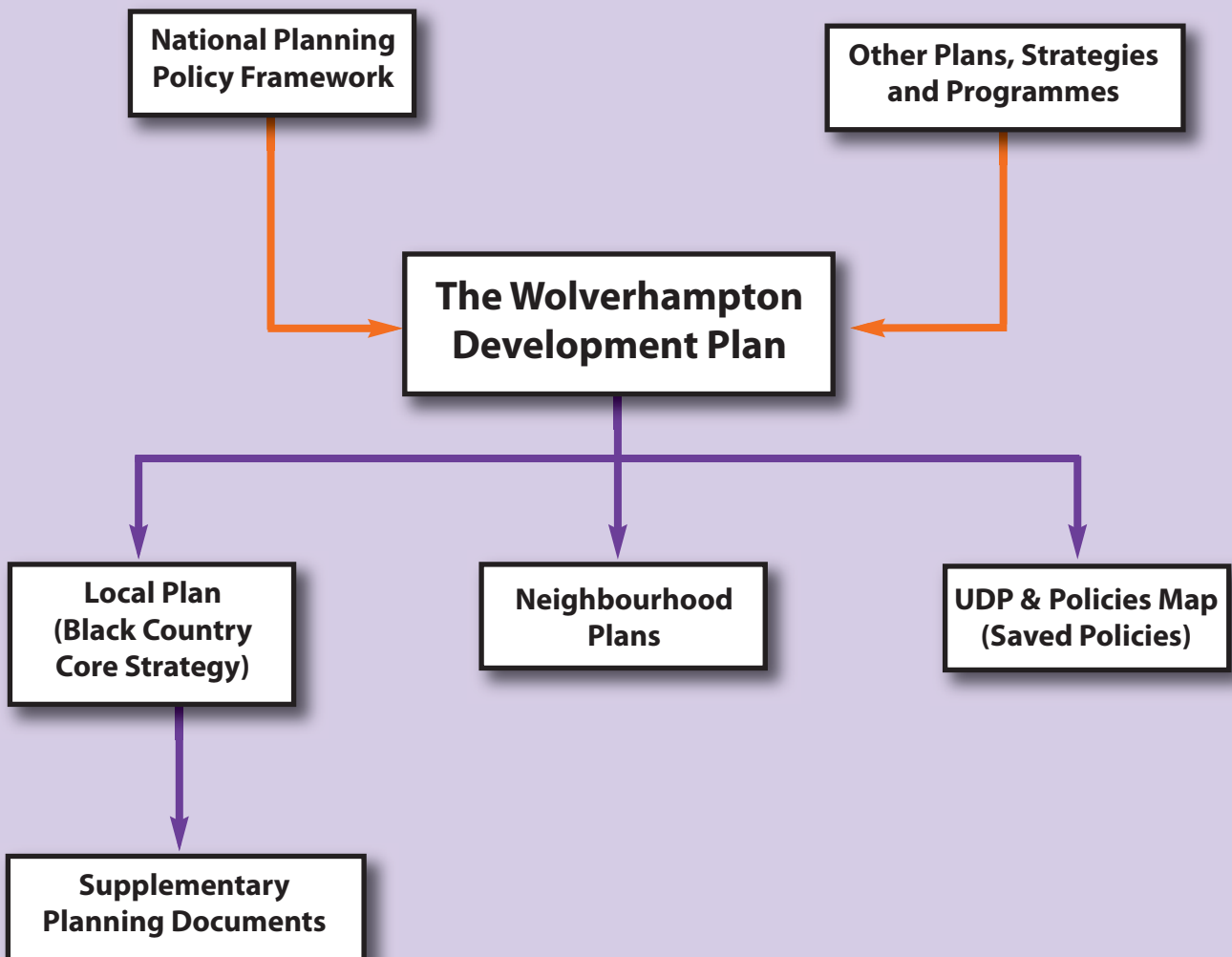
The Tettenhall Neighbourhood Plan must have appropriate regard to the National Planning Policy Framework (NPPF) and be in general conformity with existing strategic local planning policy, in particular the Black Country Core Strategy. The Neighbourhood Plan must also comply with European Regulations on strategic environmental assessment and habitat regulations. A Sustainability Appraisal (SA) of the Plan and a Habitat Regulations Assessment has been undertaken, and has been important in shaping the Plan.

In March 2014, Jeremy Edge, an independent examiner was appointed to undertake the examination of the Neighbourhood Plan. The examination included a review of the Neighbourhood Plan to assess if it met the Basic Conditions required by legislation and to determine if the Plan should proceed to referendum stage. A final report of the examination was received by Wolverhampton City Council and the Neighbourhood Forum on 28 May 2014 which recommended a number of amendments which have been taken account in the final version of the Neighbourhood Plan. The final version of the Neighbourhood Plan proceeded to a community referendum on 17th July 2014. All registered voters had the opportunity to vote YES or NO to the Plan. The Plan received 2465 YES votes and 200 NO votes representing 14.6% of the electorate. The Plan received a 92% YES vote and was therefore put forward to Wolverhampton City Council for the formal 'making' of the Plan. The Plan was formally 'made' by Wolverhampton City Council at its Full Council meeting on Wednesday 17 September 2014.

Tettenhall Neighbourhood Plan will now form part of the statutory development plan for Wolverhampton (see figure 3 overleaf). This means that Wolverhampton City Council or planning inspectors will have to make decisions on the basis of the Neighbourhood Plan, Black Country Core Strategy, saved UDP policies, Supplementary Planning Documents and any other material considerations when considering planning applications or appeals in the neighbourhood area. This

effectively gives the local community in the Tettenhall Wards more influence and control over the development of their area.

Figure 3 Wolverhampton Development Plan



6. How the Plan was Prepared

The Steering Group has always recognised that Our Place Our Plan needs to be based on the aspirations and values of local residents and businesses. A great deal of work has gone into creating opportunities for local people to get involved, make their views known and into researching facts and figures relevant to the Plan. The story is summarised in the timeline that follows.

A full report is available in the Statement of Consultation found at Appendix C to this Plan.

TIMELINE (refer to Glossary)

Key Dates	Events	Who/what was involved
June 2011	Front Runner pilot established	Wolverhampton City Council (WCC), Tettenhall District Community Council (TDCC)
July 2011	Steering Group established	TDCC
Sept 2011	3 Area Groups set up	TDCC
Sept 2011	Public Induction Meeting	TDCC, local residents, WCC Planning Dept.
Nov 2011	Stakeholder workshop with the Princes Foundation	Resident Area reps., public services, statutory planning stakeholders, local businesses
Dec 2011	Public Awareness Campaign started	TDCC members, website creation, banners, 10,000 household leaflet drop & visioning exercise, social media
Feb 2012	Sustainability Appraisal Scoping Report	LEPUS consultants, Steering Group
March 2012	2 Public Launch Events	Local residents, WCC departments, local service providers
April & May 2012	6 Community Road shows & work with local schools	TDCC members, Jeremy Brown, school staff & pupils
May 2012	Informal visits to all retail premises	TDCC members
May & June 2012	Themed Task Groups met	Steering group, local residents, WCC departmental staff
July 2012	Sample Household & Business surveys (1047 households & 93 businesses)	MEL, steering group, local residents & businesses
July/August/Sept 2012	Historic Landscape Characterisation Studies	Local volunteers, Robert, Lloyd-Sweet, WCC staff
Sept 2012	Designations applied for	TDCC
Sept 2012	Issues & Aspirations Report published and 5000 copies distributed	Steering Group, residents
Sept 2012 to Feb 2013	Transport Study commissioned and conducted	Steering Group, ITP

Key Dates	Events	Who/what was involved
Sept 2012 to Feb 2013	Employment Land Study, Macrome Road, commissioned and conducted	Steering Group, Bruton Knowles
Oct 2012	Policy areas and evidence bases compiled	Steering Group
Nov 2012	8 Themed Task Groups met to discuss policy areas	Steering Group, local residents, Planning Aid
Dec 2012	Policy and options appraisal workshop held	Steering Group, Planning Aid, LEPUS
Dec 2012	Designations approved and publicised	WCC
Jan 2013	Workshops for site specific proposals held	TDCC members
Feb, March & April 2013	Policies and Plan drafted	Steering Group, WCC staff
March, April, May 2013	Review of Draft Plan by Ward Councillors, TDCC members, DCLG & Planning Aid England	Steering Group, TDCC, Ward Councillors, Dept for Communities & Local Government (DCLG), Planning Aid
July 2013	Draft Plan approved by TDCC	TDCC
Sept 2013	Report to WCC Cabinet to approve Draft Plan for Community Consultation	WCC Cabinet
19th Sept to 8th Nov 2013	Community Consultation on Draft Plan	TDCC
Nov & Dec 2013	Steering Group analysed comments made amendments to Plan	Steering Group
Jan 2014	Plan formally submitted to Wolverhampton City Council along with the Statement of Consultation and the Statement of Basic Conditions and appendices.	TDCC

Key Dates	Events	Who/what was involved
Jan & Feb 2014	6 week Publication of Plan by Wolverhampton City Council	WCC
March & April 2014	Plan submitted for external examination	WCC and Steering Group
July 2014	Community Referendum	TDCC

7. Neighbourhood Plan – Policies

Introduction to policies

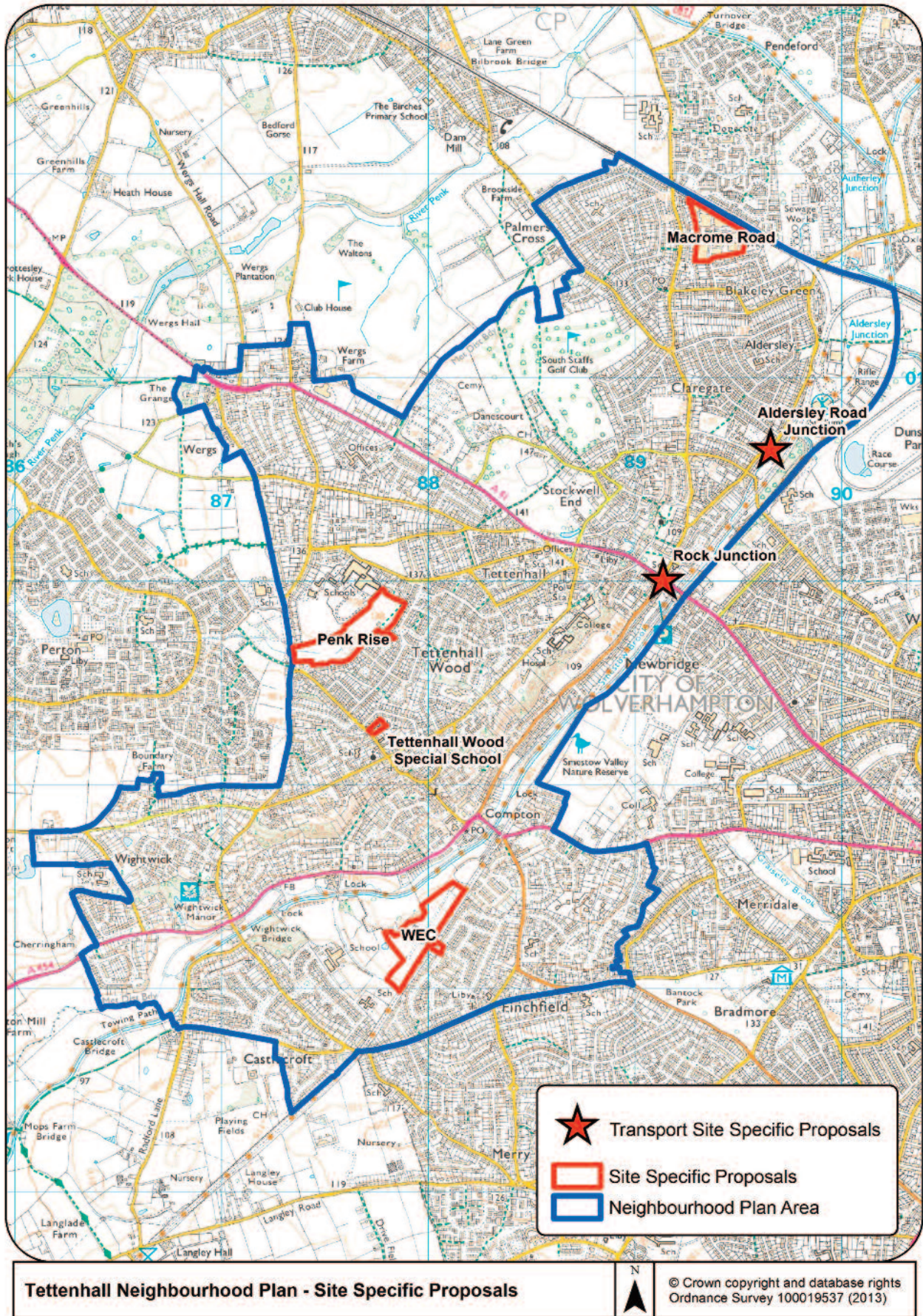
Planning decisions are guided by policies which are referred to when planning applications are made to Wolverhampton City Council. Planning law requires that applications for planning permission must be determined in accordance with Local Development Plan policies, unless material considerations indicate otherwise. The following section details policies which have been developed by the Steering group from the ideas and suggestions put forward by members of the community and with expert advice where necessary. They must be based on sound evidence. At times it has been challenging to translate the opinions and wishes of the community into planning policies based on accepted principles of planning. However it is believed that the policies developed will influence future planning and development outcomes in a way that helps us to achieve our vision for Tettenhall Wightwick and Tettenhall Regis wards.

Policies reflect current legislation at the time of writing but it is recognised that there may be changes during the life of the Plan which might affect how the policies within it are applied.

Some of the policies relate to the whole of the Plan area and some are site specific.

Policy	Page
TNP2 Macrome Road	20
TNP6 Wolverhampton Environment Centre	39
TNP9 Penk Rise	49
TNP10 Tettenhall Wood Special School	55
TNP14 Designated Open Spaces (and open space improvements)	75

Figure 4 Site specific proposals



7.1 Jobs, Economy and Community Facilities

Employment

There is a low unemployment rate; over two thirds of residents are economically active. On average 70% of the local workforce are 'local to the Plan area', 90% are from Wolverhampton as a whole. Wolverhampton City Centre and the surrounding areas provide opportunities across the employment sectors.

From the survey conducted with local businesses most find their area a pleasant location with good proximity to customers with nothing negative to report. They expect to stay in the area for at least the next 4-5 years. More businesses would be encouraged to locate in the area or remain here if there were cheaper rates or rents, extra parking and more public investment in the local area.

There are very few employment sites in the Plan area. 41% of residents surveyed thought that employment land which becomes available for redevelopment should be used for a mix of new housing and employment while 37% thought it should be kept solely for employment use. Just 11% thought such land should be redeveloped to provide new housing in its entirety. This supports the desire to attract and retain businesses in the area.

Local people would like to see the contribution made by tourism to the local economy further developed, linked to such attractions as the Wildside Activity Centre, Wightwick Manor, the Smestow Valley and Aldersley Leisure Village. Or by improved links between local attractions in terms of marketing and accessibility. Tourism opportunities also need to be balanced against the desire to protect the character of the area and not developed to the detriment of local residents.

Retail

The resident survey findings indicate that Tettenhall Village (35%) and Finchfield (26%) are the most used local centres.

The message from community road shows held at all the commercial centres was that there is a need for a mix of independent local traders. In some areas residents were concerned about the numbers of fast food outlets (Aldersley, Finchfield, Compton), hairdressers and estate agents (Tettenhall Village).

Community Facilities

The area has one of the largest retired populations in Wolverhampton. 18% of residents are retired and 13% are over 75, an ageing population. Over the next 20 years this trend is expected to continue. This could increase demand for particular types of service. There are already concerns about elderly isolation and the need therefore to ensure community facilities are based in neighbourhoods and are easily accessible on foot or by public transport.

The Area and Steering Groups compiled a database of all community groups and organisations and mapped existing community facilities (as included in Policy TNP4 Community Facilities and Buildings). This work confirmed the need for more community facilities in the Finchfield area in particular and a general lack of facilities for young people.

The MEL household survey demonstrated that people would like to see more of the following amenities: play areas, youth activities, swimming facilities, doctors/dentists/chemists and local post offices. Pubs, restaurants, health centres and parks are well used. There is also a need to further promote what is already on offer, for example by maximising community use of the new school facilities developed as part of the City's recent Building Schools for the Future Programme. At consultation events and in the survey residents identified certain buildings which they would like to see made available for community use.

Links to Strategic Policies

National Planning Policy Framework (NPPF) requirements:

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting Sustainable Transport
- Delivering a Wide Choice of High Quality Homes
- Promoting healthy communities
- Protecting Green Belt land

Black Country Core strategy requirements:

- EMP1 – Providing for Economic Growth
- EMP3 – Local Quality Employment Areas
- ENV6 – Open Space, Sport and Recreation
- CEN5 – District and Local Centres
- CEN6 – Meeting Local Needs for Shopping and Services
- HOU1 – Delivering Sustainable Housing Growth
- HOU2 – Housing Density, Type and Accessibility
- HOU3 – Delivering Affordable Housing
- DEL2 – Managing the Balance Between Employment Land and Housing
- EMP5 – Improving Access to the Labour Market
- EMP6 – Cultural Facilities and the Visitor Economy
- TRAN5 – Influencing the Demand for Travel and Travel Choices

Unitary Development Plan requirements:

- B5 – Design Standards for Employment Sites
- C1 – Health, Education and other Community Services
- C3 – Community Meeting Places
- R3 – Protection of Open Space, Sport and Recreation Facilities
- SH10 – Protected Frontages

Supplementary Planning Guidance requirements:

SPG1 – Business, Industrial and Warehousing Development

Policies	Page
TNP1 Diverse Local Economy	18
TNP2 Macrome Road	20
TNP3 Commercial Centres & Retail Offer	27
TNP4 Community Facilities and Buildings	30
TNP5 Public Houses	36
TNP6 Wolverhampton Environment Centre (WEC)	39
TNP7 Community Involvement and Consultation	45

Policy TNP1 - Diverse Local Economy

Encourage Small and Medium Businesses

Introduction

The Tettenhall area makes important contributions to the wider economy of Wolverhampton, particularly in providing aspirational housing, visitor attractions and a unique village character within the built up area. The economy of the Plan area is characterised by its nationally and regionally important leisure and tourism offer, its six District and Local Centres, as well as small areas of other economic activity. All elements of the economy have an important role to play in providing jobs for people, attracting investment and visitors into the area and add an element of diversity to the predominantly residential nature of the Plan area. Important facilities include:

- Smestow Valley Local Nature Reserve (see Policy TNP13 Nature Conservation)
- Wightwick Manor
- The Canal Network, a tourist attraction and provider of infrastructure support to Small and medium businesses, (see Conservation & Environment policies)
- Tettenhall Village District Centre, and five Local Centres (see Policy TNP3 Commercial Centres)
- Aldersley Leisure Village
- Hospitality premises
- Golfing, walking, cycling opportunities and other sporting facilities
- Other important facilities, including independent and state schools, Compton Hospice and Nuffield Hospital

Policy Aim

To ensure there is a diverse and healthy local economy by attracting investment in business, industry, retail, housing, community facilities, tourism and leisure which is consistent with the character of the area.

Policy TNP1 Diverse Local Economy

Development proposals that support the local economy by way of investment in small and medium enterprises and start-up businesses, will be supported.

The loss of employment land will be resisted unless it can be demonstrated that it is no longer viable. Existing employment land should be retained wherever possible when it is in a sustainable location and does not impact negatively on neighbouring properties (see Policy TNP2 Macrome Rd).

The expansion of existing or provision of new tourism/leisure developments will be supported where it is of an appropriate scale and in keeping with the character of the area. Encouragement will be given to promoting/delivering links between local attractions to enhance the visitor experience and to encourage visitors to visit more than one attraction.

All development proposals should be drawn up following a thorough understanding of local context to be in keeping with the character of the area and should be of an appropriate scale, form and function to the existing site/facility and surrounding area. The appropriate scale of development will be considered having regard to location, size and type of development proposed and relevant Core Strategy policies.

Large scale employment (within Class B Uses or equivalent), retail (within Class A Uses) and leisure & tourism (within Class D Uses) development would be out of keeping with the scale and role of the area and will not be supported.

Justification

Given the limited availability of development land in the area, economic growth in the Plan area should be focussed on enhancing and promoting those existing and sustainable sites and facilities which perform an economic function.

Proposals will also need to meet the requirements of relevant strategic policies in the NPPF and Local Plan, such as those on Town Centre Uses (Policies CEN2 and CEN4-7) and Green Belt (Core Strategy CSP2, and UDP Saved Policy G2).

Policy TNP2 - Macrome Road Industrial Estate (Site Specific Proposal).

Retain Macrome Road Industrial Estate

Policy Aim

To protect employment land to provide local jobs (but to provide some guidance should part of the site come forward for development during the life of the Plan)

Introduction

Macrome Road Industrial Estate is one of Wolverhampton's Free-Standing Employment Sites as identified in the Black Country Core Strategy. The Wolverhampton Strategic Housing Land Availability Assessment (SHLAA) assumes that a proportion of Free-Standing Employment Sites are allocated for housing in order to meet Core Strategy housing targets. Therefore the Neighbourhood Plan needs to decide if the site is protected for employment use over the Plan period or allocated in part or wholly for housing. The estate is around 4.5 ha in size and located in a residential area, with the railway line to the north east and an allotment site to the east which is accessed through the site. As of January 2013, the site is currently 100% occupied and consists of 10 businesses (predominantly manufacturing and light industrial activity) employing 243 people on site as well as supporting a supply chain.

The site consists of large shed-type buildings of brick from the mid-20th Century, which are built in groups providing a long built frontage to the road with only occasional gaps and is set back in yards either side of a straight central spine road. The road is enclosed with a mixture of redbrick walls, hedges and chain-link fences and is narrow with pavements on either side occasionally interrupted by the sweep of vehicle entrances.

There are signs of lack of maintenance and use of some of the buildings therefore suggesting that there is a decline in use, nevertheless other areas appear to be well cared for.

Figure 5 Macrome Road location within Plan area

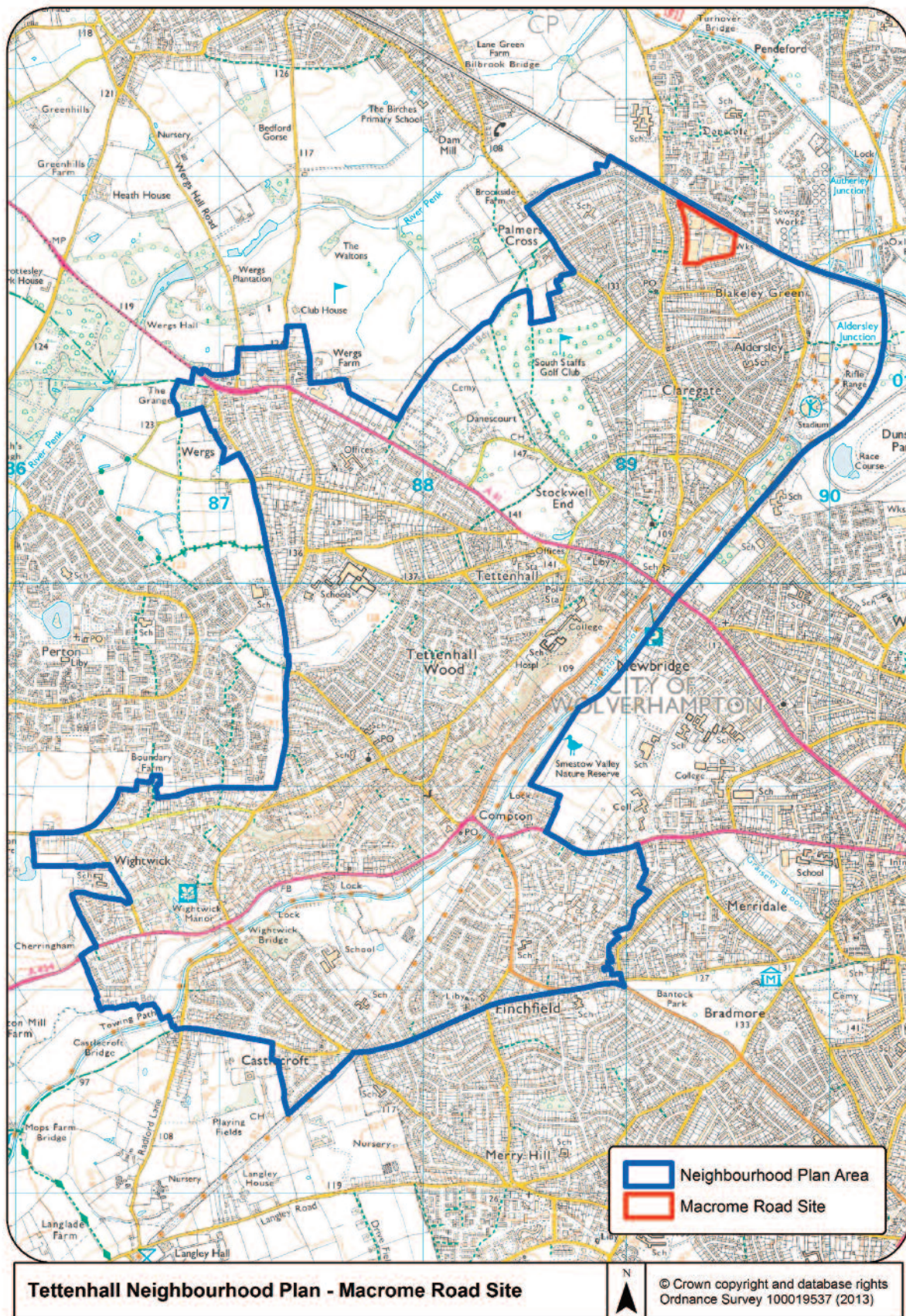


Figure 6 Aerial view of Macrome Road



Tettenhall Neighbourhood Plan - Macrome Road Site



Copyright Bluesky International Ltd (2012)

Figure 7 Macrome Road Site



Preferred Option – Protect Employment Use of Macrome Road Industrial Estate

Policy TNP2A Macrome Road Industrial Estate

Support will be given for the retention of the Macrome Road Industrial Estate for employment use over the Plan period. On this site proposals to extend or redevelop premises, within the boundaries of the estate, for employment use will be supported only if they are:

- for B1(b) (light industrial) or B1(c) research and development, or for other uses which do not unacceptably impact on the amenity of the surrounding residential area;
- designed to protect the amenity of existing residents and access to the allotment site to the east; inward investment into the site for the benefit of local employers and employees will be supported.

Policy TNP2B- Redevelopment of the Macrome Road Industrial Estate (contingency policy)

Proposals for the redevelopment of part, or the entire site, for housing will only be considered where:

- it can be demonstrated that the site is no longer required for employment purposes, including the possible relocation of employment uses, including evidence that the site has been marketed for appropriate employment purposes at a reasonable and competitive rate for an appropriate period of 12 months.
- residential development would not adversely affect the on-going operation of existing or proposed employment uses.

Should part of Macrome Road Industrial Estate be released for housing development, there will be a requirement for a good quality residential environment for housing, which does not conflict with retained employment land, through incorporation of landscaped buffer areas, where appropriate.

Where more than 40 homes are to be provided in total across the site there will be a requirement for on-site provision of one area of at least 0.5 ha of recreational open space including a Local Equipped Play Area in a location accessible to existing and new residents, which should be completed and operational before the development is completed.

Developments of less than 10 homes will not be permitted.

Where between 10 and 40 homes are to be provided there will be a requirement for a suitable off-site open and play space contribution to address identified deficiencies in open space provision and play provision in the local area.

Any proposed housing development should take account of the impact on local traffic, road safety and congestion and seek to mitigate any negative impact as detailed in the Traffic and Transport Policies TNP19 to TNP26.

A project level Habitat Regulations Assessment will be required for any housing development at this site.

Policy TNP2C – Local Railway Station Feasibility Study (Contingency Policy)

Should all of Macrome Road Industrial Estate be released for housing development or a number of schemes be proposed which are considered to form phases of one development, the developer will be required to consult with relevant infrastructure and rail operating companies regarding the provision of a new station and, where this is supported by such companies, contribute to a feasibility study. Should this study conclude that provision of a station would be viable and feasible then an appropriate area of land adjoining the railway line shall be protected for this use and made available to the relevant infrastructure and operating companies at no cost, should they come forward with a deliverable proposal to develop a station. Any area so protected should be appropriately and attractively landscaped and managed as part of the development, to ensure that there is adequate vehicular and pedestrian access to the railway station, and to ensure a good quality environment in the event that a station is not provided.

Where any employment or housing development takes place on land adjoining the railway there will be a requirement to provide a soft landscaping of ecological value along the whole of the boundary to the railway line, where the development of the entire site is proposed, to create and maintain existing ecological networks. Where phased development is proposed such soft landscaping should be provided along the railway boundary comprised within the subject development phase, consistent with providing an integrated landscape boundary along the entire length of the boundary on completion of the redevelopment of the whole site.

Justification Preferred Option Policy TNP2A

A wide range of consultation on the potential for redevelopment of the Industrial Estate in the medium to long-term, has been conducted, including with the businesses on site. Six of the businesses are under lease agreements with one landlord who has indicated that, following recent investment in infrastructure, there is no intention to sell or relocate from the site. Of the four owner occupiers two expressed a desire to move to new premises within the city in due course, whilst the other two, one of which is the largest employer on site, intend to invest and expand their operation on site within the next 5 years. Responses to the public consultation indicated some opposition to housing development whilst the majority wished to protect local jobs and to support and promote a diverse local economy.

Justification Policy TNP2B

Although it is preferred that the site remain for employment land, it is impossible to predict that it will not come forward for development during the life of the Plan. Therefore contingencies for housing development have been added to the policy. In particular the condition concerning the provision of either on site or off site open space and play facilities is of importance to local people. Although there are allotments adjacent to the site, there is a lack of play space and other public open space in the area; the nearest space is some way away and to access it users have to cross busy roads. Should a major housing development take place over the Plan period, it is important that new amenity open space and play facilities are provided to serve existing and new residents.

Justification Policy TNP2C

The Tettenhall Neighbourhood Plan Steering Group has been cautiously exploring the idea of a new local station on the existing Wolverhampton to Shrewsbury line to help alleviate some of our local traffic problems. The original idea came up on the basis that trains already pass through the area, and that this could be part of a potential solution to the problems of congestion and pollution in the area, and the length of journeys into the city centre and beyond.

A small local station or halt would benefit the neighbourhood economically. If Macrome Road no longer provided local employment then a new station (similar to that at Bilbrook) would improve access for local people to jobs, and make better local connections to Wolverhampton, Birmingham, Telford, Shrewsbury and beyond. It was noted that rail travel has expanded hugely over the last 20 years, but the West Midlands has not kept pace with other areas in terms of local investment. If HS2 is implemented on the other side of the conurbation, then local connecting services will become even more beneficial.

The Macrome Road Industrial Estate is adjacent to the Wolverhampton-Shrewsbury line which is a link from Birmingham to Shrewsbury and large areas of Wales. At this point the railway is in a cutting which reduces the noise impact of trains. Passenger trains currently use the line twice an hour in each direction and some trains at peak hours are presently very crowded. Rail Operating Companies are considering increasing the service between Wolverhampton and Shrewsbury which could have implications for local services and investment.

CENTRO, the regional Transport Authority advised OPOP to make an initial assessment of the likely demand for such a station. A question was included in the MEL household survey of 1000 local homes and this demonstrated that up to 38% of local people in the two Tettenhall wards thought they might use such a service at least once a month and 9% more than once a week.

After some discussion about potential sites ITP, as part of their Independent Transportation Study, was commissioned to see which sites along the railway line might prove suitable and reported that the Macrome Road Industrial Estate might provide a location for a similar station to Bilbrook, and that land could be allocated for this purpose as part of the redevelopment of the site. They found that the population living within walking distance (1km) of the site was greater than at either Bilbrook or Codsall. If new houses were built on the site then the demand for the station would increase still further.

The aspiration for a new railway station has been balanced against the wish to protect and provide jobs in the local area, which is why it is NOT the preferred option to recommend the Macrome Road site be redeveloped as part of this Plan. However there is a need to provide a contingency; if the whole of the Macrome Road site should come forward for development during the life of this Plan then it should only be released on condition that a feasibility study into the railway station be delivered and land for the station allocated if a station is deemed viable.

Policy TNP 3 – Commercial Centres and the Retail Offer

Retain and Promote Local Shopping Facilities

Introduction

The network of local shopping and service facilities focussed in the six District and Local Shopping centres is one of the defining elements of the character of the area. The Plan needs to support the vitality and viability of these Centres and ensure the provision and retention of smaller shopping facilities across the area where they meet day to day needs.

Policy Aim

To ensure diversity and a healthy mix in the local retail and service offer and encourage local traders and businesses.

Policy TNP3 Commercial Centres and the Retail Offer

The local shopping facilities in the area will be protected and enhanced. This will be achieved by:

1. Supporting proposals for new small scale shopping facilities or extensions to existing facilities appropriate in scale to the function of the centre subject to BCCS policies CEN5 or CEN6
2. Maintaining an appropriate balance of retail (Use Class A1) uses within the designated District and Local Centres. In order to maintain this balance:
 - Proposals for ground floor retail units that would lead to any of the following will be resisted:
 - More than 30% of ground floor retail units in the Centre within non A1-Use Classes;
 - More than three consecutive ground floor retail units within non-A1 Use Classes;
 - More than two consecutive ground floor units in the A5 Use Class (hot food takeaways);
 - More than 10% of ground floor retail units in the Centre within Use Class A5 'hot food take away'.

Where shop units are vacant for six months or longer and it can be demonstrated that they have been adequately marketed as A1 units for that period without success, a relaxation of the above criteria may be acceptable in order to maintain active street frontages within the Centre concerned.

3 Proposals to improve the environment, character and appearance and accessibility of the Centres will be supported. The priorities are:

- Improving vehicular access and the quality of parking areas;
- Improving pedestrian and cycle access and an enhanced public realm;
- Enhancing public transport accessibility;
- Encouraging a greater mix of local independent traders.

(Refer to Glossary for Definitions of Use Classes)

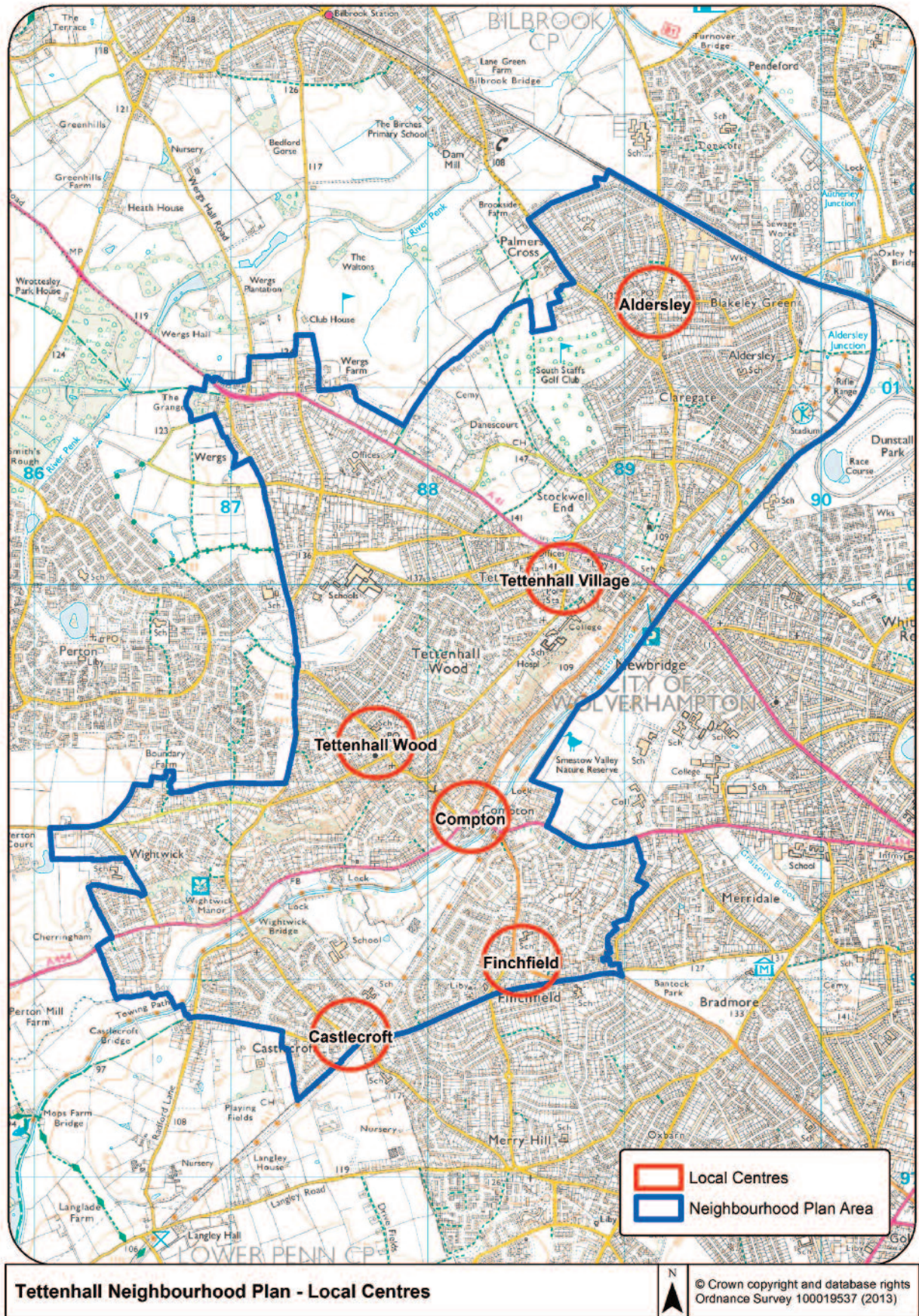
Justification

The Neighbourhood Plan area contains a wide variety of local shopping facilities. These include the six District and Local Centres of Aldersley (Claregate), Castlecroft, Compton Village, Finchfield, Tettenhall Village and Tettenhall Wood, and other smaller concentration of local shops either individually or in small parades. The main functions of the District and Local Shopping centres are to meet the day to day convenience shopping and local service needs of their local areas. Outside of these centres, shops and other services tend to serve a much more localised need within reasonable walking distance of their customers.

Core Strategy Policies CEN5 and CEN6 provide the strategic planning policies to support a vibrant network of Centres, and in other locations to ensure the provision and retention of local shops to meet essential day to day need.

The Neighbourhood Plan Household Survey identified a strong attachment to the District and Local Centres by the community and showed how important they are in meeting local shopping needs. Tettenhall Village and Finchfield Centres are regularly used by more than half of local people and around a quarter of local residents who live close to Aldersley, Castlecroft, Compton and Tettenhall Village do likewise. The centres have low vacancy rates and in the main contain a healthy balance of shopping and service uses. Residents have identified 'gaps' in the offer including the need for a pharmacy in Aldersley, a cash machine/bank in Finchfield, and in other areas, more local independent hardware stores, butchers and bakers.

Figure 8 District and Local Centres



The community has identified concerns with the number of non-A1 uses and hot food takeaways in particular. Policy TNP3 aims to maintain A1 retail use within the District and Local Centres and address concerns that new hot-food takeaways can contribute to a poor environment and unhealthy lifestyles, whilst acknowledging the need to avoid long term empty units. The boundaries of the District and Local Centres have been carried forward from the adopted Unitary Development Plan. Policy TNP3 also provides a framework to support on-going improvement and investment in the shopping and service facilities in the local area based on the priorities identified through consultation.

Policy TNP4 - Community Facilities and Buildings

Retain and Enhance Community Buildings

Introduction

In the early stages of the OPOP issues-mapping, the 3 area groups started to identify the assets of value within their neighbourhoods. In the household survey residents were asked to identify from a list of facilities which they were aware of locally and which they had used in the last 12 months. Libraries, health centres, pubs and local parks were most commonly used. Residents were also asked if they would recommend any other buildings for future community use and of those faith centre buildings, libraries, schools and specific buildings identified below were mentioned.

The Localism agenda now provides communities with the opportunity to nominate Community Assets of Value for the City Council to list them as part of the Community Right to Bid process. This Plan seeks to highlight assets which might be considered for future inclusion on the list of Assets of Community Value and the Community Right to Bid. The City Council will maintain the register of Community Assets and will consider all nominations through its agreed process.

Policy C3 in the Wolverhampton UDP protects community centres and meeting places. This Plan seeks to identify exactly what and where such facilities are in the Plan area to ensure the policy is applied effectively.

In addition the Character Studies have highlighted where heritage assets may be at risk because historic buildings are under-utilised. Such buildings are also listed plotted on the map and some are recommended as additions to the Local List (see policy TNP12).

Policy Aim

To identify and protect assets of community value

Policy TNP4 Community Facilities and Buildings

The buildings, sites and features mapped in figure 9 and listed in figure 10 are believed by the local community to be important for their heritage or for their social well-being or cultural, recreational or sporting interest of the local community'. (Assets of Community Value DCLG Policy Statement Sept 2011)

Development proposals will be supported which:

- Enhance the community use of these assets;
- Help secure their viability;
- Help ensure that new community facilities are based in local neighbourhoods; and
- Are accessible on foot or by public transport to all local residents.

If a planning application comes forward to develop any of these assets then the community must be consulted as per policy TNP7 Community Involvement and Consultation. Proposals for the loss or redevelopment or change of use of these sites and premises will be determined against saved UDP Policy C3.

Justification

The area has strength in depth in terms of active community groups and organisations. Current community meeting places are well used and sometimes over-subscribed, e.g. Tettenhall Institute, St Columba's Church Hall, the Newman Centre, Christ Church Jubilee Room. In some neighbourhoods there is community concern over the lack of meeting facilities (e.g. Finchfield). The community are keen to protect the facilities they have and identify opportunities for new provision in the future.

Recently the City Council has undertaken a huge public consultation regarding the development of Community Hubs across the City. Many residents in the Plan area used public meetings, online surveys and petitions to vehemently express the desire to protect local libraries and community centres, as they currently exist as key community meeting places. This was particularly evident in the Neighbourhood Plan area and is evidenced in the WCC Community Hubs Consultation Report Dec 2012, listed at Appendix O.

Figure 9: Community and Heritage Assets

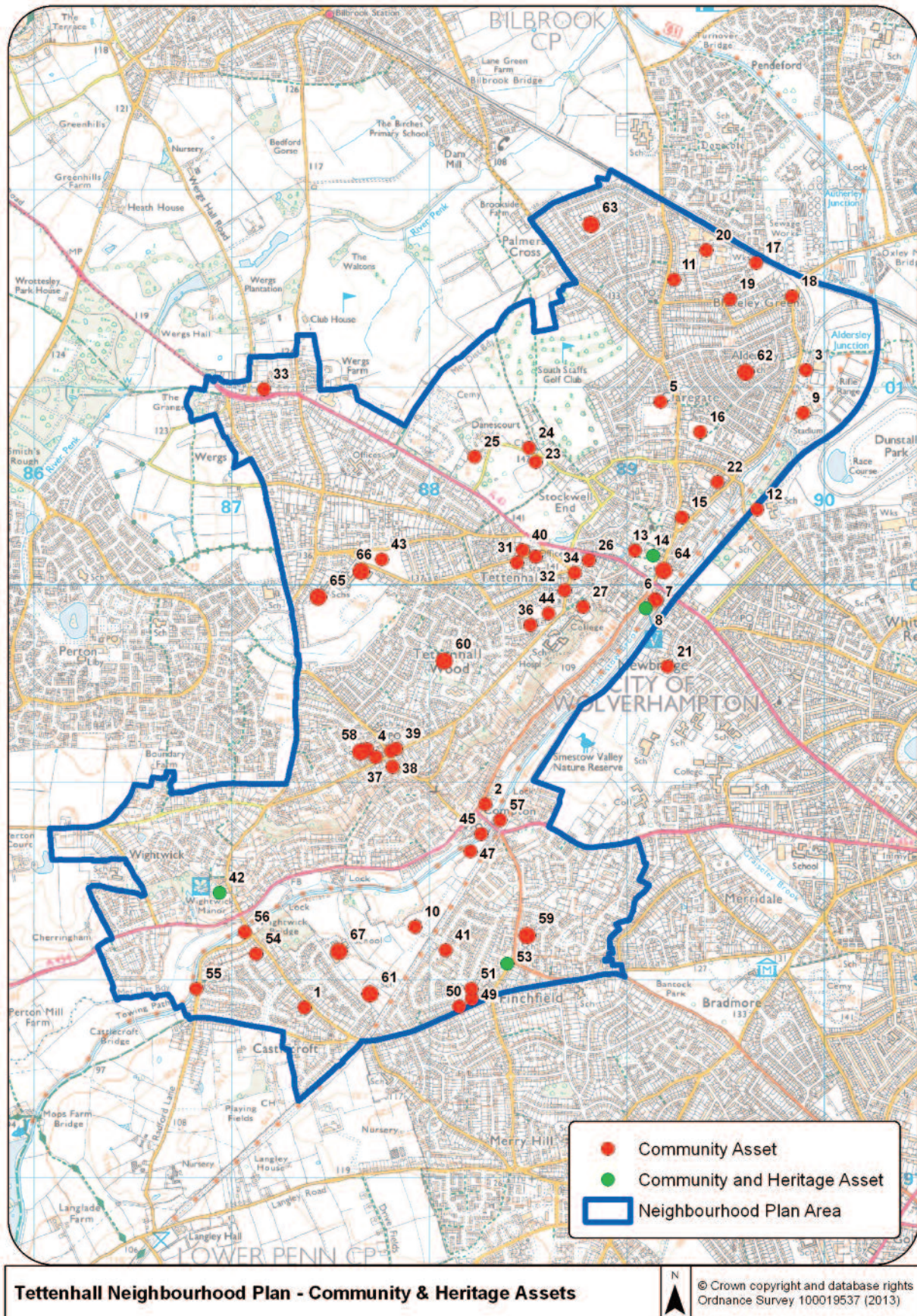


Figure 10 Assets of Community Value

Map Ref	Venue	Ownership	Management	Area	Asset Type
1	Windmill Centre	WCC	Lease Young in Wolves	Castlecroft	Community Asset
2	Compton Boys Club	WCC	Lease or rent -Young in Wolverhampton	Compton	Community Asset
3	Claregate Club	WCC	Lease or rent Young in Wolverhampton	Aldersley	Community Asset
4	Tettenhall Wood Institute	WCC	Community Association	Tettenhall Wood	Community Asset
5	Claregate Pavilion	WCC	Parks WCC	Claregate	Community Asset
6	Tettenhall Ticket Office	WCC	Parks WCC	Tettenhall	Community Asset
7	Tettenhall Station	WCC	Parks WCC	Tettenhall	Community Asset
8	Tettenhall Goods Station	WCC	Parks WCC	Tettenhall	Heritage Asset
9	Aldersley Village	WCC	WCC /Leisure Trust	Aldersley	Community Asset
10	WEC	WCC	Leased to Black Country Groundworks	Finchfield	Community Asset
11	Christ the King Church Hall	Church	Church	Aldersley	Community Asset
12	Wildside Activity Centre	Trust	Trust	Newbride	Community Asset
13	St Michael's Ch. Cottage	Church	Church	Tettenhall	Community Asset
14	Mitre Pub	Private	Private	Tettenhall	Heritage Asset
15	Tettenhall Clinic	NHS	Doctors	Tettenhall	Community Asset
16	Sandy Lane Allotments	WCC	Residents	Tettenhall	Community Asset
17	Blakely Green Allotments	WCC	Residents	Tettenhall	Community Asset
18	Blakely Green House	Trust/Charity	Trust or Charity	Aldersley	Community Asset
19	Blakely Green Nursery	Private	private	Aldersley	Community Asset

Map Ref	Venue	Ownership	Management	Area	Asset Type
20	Macrome Road Allotments	WCC	residents	Palmers Cross	Community Asset
22	Claregate Tennis Club	Private	Private	Aldersley	Community Asset
23	Wolves Cricket Club	Private	Private	Danescourt	Community Asset
24	Club House/Golf	Private	Private	Danescourt	Community Asset
25	Other Cricket Club	Private Health Club	Private	Danescourt	Community Asset
26	Tettenhall Building and Library	St Michael's Church	Church	Tettenhall	Community Asset
27	Tettenhall College	Tettenhall college	Tettenhall college	Tettenhall	Community Asset
30	Severn Trent Works	Severn Trent	Severn Trent	Tettenhall	Community Asset
31	Fire Station	West Mids Fire	West Mids Fire	Tettenhall	Community Asset
32	Police Station	West Mids Police	West Mids Police	Tettenhall	Community Asset
34	Community Meeting space occupied by Nursery Tettenhall Village	Private	Private	Tettenhall Village	Community Asset
35	Tettenhall Wood Nursery	WCC	Education	Tettenhall Wood	Community Asset
36	Newman Centre	Church	Church	Tettenhall	Community Asset
37	United Reform Church Hall	Church	Church	Tettenhall Wood	Community Asset
38	Christ Church Jubilee rooms	Church	Church	Tettenhall Wood	Community Asset
39	Tettenhall Wood clinic	NHS?	Doctors	Tettenhall Wood	Community Asset
40	The Poynings Community Meeting Room	W'ton Homes	WH	Tettenhall	Community Asset
41	The Acres Community Meeting Room	W'ton Homes	WH	Finchfield	Community Asset
42	Wightwick Manor & Grounds	Charity Trust	National Trust	Wightwick	Heritage Asset

Map Ref	Venue	Ownership	Management	Area	Asset Type
43	Regis Road Allotments	WCC	Residents	Tettenhall Wood	Community Asset
44	Nursery Walk allotments	WCC	Residents	Tettenhall	Community Asset
45	Transgender LGBT Building	Private Leased	Lease Community Interest Organisation	Compton	Community Asset
47	Compton Road Allotments	WCC	Residents	Compton	Community Asset
49	St Columba's Church & Church Hall	Church	Church	Finchfield	Community Asset
50	Christian Centre church	Church	Church	Finchfield	Community Asset
51	Finchfield Library	WCC	WCC	Finchfield	Community Asset
53	The old Church St Thomas	Private	Private	Finchfield	Heritage Asset
54	Good Shepherd Church	Church	Church	Castlecroft	Community Asset
55	Cee Dee Club	Private Social Club	Private	Castlecroft	Community Asset
57	The canal place / dock at Compton Bridge	Private	Private	Compton	Community Asset
58	Christ Church (Church of England) Infant and Nursery School		Education	Shaw Lane, Tettenhall Wood	Community Asset
59	Westacre Infant School		Education	Finchfield Hill, Finchfield	Community Asset
60	Christ Church (Church of England) Junior School		Education	Woodcote Rd, Tettenhall Wood	Community Asset
61	Castlecroft Primary School		Education	Windmill Crescent, Castlecroft	Community Asset
62	Claregate Primary School		Education	Chester Avenue, Tettenhall	Community Asset
63	Palmers Cross Primary School		Education	Windermere Rd, Tettenhall	Community Asset
64	St Michael's Church of England (Aided) Primary School		Education	Lower Street, Tettenhall	Community Asset

Map Ref	Venue	Management	Area	Asset Type
65	Woodthorne Primary School	Education	Woodthorne Road South, Tettenhall	Community Asset
66	The King's Church of England School	Education	Regis Road, Tettenhall	Community Asset
67	Smestow School, A Specialist Sports College	Education	Windmill Crescent, Castlecroft	Community Asset
68	The Drive School		Wood Road, Tettenhall	Community Asset

The Historic Landscape Character Assessment highlighted a number of issues affecting the quality of the historic environment, heritage at risk and vacant historic buildings. In some parts of the Neighbourhood Plan area there are particular concerns over areas where buildings are empty or under-used. In such cases action will be necessary to address these issues and reverse the process of decline. The plan will support temporary community use of such buildings ahead of more permanent proposals. The best option for buildings within the area would be one that is economically viable over the long-term, would involve only sensitive adaptation of the fabric and would have a minimal impact on the building's architectural and historic interest. Adaptive reuse will be the preferred method when no other option for community use is available.

Policy TNP5 - Public Houses

Prevent asset stripping of Pubs

Introduction

Public houses can play a crucial social role in supporting local community interaction and activities to help maintain sustainable neighbourhoods; an economic role in contributing to the vibrancy and vitality of shopping and commercial areas; and an environmental role in their intrinsic value to the cultural and historic heritage of local areas. This is reflected by the recent National Planning Policy Framework (NPPF), which encourages a positive approach towards the delivery and “use of community facilities (such as local shops, meeting places, . . . , public houses and places of worship) . . . to enhance the sustainability of communities and residential environments;” (NPPF, Para 70).

Locally, residents have expressed growing concern that pubs are being lost to other uses. This was born out in the household survey where more than 70% of respondents across the area reported using a local pub or restaurant in the last 12 months. The protection of public houses, where economically viable, helps ensure the area's economy remains diverse and vibrant (see Policy TNP1 Diverse Local Economy). Keeping local public houses will help protect and enhance the local distinctiveness and go towards maintaining a sense of place. Public Houses are often local landmarks, or have heritage value. Several are identified in the Historic Landscape Character Studies, The Pilot and the Rock Tavern are Locally Listed buildings and The Claregate, The Crown and The Westacre have been recommended by residents for addition to the Local List, subject to meeting the designated criteria.

Policy Aim

To protect all local public houses as community meeting places and facilities and enable the local community to have a say in any proposed future development of them.

Policy TNP5 Public Houses

Proposals to redevelop or change the use of existing public houses will be resisted unless evidence has been provided to satisfy the following criteria:

- 1a) the public house has been marketed, for at least the previous 12 months, as a public house free of tie and restrictive covenant (to a particular brewery) and for alternative use as another type of community facility, with an agency agreed with the Council, at a price following an independent professional valuation, undertaken by the District Valuer or other agency with experience and expertise of property values of public houses and community uses within the Plan area, (paid for by the developer), and there has been no interest in the building for such uses.

and

- 1b) all reasonable efforts have been made to retain the facility (including all diversification options explored (and evidence supplied to illustrate this) but it has been shown that it would not be economically viable to retain the building or site for its existing or any other A or D1 class use.

Or

- 2) Its loss would not damage the availability of the local commercial or community facilities that provide for day to day needs in the local area. Planning applications must be accompanied by evidence that the community has been consulted as per TNP7 Consultation and Community Involvement.

The policy relates to existing pub sites only.

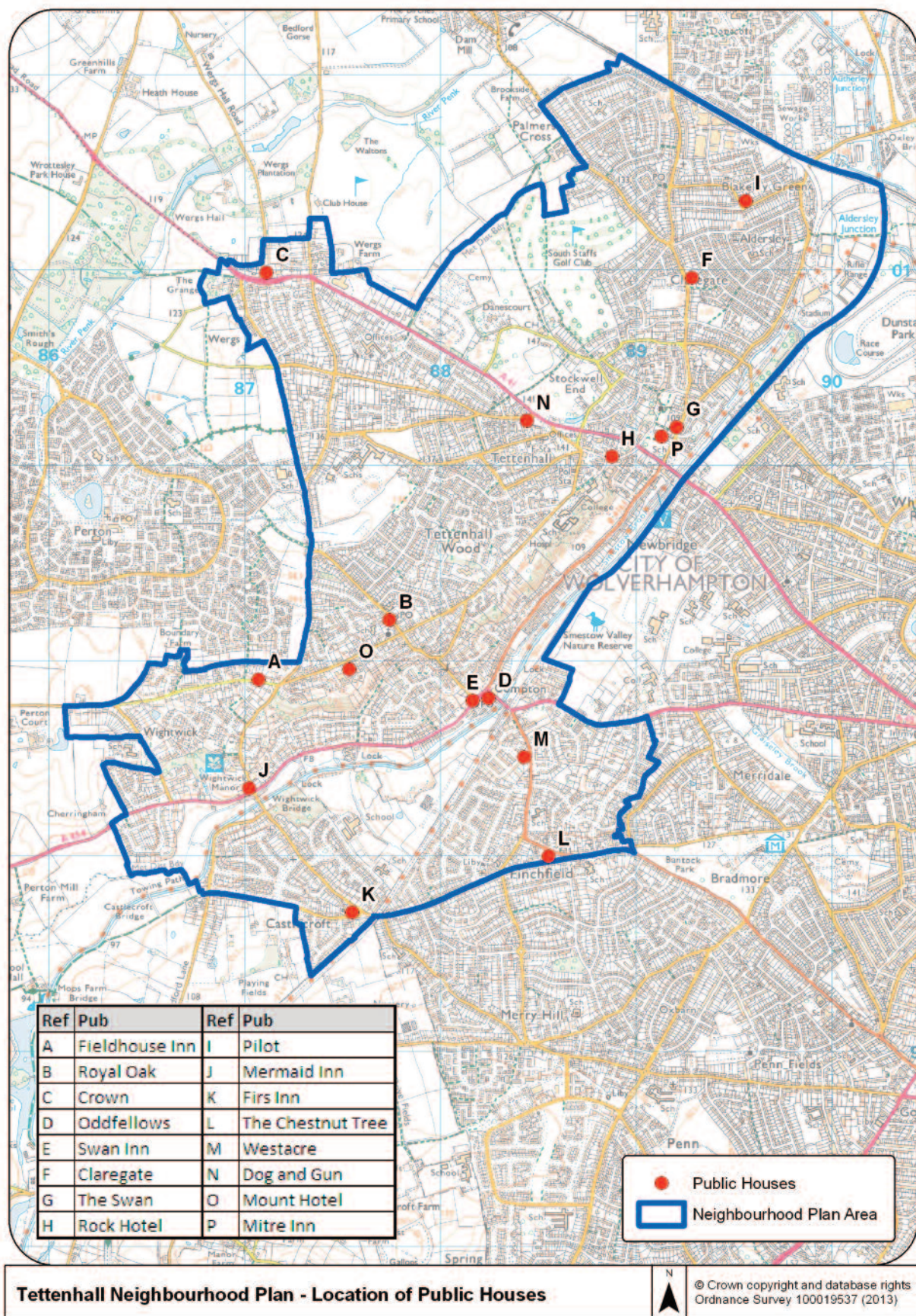


Figure 11 Location of Public Houses

Justification

Pubs contribute strongly to attracting students, academics, young workers and tourists that its economy and future growth depend upon. Moreover, pubs help to support social and cultural well-being by providing a place for social interaction within a community. Many pubs are also integral to the physical and cultural heritage of the city. A thriving local pub sector is therefore important to achieving sustainable development. Given these significant economic and social benefits, it is vital to consider safeguarding pubs in order to ensure sustainable development as per the NPPF. A local CAMRA (Campaign for Real Ale) group submitted their views to the Local Planning Authority supporting the community view that public houses are an important part of any local community, providing a safe, controlled and sociable environment for people to meet.

Existing policy relating to pubs and community facilities is set out in the UDP policy C3.

Policy TNP6 - Wolverhampton Environment Centre (WEC) (Site Specific Proposal)

Community & Wildlife at WEC site in Finchfield

Introduction

The Wolverhampton Environment Centre (WEC) is owned by Wolverhampton City Council and is surrounded by the Smestow Valley Local Nature Reserve (LNR) including the former Kingswinford railway line. The WEC is accessed off Westacre Crescent in Finchfield, a suburban 1950s Crescent in the Neighbourhood Plan Area.

The site is not currently public open space and land usage is designated as agricultural and covers a 16 ½ acre site which comprises of glasshouses and a large woodland. It is currently leased to a regional charitable organisation until 2026, but it is unclear if the lease will run for the full term.

The WEC is not identified in any strategic policy as a potential development site however residents are keen to ensure plans are in place for a possible future use while the future of the lease is uncertain. Through consultation with local residents it is evident there are concerns relating to development on Green Belt land in which the WEC sits, and although development will be subject to national controls under the NPPF the residents are keen for some of the WEC site to be designated as a Site of Important Nature Conservation (SINC) and parts of the site merged into the Smestow Valley LNR. There is also a strong focus for the site to be used for community use.

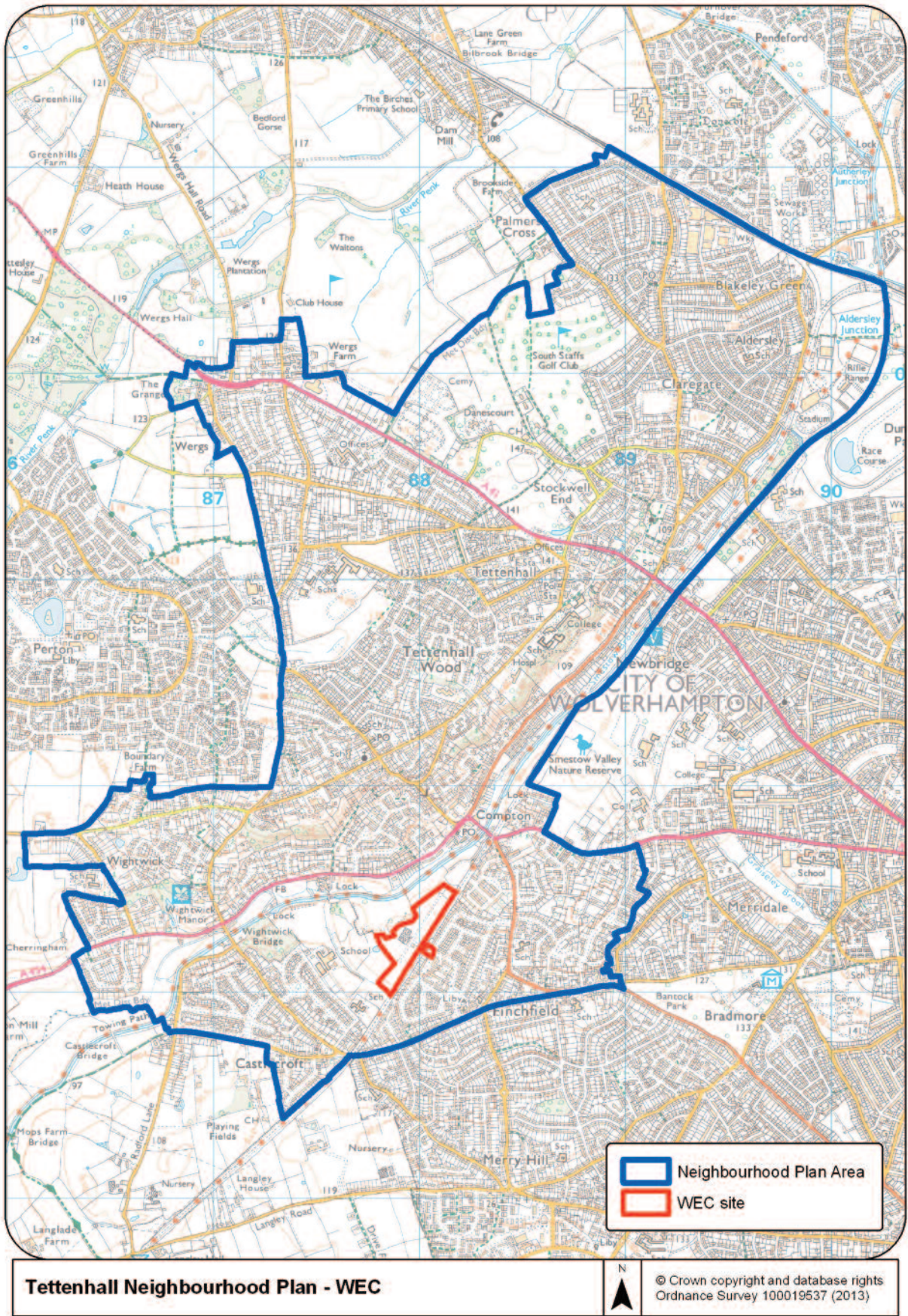


Figure 12 Location of WEC site within Neighbourhood Plan area

Policy Aim

To provide guidance for future usage of the site should it come forward for development.

Policy TNP6 Site Specific Proposal - Wolverhampton Environment Centre

The development of the WEC site for community based agriculture / forestry and appropriate facilities for outdoor sport and recreation will be supported provided the openness of the Green Belt is preserved and new facilities and uses do not conflict with the purposes of any Green Belt or other designations.

Appropriate access to the site should be provided and protected species and habitats preserved. Proposals which allow part or all of the site to contribute towards the self-sustainability of the wider community, will be supported, (e.g. fostering social enterprise; selling grown produce; community cafe; selling charcoal etc).

A Master Plan for the site should be prepared in consultation with the local community to incorporate the following elements, (as per the indicative scheme at figure 14):

- Use of the northern woodland section for sustainable purposes (as above);
- Allotment land which is zoned and fenced. This could also include land where the green houses are if they are too derelict to be brought back into service;
- Car parking for allotments and walkers;
- Outdoor youth activities such as a Multi-Use Games Area;
- Retain existing buildings to support outdoor activities;
- Aspiration to build a new community meeting place on site in the future;
- Retain/protect all open space, including the open space in between the 2 houses at edge of site at start of access road.

Planning applications must be accompanied by evidence that the community has been consulted as per Policy TNP7 Consultation and Community Involvement Policy, including allowing access to the site to local residents and frequent users to properly consider any development proposals.

Justification

Through consultation residents have raised the following observations about the site:

- There is a very positive feeling that the site be retained for community use, nature conservation and to provide facilities for young people
- Access – only one narrow road in, and through the housing estate, making vehicular access difficult, but on the No 3 bus route from Wolverhampton to Castlecroft.
- Some existing buildings in a state of disrepair.

- Need to protect wildlife habitats on site
- Desire to see the woodland sections and ponds in the site integrated into the surrounding LNR and if it meets the relevant criteria, all or parts of the site, be designated a SINC
- Desire to prevent any commercial or residential development on Green Belt Land.
- In Finchfield residents have expressed the view that there is a shortage of community facilities, allotment space and facilities for young people in the area.

There is a desire to allocate this site for future community use, supported by the household survey where over half of respondents (78%) did not want to see housing development on this site and a third, (30%), were in favour of community facilities.

The WEC is a valuable local asset and offers a variety of possibilities which would enhance community life and protect the biodiversity of the site. Its green aspect and tree cover are important to wildlife and are factors in mitigating the effects of climate change.

A second option was considered should the current lease arrangements become defunct: This involves the clearance of the site of all buildings and structures and restoration of the area to its natural state, creating an area of open space but with public access for recreational use within the LNR.

However on reflection it is felt the site is too valuable an asset and has too much potential to serve the local community, not to maximise its future use. Hence the preferred policy option is to designate further parts of the site as nature conservation areas and to encourage future community use.



Tettenhall Neighbourhood Plan - Wolverhampton Environment Centre



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Figure 13 Aerial view of WEC site

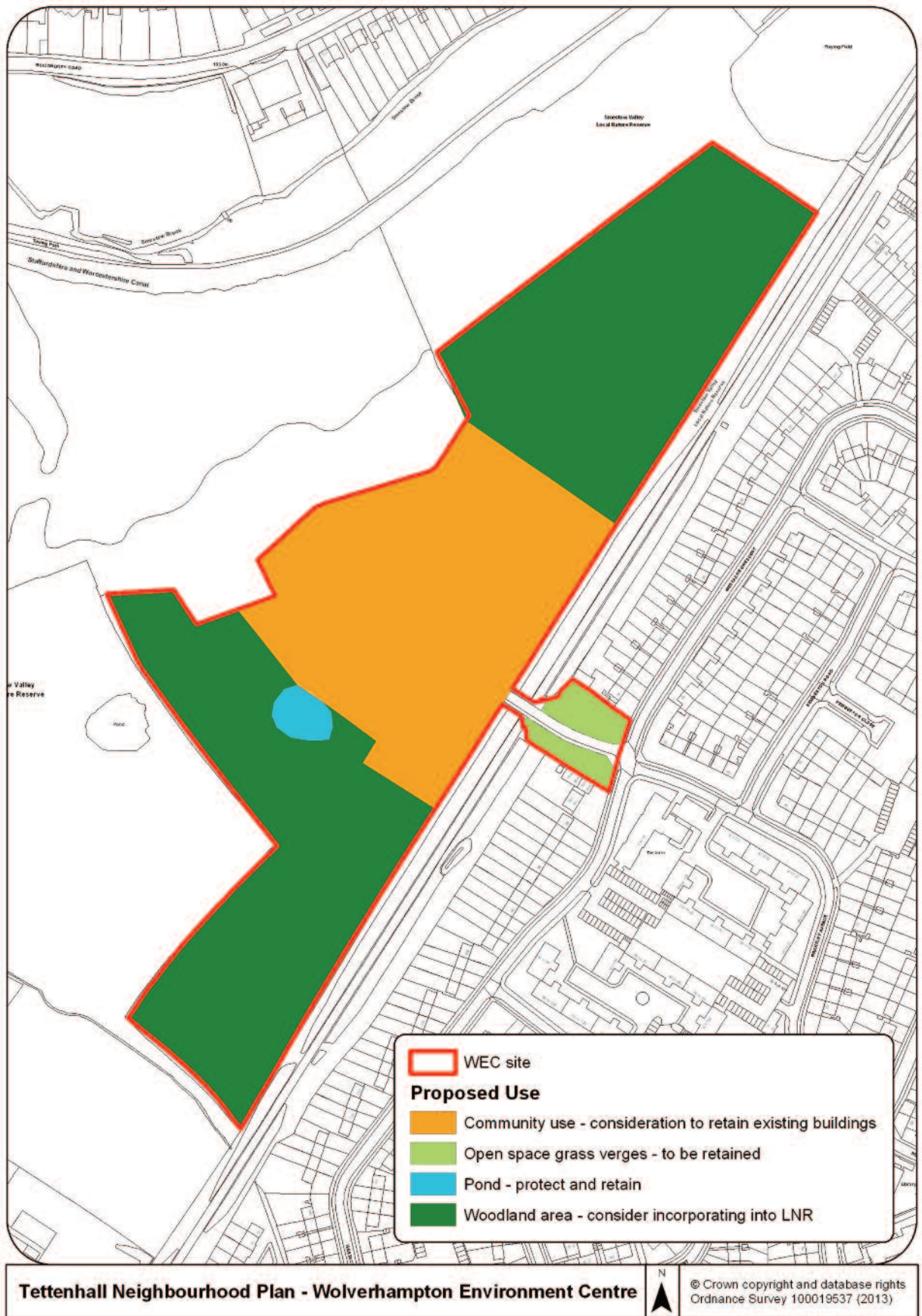


Figure 14: Preferred Option - Indicative proposals for future use of WEC site.

Policy TNP7 - Community Involvement and Consultation

Site Proposals will need more consultation

Introduction

Planning applications, proposals, strategies and other initiatives will continue to come forward once this Plan is adopted. The process does not stop with the writing of the Plan. TDCC, the designated Neighbourhood Forum that has developed the Plan, will remain in place as the Local Neighbourhood Partnership for the area, even once the designation of the Neighbourhood Forum ceases in 5 years' time. It will monitor the implementation of this Plan, accepting that the Local Planning Authority will determine planning applications in accordance with all adopted or approved Local Development Plan documents including Neighbourhood Plans, unless material considerations indicate otherwise.

Local people want to ensure that their needs are addressed, and so on-going consultation which involves as wide a cross-section of the community as possible, is required.

Policy Aim

To actively involve local people in on-going consultation.

Policy TNP7 Community Involvement and Consultation

Community consultation to ascertain local views about development proposals shall be carried out for all site specific proposals included in this Plan, before any planning application is submitted. TDCC, the designated Neighbourhood Forum for the Plan will be notified by the applicant about the proposed development at the earliest opportunity.

Site specific proposals apply to:

TNP2 Macrome Road

TNP6 Wolverhampton Environment Centre

TNP9 Penk Rise

TNP10 Tettenhall Wood Special School site

Planning applications shall be accompanied by a Report of Community Involvement for all these allocated sites and in relation to any of the following:

- any other major planning applications for development in the Plan area comprising:
 - (a) the provision of dwellinghouses where –
 - (i) the number of dwelling houses is to be 10 or more; or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (a)(i);

- (b) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (c) development carried out on a site having an area of 1 hectare or more;
 - the siting of Telecommunications Equipment (where a planning application is required);
 - applications which result in the loss of public houses or community facilities or any publicly owned asset;
 - applications which affect community assets, buildings, sites and features listed under policy TNP4;
 - applications which involve a change of use in any of the six local commercial centres: Tettenhall Village; Tettenhall Wood; Finchfield; Castlecroft; Compton; Aldersley

The Report of Community Involvement must include:

- an explanation of how the consultation was designed to reach an appropriate cross-section of local people given the area and type of development proposed;
- a demonstration that a variety of methods were used to engage local people e.g. through face to face, postal and online communications;
- a record of the views expressed in the consultation;
- an explanation of how the proposals have responded to local people's views.
- evidence of how access needs have been taken into consideration and how they have responded to local people's views on this.

Justification

TDCC, the designated Neighbourhood Forum, has over recent years been concerned about the levels of communication held with community members over certain types of planning applications. Members of the Community Council (TDCC) feel that the Plan should set out in detail how this should be addressed by explaining what types of planning application require a more comprehensive approach to community engagement. The Planning Statement of Involvement, held by Wolverhampton City Council, requires limited consultation with immediate neighbourhoods to a proposed development, which is not sufficient for the sensitive issues highlighted in this policy. In the household survey two thirds of respondents felt that the wider neighbourhood should be consulted by the company about the siting of a Mast before a planning application is submitted.

7.2 Housing & Development

The Plan area has a population of 22,783 and 9827 households, of which 75% are home ownership and 10% are Council or social housing. House prices in the Plan area are relatively high compared to the rest of the city, leading to significant affordability issues within the Plan area. It is a well desired and affluent part of Wolverhampton. Social housing is in demand in this area. Nearly half of residents who expect to move house in the next 5 years want to stay in the area.

Consultation with local people has revealed a strong local demand for family sized owner occupied homes, and some demand for smaller flats and bungalows. 60% of residents thought there was greatest need for starter homes for young families and 25% purpose-designed housing for the increasing numbers of older people. This would mean people could move out of larger properties but still stay in the same area amongst people they know. 94% of residents believe that new properties should have an adequate sized garden/amenity space around them.

Of the four sites identified as potential for development in the household and business surveys, local people were most supportive of redevelopment of the industrial site at Macrome Road. There was less support for development of the Penk Rise and Wolverhampton Environmental Centre sites, and those who did support development tended to favour community facilities and open space improvements being provided on the sites.

Links to Strategic Policies

NPPF requirements:

- Delivering a wide choice of high quality homes
- Requiring good design

Black Country Core Strategy requirements:

- HOU1 – Delivering Sustainable Housing Growth
- HOU2 – Housing Density, Type and Accessibility
- HOU3 – Delivering Affordable Housing
- ENV1 – Nature Conservation
- ENV2 – Historic Character and Local Distinctiveness
- ENV3 – Design Quality
- ENV6 – Open Space, Sport and Recreation

Unitary Development Plan requirements:

- H6 – Design of Housing Development
- H7 – Conversion of Buildings from Non-Residential to Residential Use
- H8 – Open Space, Sport and Recreation Requirements for New Housing Developments
- H11 – Special Needs Accommodation

Supplementary Planning Guidance requirements:

- SPG3 – Residential Development
- SPG4 – Extension to Houses
- SPD – Affordable Housing

Policies	Page
TNP8 General Housing	48
TNP9 Penk Rise (considered but rejected for housing)	49
TNP10 Tettenhall Wood Special School Site	55
TNP11 Houses of Multiple Occupation	57

Policy TNP8 - General Housing

Up to 390 New Homes

Policy Aim

To detail how the housing target for the Plan area will be met through major housing on commitment sites; allocation of land for up to 10 new homes on 1 new site and to provide guidance for small windfall sites which are likely to come forward over the Plan period.

Policy TNP8 General Housing	
Committed Sites	
ADAS site Werg's Road:	53
Ambulance Station site, Regis Road:	14
Danescourt Lodge, Danescourt Road:	28
Allocated site	
TNP10 Tettenhall Wood Special School Site:	10

Windfall sites:

Favourable consideration will be given to proposals for residential developments on suitable sites within the Plan area will be supported provided that:

- consultation takes place with the local community in accordance with policy TNP7 Consultation and Community Involvement, on any proposal of 10 homes or more;
- proposals do not adversely impact on other adopted policies within this Plan and Local Plan Documents, particularly those that relate to density, character, environment, traffic and transport, design quality and sustainable buildings.

Policy TNP13: Historic Environment & Local Character (including due consideration of the design guidelines included in the Historic Landscape Character Studies as set out in **(Appendix F)**)

Policy TNP17: Sustainable Buildings

Policy TNP15: Designated Open Spaces

Policy TNP14: Nature Conservation

Policies TNP20 to 26: Traffic and Transport policies

Justification

The Plan area is not expected to deliver significant amounts of new housing over the Plan period. It is expected to provide a mix of good quality residential areas where people choose to live and a constant supply of small-scale development opportunities, in accordance with Policies CSP2 and HOU3 of the BCCS.

The Wolverhampton Strategic Housing Land Availability Assessment (SHLAA) (2013) identifies the potential to deliver 390 new homes in the Plan area up to 2026 with around 185 of this potential on committed sites with planning permission including the major commitment housing sites set out in this Policy (TNP8).

This Plan allocates one site for housing which can deliver up to 10 new homes and is covered by a site specific policy:

TNP10 Tettenhall Wood Special School Site

(TNP2 Macrome Road includes a contingency for the provision for housing should part or all of the site come forward for development during the life of the Plan, although no overall number of homes is identified).

The SHLAA also assumes that 195 homes will be delivered on small windfall sites (of 14 homes or less). This is in line with the levels of delivery in recent in the Plan area. Larger windfall sites of 15 homes or more may also come forward over the Plan period, where proposals are in accordance with policies in this Plan and relevant Local Plan documents.

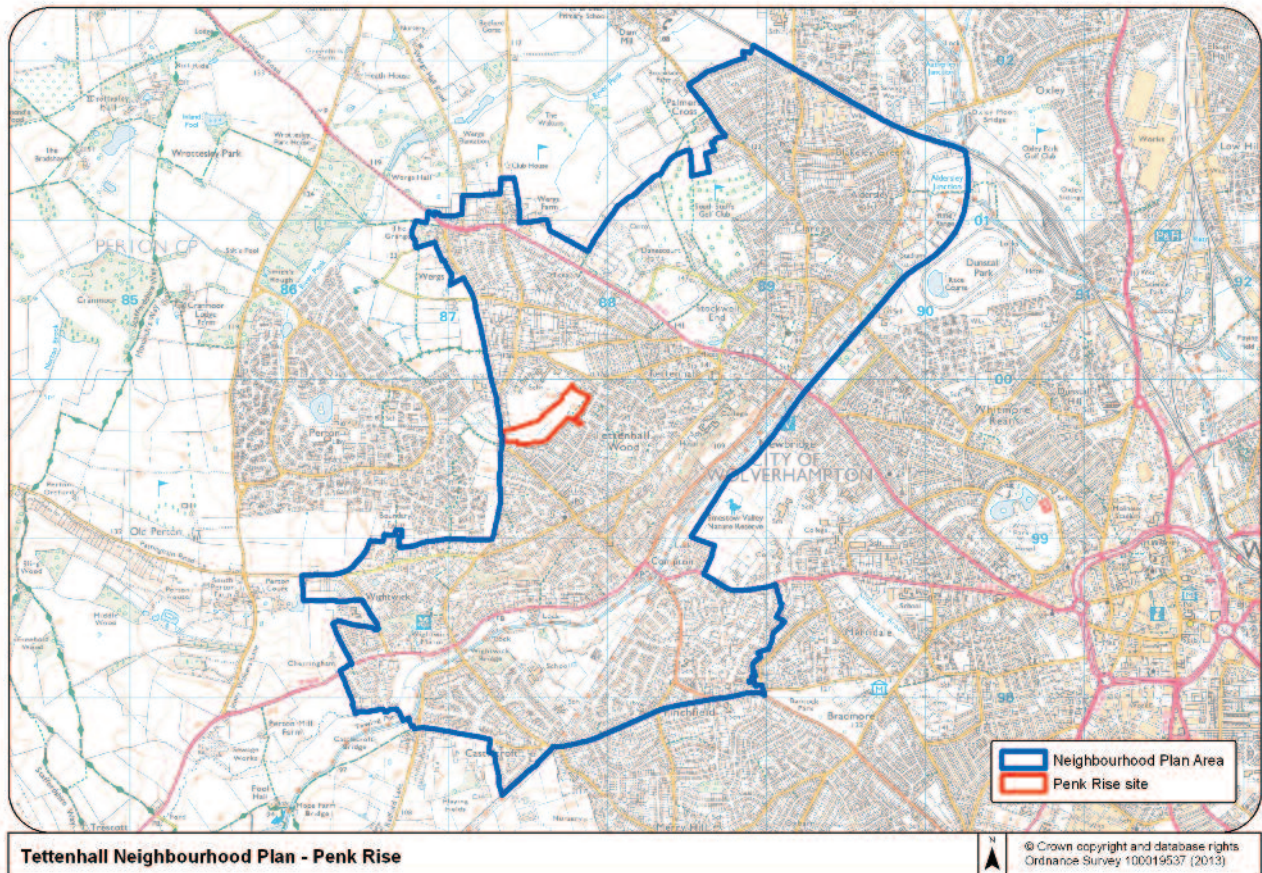
Policy TNP9 - Penk Rise (Site specific Proposal)

Enhanced Protection and Better Open Space at Penk Rise

Introduction

The Penk Rise site is the second largest publicly owned site within the Neighbourhood Plan area and as such represents an opportunity for local people to have a greater influence over its future use. The site is located in Tettenhall Wood, to the west of the plan area close to the boundary with South Staffordshire. It comprises an area of open space to the east of the site which provides a small natural children's play facility, and to the west, an open meadow of distinctive biodiversity merit. A small culvert runs through the site from east to west and the site is prone to flooding in parts.

Figure 15 Location of Penk Rise



Following input from local people and via the household survey, the Neighbourhood Plan steering group has deliberated at length over this site and considered 3 options:

1. Open space improvements with a small amount of housing
2. No development or enhanced protection and consequently little or no improvement to the site
3. Protecting the site by way of a planning designation and some open space improvements without the need for housing

Figure 16 Aerial view of Penk Rise



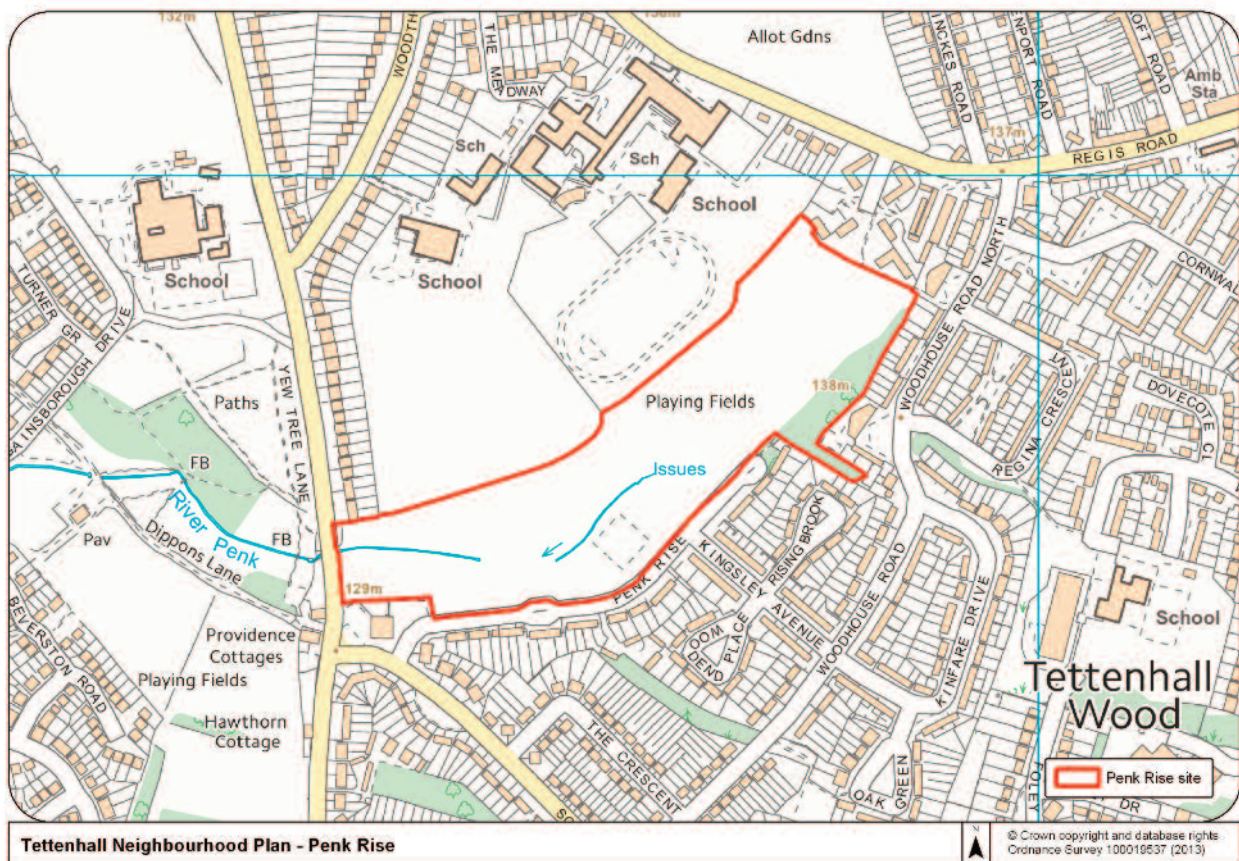


Figure 17 Penk Rise site

Policy Aim

To provide guidance for the protection and future improvements of the site.

Policy TNP9 Penk Rise – Enhanced Protection and Open Space Improvements

The parts of the site falling outside of the SINC are to be designated as Local Green Space (NPPF paras 76-78), and protected from any future development other than the open space improvements listed below.

The following programme of improvements, in the order listed below, will be delivered through funding from development of other sites within the Plan area and any other appropriate sources of funding.

1. **Improve drainage on the site:** address any drainage problems affecting use of the playing fields and consider the provision of an attenuation pond to enhance the wetland biodiversity of the area and opening up the culvert to restore the brook course.
2. **Improve the play areas:** improve the Under 8's play area and provide new play equipment for toddlers.
3. **Encourage responsible dog ownership:** by improving the dog toileting area and the signage.
4. **Consider provision for older children and teenagers:** in consultation with local schools and local residents.

Justification

The Penk Rise site has been the subject of consultation with local residents through the MEL survey and through the recent Pre-submission community consultation on the Draft Plan, which included a specific meeting for the residents in the vicinity of Penk Rise. Over half of residents surveyed by MEL did not want development on the site, but it is noted that this was in relation to the whole site. Residents are keen however, to see some improvements to the open space and play facilities on the site.

Funding for these improvements may not be available from the public purse. One way in which it could be provided is through the sale of part of the site for development. This would generate a capital receipt to the Local Authority and a Section 106 contribution or requirement for open space improvements from the developer and was originally proposed in the Draft Neighbourhood Plan. However due to the strength and depth of responses to the community consultation against housing development on Penk Rise, the policy has been amended. Section 106 contributions will be sought from other sites such as the ADAS site on the site on the Wergs Road and the Ambulance Station site on Regis Road. These contributions are yet to be allocated and the desire to make open space improvements on Penk Rise will be fed into the new Open Spaces Strategy and Action Plan to be adopted by the city in the Spring of 2014, so that this Action Plan is in keeping with this Neighbourhood Plan.

It is of the utmost importance that the areas of the site outside of the SINC, be protected from any new development and this will be achieved by designating it as Local Green Space. The site fulfils the criteria for this designation due to:

- its proximity to Tettenhall Wood Local Centre (10 minute walk);
- being held very dear by local residents as a natural, tranquil open space, with attractive views. This was heavily emphasised during the community consultation on the Draft Plan;
- Part of the site is home to badgers, owls, bats and many birds including woodpeckers;
- Providing an area of multi-functional use for the local community. It comprises natural wetland, informal playing pitches, a children's play area and open space for dog walking and other recreation.

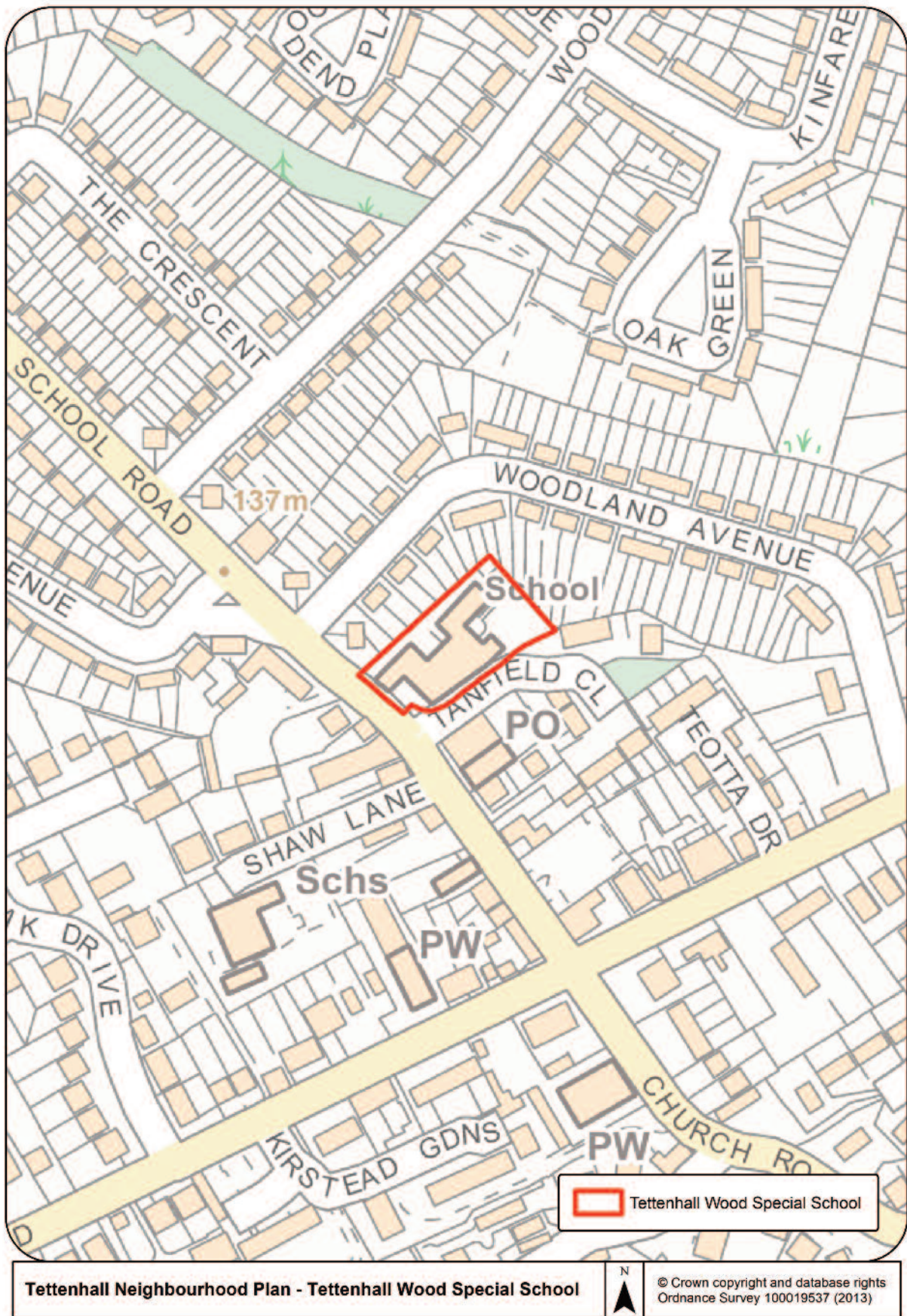


Figure 18 Location of Tettenhall Wood Special School Site

Policy TNP10 - Tettenhall Wood Special School Site

Policy TNP10 - Tettenhall Wood Special School Site

Introduction

The former Tettenhall Wood Special School site is currently in use as temporary education space, the previous occupiers having been relocated to new facilities adjacent to the Kings School in Regis Road as part of the Building Schools for the Future Programme in Wolverhampton.

The site is owned by Wolverhampton City Council and is surplus to requirements. It is located on School Road, Tettenhall Wood which is to the west of the Plan area. The site measures 0.3 ha and lies just outside Tettenhall Wood Local Centre, which includes shops, pubs and other commercial uses close to the junction with Mount Road and The Holloway.

The site is identified as being able to provide up to 10 new homes, depending on the mix of house types and design.

Policy Aim

To provide guidance for the future improvements and development of the site

Policy TNP10 Tettenhall Wood Special School Site

Residential development on the Tettenhall Wood Special School site will be supported where proposals retain the original L shaped section of the Victorian School Building which fronts the highway and the building immediately parallel to the road on which the bell tower sits. The unique features of the existing building, such as the bell tower, should be refurbished, repaired, maintained and retained as a permanent feature. The intention is to retain the site as a landmark of the original village setting and period, for local residents.

The development should retain a frontage onto School Road.

The central part of the site should provide a courtyard with allocated parking for the housing at the front and rear of the site. Entrance to the parking courtyard should be provided from Tanfield Close rather than School Road, which could be a potential hazard as it is too close to an existing junction.

At the rear of the site the rear gardens of houses or bungalows should back onto the rear gardens of the existing houses behind no's 22-30 Woodland Ave.

The site is allocated for up to 10 homes to include a mixture of housing types.



Tettenhall Neighbourhood Plan - Tettenhall Wood Special School



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Figure 19 Aerial photograph Special School site and area of original building to be retained

Justification

The MEL survey identified that there was support for retaining the frontage of the existing school building and this has been considered as part of the new development. Chapter 6A of the Character Study identifies the frontage of the old Victorian School as a key positive feature and recommends that any development takes account of the historic view created by the school's frontage, the Old School (on the opposite side of the road), Tettenhall Institute and the Royal Oak Public House. The original section of the Victorian school building could be successfully converted to residential accommodation. By allowing demolition of the remaining buildings, a bespoke development could be designed that incorporates character and features of the existing building which maximises the amount of housing provided and affords both privacy to the occupiers but overlooks the street.

The site is ideally located, close to local facilities, to provide some housing for older persons. A scheme incorporating some houses and bungalows available for affordable housing could be explored if housing association providers are interested in the site.

Wolverhampton City Council are drafting planning guidance for the site in conjunction with the Neighbourhood Forum and both organisations seek to encourage meaningful pre-application consultation by any prospective developer for the site.

Policy TNP11 - Houses of Multiple Occupation

Houses of Multiple-Occupation must not spoil character

Introduction

A vibrant and flourishing community will be one with a diverse population of different ages and household formation, where there is flexibility and freedom for people to move around easily and where some people will own their own home and some live in rented accommodation. Differing levels of household income will require different housing solutions and whilst some can afford to live on their own, or with their immediate family, others will need to share accommodation with friends or acquaintances either in a single dwelling (house share) arrangement, or in a multi-occupancy dwelling with shared facilities – a “House in multiple occupation”, more commonly referred to as an “HMO”.

This is, all the more, the case for University towns such as Wolverhampton, with high population numbers of students and graduates starting out in their careers. Whilst this type of accommodation serves a housing need, the lifestyles of its users and the transient nature of their occupancies can sometimes come into conflict with the existing communities.

Policy Aim

To provide guidance for the development of HMO's in the Plan area

Policy TNP11 Houses of Multiple Occupation

Planning permission to allow change of use to houses in multiple occupation (sui generis) will not be permitted except where development proposals shall demonstrate:

- The proposal would not harm the character and appearance of the building, adjacent buildings or local landscape, in the context of the Character Assessments for the Neighbourhood Plan area;
- The design, layout and intensity of the use of the building would not have an unacceptable impact on neighbouring residential amenities;
- Appropriate internal and external amenity space, refuse storage and car and bicycle parking shall be provided in a manner which is well integrated into the design of the development, without compromising the garden setting of larger houses;
- The proposal would not cause unacceptable traffic and transport problems.

Justification

In Wolverhampton, the majority of student housing is within the neighbouring ward of St Peter's. However as renting becomes a more popular form of tenure for younger people, and for much longer, there is likely to be an increasing demand for HMO's or house-shares. Property owners and investors may seek to capitalise on this and acquire properties for the express purpose of converting to bedsits or by maximising on the number of rooms let as bedrooms within one house.

Although the impact of the recent Welfare Reforms is as yet unquantified, there could be a need for more one bedroom or shared accommodation. There are already examples of hospital staff sharing houses. Although it is recognised that HMO's may fulfil the housing requirements of a greater range of socio-economic groups, given the general desirability to live in the Plan area and the number of larger houses available, residents wish the Plan to address the potential growth in demand for HMO's.

When asked about housing need for the local area, residents identified that only around 3% of the housing should be HMO's.

7.3 Conservation, Environment and Open Spaces

Character

The Neighbourhood Plan area has a high quality environment. Its neighbourhoods have:

'developed from the historic settlements, woods and fields of Anglo-Saxon villages that lay near the meeting point of three great forests of Staffordshire', as highlighted in the Historic Landscape Character Studies (Appendix F).

Tettenhall has a rich archaeological, historic and cultural resource. This Plan seeks to support the setting of Tettenhall's heritage assets and ensure their continued protection by encouraging development which reflects the character and appearance of its surroundings.

Environment

Green spaces and the green infrastructure networks (greenways) are seen as a key contributor to the quality of life and, along with local environmental issues, are key concerns for local residents.

Consultation demonstrated a strong commitment to local conservation and that residents are particularly concerned about loss of habitats for wildlife, loss of trees on local streets and of green space and open areas, and the maintenance of public footpaths. Over 90% of residents who responded to the household survey know where the Smestow Valley Local Nature Reserve is and half of them had visited it in the last 12 months. Virtually everyone (98%) believes that it is important to maintain and care for the Local Nature Reserve.

Over half of residents are very concerned about the erection of telecommunications equipment and 30% believe that their wider neighbourhood area should be consulted before applications for such equipment are submitted.

Sustainability

Consultation revealed strong support for sustainable design features, the use of sustainable and eco-friendly builds using appropriate materials where possible including maximising opportunities for renewable energy provision locally. A very large majority of residents surveyed are concerned that the building of new properties should not increase the risk of flooding (93%), are landscaped with native tree and plant species (89%), have high levels of energy efficiency (88%), and should encourage re-use of water (87%).

Open space facilities

Tettenhall has some of the highest participation rates in sports and recreation in Wolverhampton, but there is a lack of play areas and recreational facilities. Accessibility to certain areas of open space remains an issue. By 2021 it is anticipated that there will be a deficiency in children's play provision (Open Space Audit and Needs Assessment listed in supporting documents at **Appendix O**).

Links to Strategic Policies

NPPF requirements:

- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment
- Requiring good design
- Promoting healthy communities
- Meeting the challenge of climate change

Black Country Core Strategy requirements:

- CSP3 - Environmental Infrastructure
- CSP4 - Place Making
- ENV1 - Nature Conservation
- ENV2 - Historic Character and Local Distinctiveness
- ENV3 - Design Quality
- ENV6 - Open Space, Sports and Recreation
- ENV7 - Renewable Energy
- WM5 – Resource Management and New Development

Unitary Development Plan requirements:

- HE1 - Preservation of Local Character and Distinctiveness
- HE2 - Historic Resource and Enabling Development
- HE12 - Preservation and Active Use of Listed Buildings
- D6 - Townscape and Landscape
- D12 - Nature Conservation and Natural Features
- N8 - Tettenhall Ridge and Ancient Woodland
- N9 - Protection of Wildlife Species
- R3 - Protection of Open Space, Sport and Recreation Facilities
- R6 - The Greenway Network
- EP20 - Telecommunications

Supplementary Planning Guidance:

- SPD Planning for Sustainable Communities
- SPG Telecommunications

Policies	Page
TNP12 Historic Environment and Local Character	61
TNP13 Protect, Enhance and Extend Designated Nature Conservation Areas	71
TNP14 Designated Open Spaces	75
TNP15 Trees	83
TNP16 Sustainable Buildings	84
TNP17 Light Pollution	86

Policy TNP12 - Historic Environment & Local Character

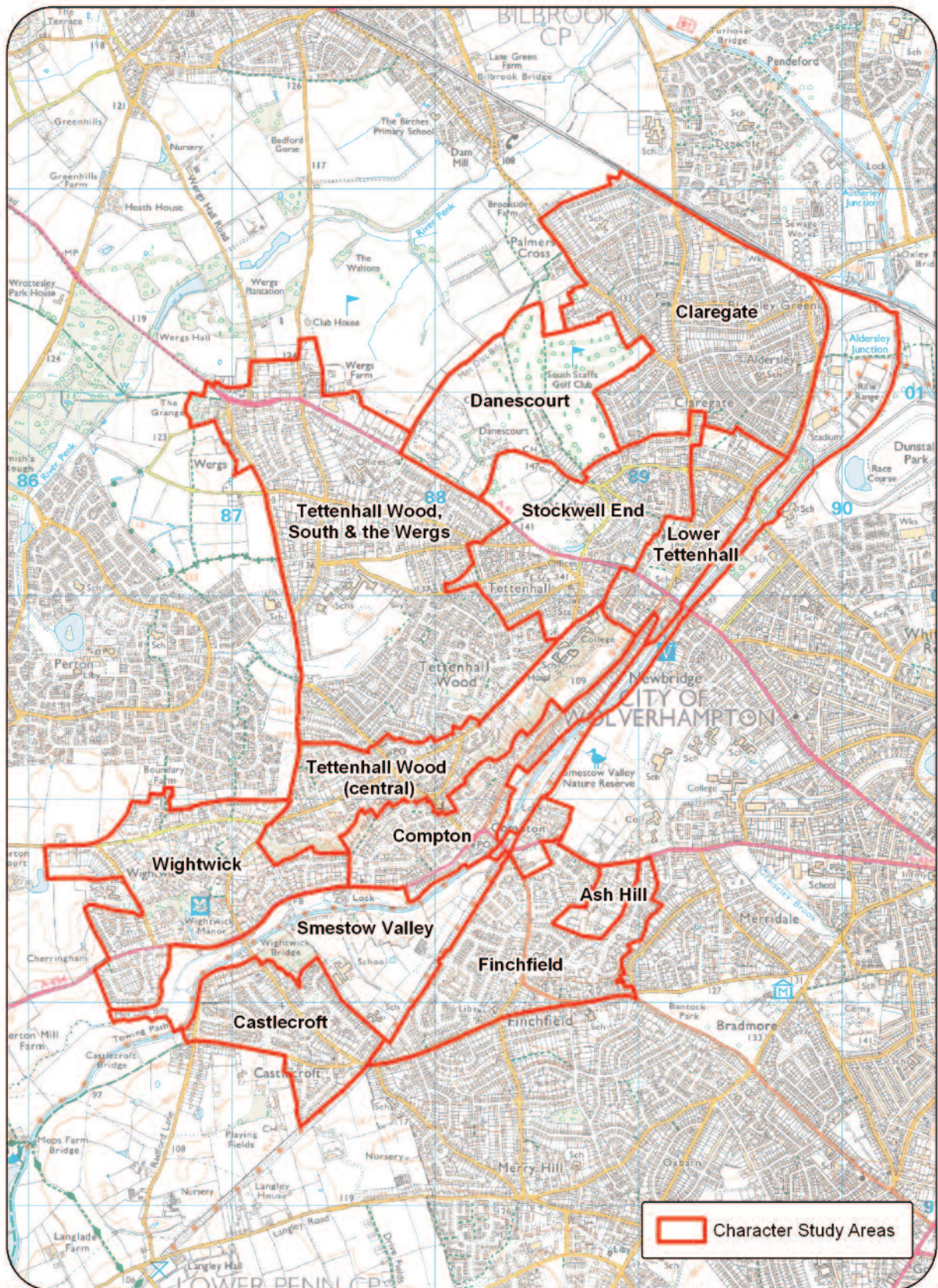
New Buildings to Respect Character of Area

Introduction

A complex interplay of elements has shaped the character of the Neighbourhood Plan area. It is an area in which landscape, history and buildings are combined in harmony. Tettenhall and District still retains buildings from every age of its history from settlements of medieval origin in Tettenhall; Victorian, Georgian and Edwardian development, to areas of council housing from the twentieth century. This eclectic mixture of styles and eras is what makes Tettenhall and District's unique character.

The policy below is divided into several parts to emphasise some of the most significant contributions to character, as identified by local residents.

In developing the Neighbourhood Plan a Historic Landscape Character Assessment was undertaken by local residents who divided the plan area in 13 distinct character areas: See figure 20 map of character areas.



Tettenhall Neighbourhood Plan - Character Study Areas © Crown copyright and database rights Ordnance Survey 100019537 (2013)

Figure 20 Map of Character areas from Historic Landscape Characterisation Study

The varied character and local distinctiveness of the Neighbourhood Plan area is well appreciated and valued by local communities. The Historic Landscape Character Assessment was complemented by an assessment of community perception as expressed through community consultation. There was a strong commitment to conservation and desire to maintain the character of the area. As many as 88% of residents who responded to the household survey, would be concerned at any loss of local character/historic buildings.

The Historic Landscape Character Assessment (**Appendix F**) has built an understanding of the whole area and, within each of the Character Studies, how the character varies from place to place. This has included identifying significant features that make the greatest positive contribution towards its special quality. These descriptions of local character and design guidance have provided a high level of detail for each of the areas concerned, reference should be made to each of these statements to inform the preparation or assessment of proposals for change that would have an impact on local character and distinctiveness. Omission of a building, feature or space from these character assessments should not be taken to imply it is of no interest.

The Neighbourhood Plan together with the Historic Landscape Character Studies will work to protect and promote the character and the historic environment of Tettenhall and surrounding areas.

Policy Aim

To ensure that development protects, enhances and promotes the special qualities, historic character and local distinctiveness of Tettenhall and surrounding areas in order to help maintain its cultural identity and strong sense of place.

Policy TNP12 Part A - New Development to Respect Existing Local Character

New development (including alterations, change of use and extensions) must respect and reinforce the established character as detailed in the Character Studies (**Appendix F**) by:

- Respecting its context;
- Taking into account the spacing between buildings; domestic gardens, (including the proportion of garden area to buildings); informal green and open spaces;
- Being of an appropriate height, density, mass and footprints;
- Being of compatible scale;
- Being of compatible use;
- Interpretation of local character and design details including windows;
- Using a choice of traditional materials should complement the surrounding context.

Justification

*'Aspects of the historic environment are not equally valued. Some features are seen as making a more significant contribution by **illustrating** the area's early development or by providing a **connection** with people and communities from the past. Others may have the potential to provide better understanding of the area's history through **archaeological** investigation. The contribution of the historic environment to the **aesthetic** quality of the area is often important, either through the intentional design of buildings and landscapes, or through the more fortuitous combination of buildings and landscapes that has organically created a scene that is appreciated for its beauty. Other parts of the historic environment may have significance for their **communal** value. This is the meaning they hold for communities as symbols of their origins or common identity and commemoration of events, their ability to bring people together, or their role in the spiritual life of communities.'*

Extract from the Our Place Our Plan Historic Landscape Characterisation Assessment 2013

The Historic Landscape Characterisation Assessment revealed that gardens and small landscaping contribute to the suburban character of the area. New development should take account of the range of these aspects.

The BCCS policy, HOU2 states all developments will aim to achieve a minimum net density of 35 dwellings per hectare, except where higher densities would prejudice historic character and local distinctiveness. This Plan requires developers to take cognisance of the Character Studies produced for the Plan area when determining housing densities.

This Plan seeks to emphasise the contribution of domestic gardens to both the ecological network and to the character of neighbourhoods. Consultation with residents demonstrated particular concerns over 'garden grabbing' which has led to larger gardens being sold and houses being built on this land.

Protect Views

Policy TNP12 PART B – Protecting Locally Important Views

Development should:

- respect the topography and should integrate with the general height of buildings;
- acknowledge the spacing between buildings;
- roofscape should reflect adjacent roofscapes of existing buildings.

Development should take account of, and seek to protect important views, landmarks and local points in the area, having regard to other policies in the Plan.

New development, where possible, should maximise opportunities to create new views.

Many views are highlighted in the Character Studies, some of which are shown here on **figure 21**. (A full list of views can be found at Appendix M)

Justification

The Plan area offers a variety of fine views throughout. Given the area's topography and surrounding open space this provides extensive and striking views in many places. The area has many elevated positions, e.g. Tettenhall Ridge, which provides both long views of the area and to the City of Wolverhampton; and from Compton Hill from where there are views over the Smestow Valley towards Tettenhall Ridge. Significant views of the area can be gained from elevated positions along the Holloway where glimpses can be seen between gaps of buildings to panoramic views from the top of the escarpment at Church Hill Drive. Important views can be seen from prominent buildings such as Wightwick Manor. Due to the suburban feel of the area a number of trees individually and collectively enhance the setting of historic buildings and help frame views.

It is important that the qualities of such views within the area are not eroded.



- | | | |
|------------------------------------|-----------------------------------|-----------------------------------|
| 1. Danescourt | 7. The Holloway | 12. Wightwick Bank/Bridgnorth Rd |
| 2. Nursery Walk | 8. Headland Road | 13. Lower Green |
| 3. South Staffordshire Golf Course | 9. Kiingswinford Railway Line | 14. Smestow Valley Nature Reserve |
| 4. Aldersley (No.64) Bridge | 10. Clee Hill Drive | 15. Church Road |
| 5. Nursery Walk Allotments | 11. Staffs & Worcestershire Canal | 16. Church Hill Drive |
| 6. Tetterhall Pool & Surrounds | | |

Figure 21 A selection of locally important views

Innovative Designs to Take Account of Local Character

Policy TNP12 PART C - Innovative design

Development which proposes innovative and/or contemporary design will be permitted where it respects and takes account of local heritage and character.

Justification

Tettenhall and District contains a mix of architectural styles due its long history. Respecting the local character does not necessarily mean replicating it, but can mean encouraging an imaginative approach to combining existing character with contemporary design. Tettenhall is a reasonably affluent area and as such opportunities for new architect-designed individual houses arise from time to time. This approach should be encouraged on appropriate sites. There is a history of this type of development in the area such as the House in the Trees, 10 Church Hill. Good quality contemporary houses can add to the character and distinctiveness of the area if well done and they respect the local area.

The past can help to inform innovative approaches to design by referring to the Historic Landscape Character Assessment for historic layout patterns and reinterpreting building forms. Design detailing and material can be modern and innovative whilst also reflecting traditional built features.

Design will need to reference the locally built features, taking consideration of local proportions and plot sizes and use quality local materials.

Historic Sites to be Protected

Policy TNP12 PART D - Historic Environment

Proposed development immediately adjacent to or directly affecting heritage assets within the Neighbourhood Plan area must pay special regard to preserving or enhancing its setting and any special architectural or historic features of significance it possesses.

All development proposals should aim to sustain, reinforce and conserve the historic aspects and special character of the following locally distinctive elements of the area.

Heritage assets are defined in the NPPF and directly affected by policies ENV2 and ENV4 of the BCCS, (canals).

Local List

As part of the characterisation studies residents identified numerous buildings that might be added to the Local List.

The Local List will be reviewed and updated as early as possible within the lifetime of the Plan and developers should consult with the City Council Historic Conservation officer.

The recommendations are mapped at **figure 23**.

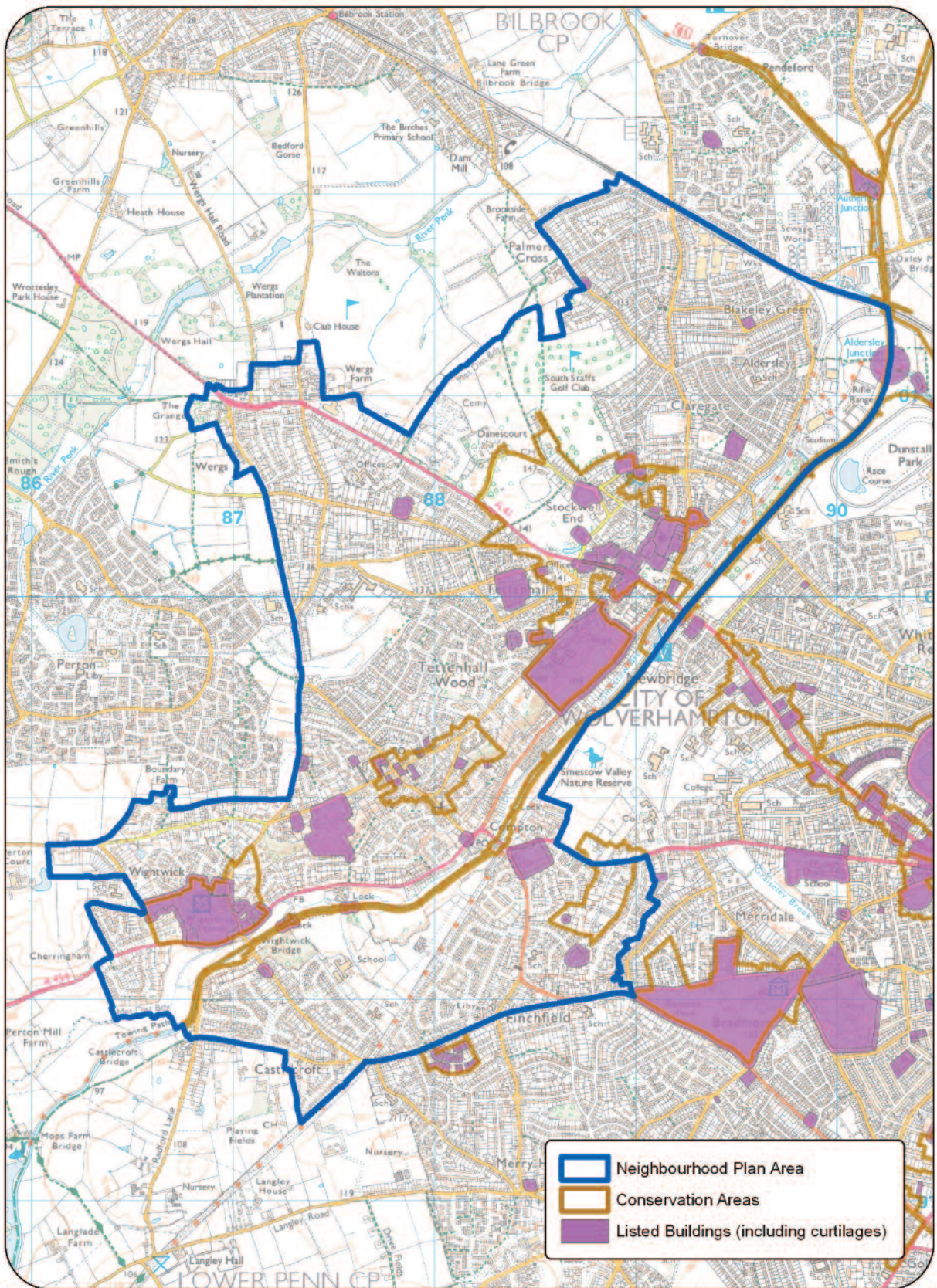


Figure 22 Historic Assets in Neighbourhood Plan Area

Justification

The extensive stock of historic buildings in the district represents a major asset. The area has a patchwork of settlements each with an identifiable character and identity provided by the historic environment which has developed over the past millennium. This contributes to the wider quality of the area and providing a sense of place.

The policy refers to all heritage assets as defined in the NPPF, 'building, monument, site, place or landscape', including designated heritage assets, having a degree of significance meriting consideration during the planning process. It is important to the local community that this policy protects sites recognised in the Characterisation Study, but not necessarily meeting the criteria for inclusion in the local list, and affords protections to any site subsequently identified and so not included at this point in the Characterisation Study.

There are a number of listed waterway structures in the Plan area:

- Wightwick Lock and Bridge no 57 Grade II;
- Wightwick Mill Lock and Bridge no 58 Grade II;
- Compton Lock by weir and bridge 60 Grade II;
- Tettenhall Old Bridge 61 D=Grade II;
- Dunstall Water Bridge 63 Grade II;
- Aldersley Bridge 64 Grade II.

To which this policy would apply, so long as the protection and enhancement of the canal's special character does not prevent the waterways potential for being fully unlocked or discourage the use of the waterway network.

Local List

The Neighbourhood Plan area has six (full or part) Conservation Areas, a number of statutory listed and locally protected historic assets the protection and promotion of which will make a significant contribution towards the protection of the character and local distinctiveness of the area. However, particular attention should also be paid to the preservation and enhancement of:

- Locally listed historic buildings and archaeological sites
- Historic parks and gardens including their settings

Many buildings in the area do not currently meet national criteria for statutory listing and are nevertheless of significant local historical importance and worthy of protection and conservation in their own right. The Historic Landscape Character Assessment has identified a number of additional buildings for consideration to be included on the Local List, based on the contribution they make to the character and distinctiveness of the area. With the expert assistance of the Council Conservation Officer the table (at appendix L) lists those thought to be viable recommendations. The Designated Neighbourhood Forum will assess each recommendation against the Local List criteria and submit for consideration in due course during the life of this Plan.

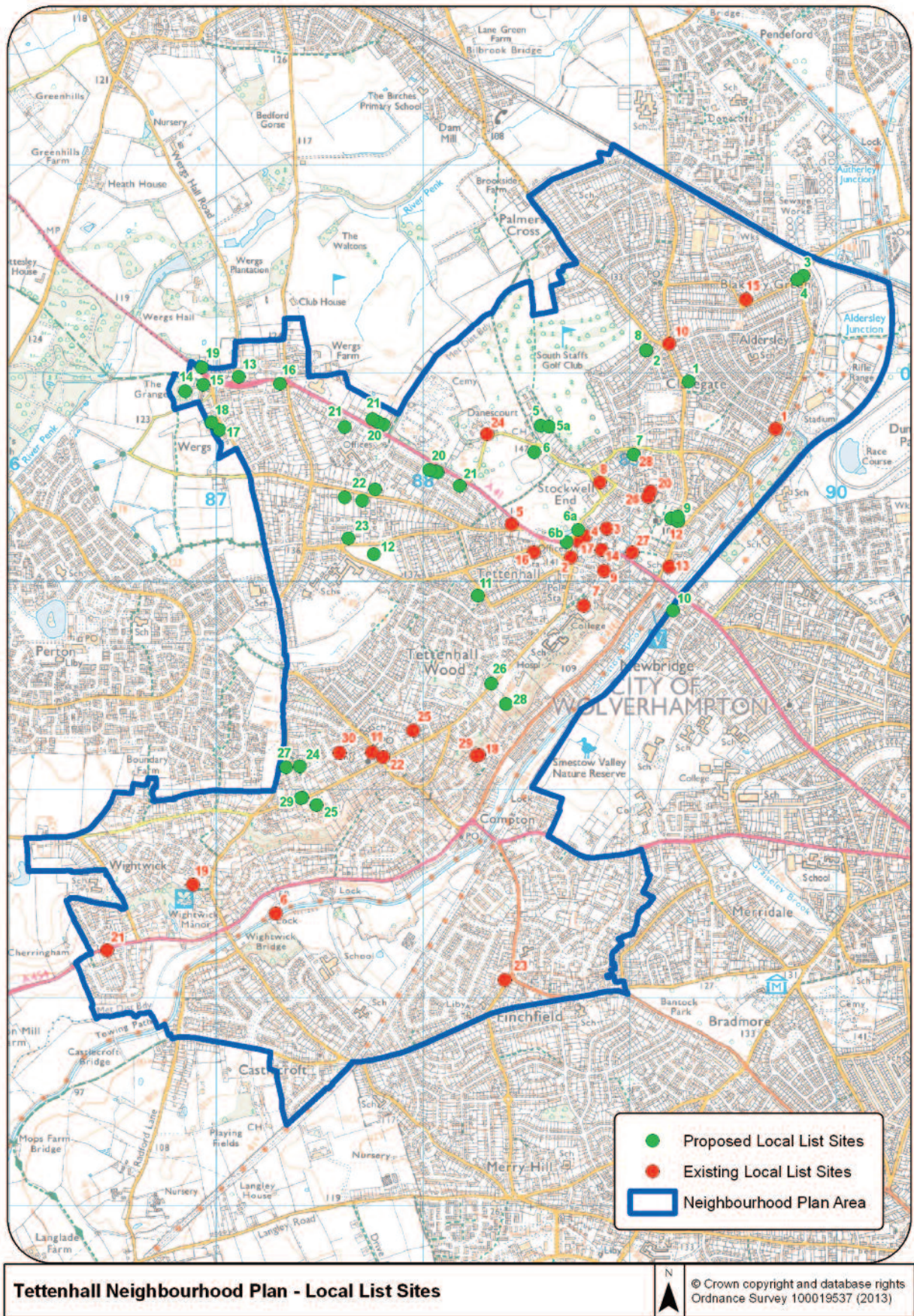


Figure 23 New Local List recommendations

Policy TNP13 - Protect, enhance and extend designated nature conservation areas

Nature Sites Extended and Strengthened

Introduction

The two Tettenhall wards encompass a variety of areas differing in character, development, geography, biodiversity and geodiversity, but merge to be an interesting and important whole with a wide variety of wildlife habitats, landscapes, geological heritage sites, historic buildings and significant open spaces and views.

It is home to a number of valuable nature conservation sites including Local Nature Reserves (LNR), Sites of Interest for Nature Conservation (SINCS) and Sites of Local Interest for Nature Conservation (SLINCS).

Policy Aim

To preserve and enhance existing nature conservation areas and extend land protected for nature conservation; to preserve open views and spaces; to protect and enhance biodiversity across the Plan area and preserve the character of the whole area.

Policy TNP13 Protect, enhance and extend designated nature conservation areas

Over the lifetime of the Neighbourhood Plan biodiversity assets and ecological networks will be protected and the awareness of the areas' biodiversity assets will be strengthened.

Proposed development immediately adjacent to or affecting a designated area of biodiversity importance will not be permitted if it will result in any harm to the biodiversity value of the site in accordance with the Black Country Core Strategy (BCCS) ENV1.

Adequate information must be submitted with planning applications for proposals which may affect any designated site or important habitat, species or geological feature to ensure that the likely impact of the proposals can be fully assessed. Without this there will be a presumption against granting permission.

All appropriate development proposals should contribute positively towards the biodiversity (protected species and priority species and habitats) and geodiversity of the whole Plan area e.g. by linking in to the ecological network, providing appropriate landscaping, and providing wildlife friendly features in new gardens and open spaces.

Any new development within 10 m of the boundary of the Smestow Valley Nature Reserve will not be permitted if it will result in any harm to the distinctive character, setting, special quality or biodiversity of the LNR. In particular it should not result in an unacceptable loss of mature trees or inhibit the growth of trees.

The channel of the Smestow Brook shall be improved and enhanced to create a more natural feature and the marginal habitats shall be enhanced in line with the requirement of the Severn Basin Management Plan. Any development which poses a risk of pollution to the Smestow Brook and therefore may result in the waterbody not meeting its legal objectives under the Water Framework Directive shall not be permitted.

Measures which contribute to the delivery of the recently adopted Smestow Valley Management Plan will be supported so long as they do not contradict other policies within this Plan.

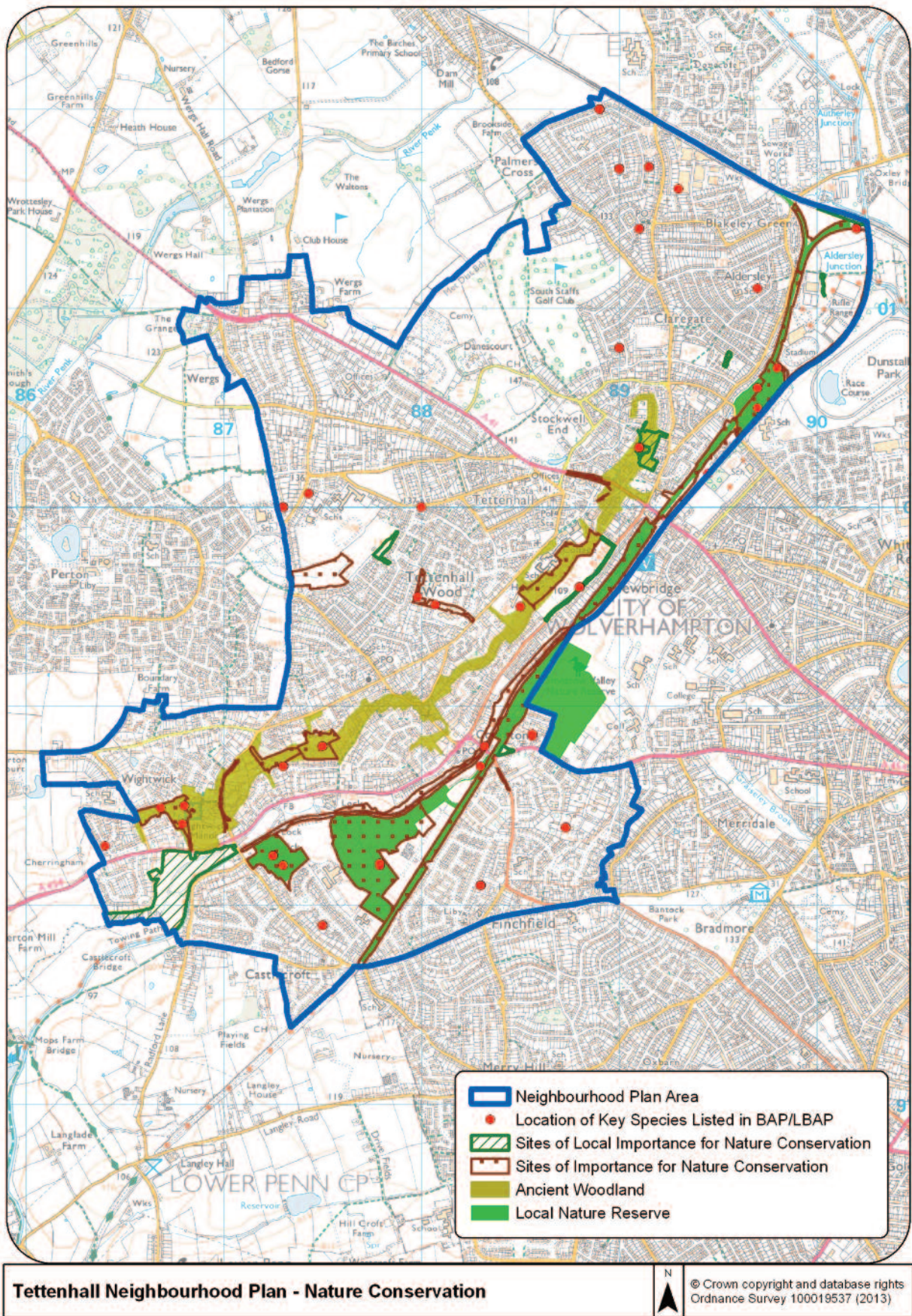


Figure 24 Nature Conservation sites (BAP: Biodiversity Action Plan. LBAP: Local Biodiversity Action Plan)

Justification

The Plan supports maintaining an ecological network for wildlife, their habitats including buildings and water features, emphasising the importance of front and rear gardens, hedgerows, green verges and trees in the urban environment.

The LNR, SINC & SLINC cover almost 117 hectares within the Plan area. A number of these have been resurveyed, with recommendations to increase the size of their boundaries and change management structures. These recommendations are supported by this Plan. The most significant of these sites is the 51 hectare Smestow Valley Nature Reserve, Wolverhampton's only LNR, which follows the course of the Smestow Brook and the Staffordshire and Worcestershire Canal. The main habitats on the site are running water; woodland, scrub, grassland and tall herb which support a number of protected species, i.e. water vole, great crested newt, various bat species and several species of wetland birds.

A new management plan has recently been formulated for the reserve and this includes proposals for its improvement and for the extension of its boundary. 48% of all residents who took part in the household survey had visited the LNR in the last 12 months, demonstrating how widely valued and used it is by local people.

The Tettenhall Ridge Ancient Woodland is a prominent feature, elevated on the side of the valley and the Plan seeks to ensure its long-term protection, also detailed in Policy N7 within the Wolverhampton UDP.

The railway walk, much used by walkers and cyclists, hosts a wide variety of birds and mammals, particularly badgers, a special feature of the area, wild flowers, several species of wild orchid and grasses and provides a pleasant pathway through the area. Virtually all of the railway walk is within the Smestow Valley Local Nature Reserve.

This Plan acknowledges the extensions to the SINC, SLINC and LNR boundaries as recommended in the ecological and geological surveys of the area (listed as Supporting Documents in Appendix P), and which have recently been signed off (4th September 2013) by the Local Sites Partnership and are now awaiting confirmation from Natural England. These changes affect the following sites:

- Windmill Wood Geological (SINC extension)
- Staffordshire and Worcestershire Canal (new SINC)
- Penk Rise (SINC & SLINC changes)
- Wightwick Manor/Wightwick Bank Geological (SINC extensions)
- Sandy Lane Geological (new SLINC)
- Finchfield Hill Cutting Geological (SINC changes and extensions)
- The Rock Geological (SINC changes and extensions)

The community is interested in being consulted on any future proposed changes or extensions to SINC, SLINC and LNR boundaries within the Plan area.

The importance of green areas and trees in the landscape cannot be over-emphasised. In the terms of climate change trees are a key element in any urban climate. They improve air quality, reduce temperatures, provide wildlife habitats, reduce dust and the effects of flash flooding besides contributing to biodiversity and being a pleasant amenity for residents with their greenery and shade. They should have maximum protection within the Plan.

The area covered by the Plan is rich in biodiversity and is highly valued by local residents. Of the respondents to the household survey 92% were concerned about the loss of habitats for wildlife; and 91% were concerned about the loss of green space and open areas. This diversity is not confined to designated sites and nature conservation areas, and the Smestow Brook, but in the urban environment in the form of hedgerows, open green spaces, verges, domestic gardens, ponds, pools and areas of open water, churchyards, sports fields, roadside trees and pathways which define the character of the area and enhance the quality of life of the inhabitants. This biodiversity must be acknowledged and protected by this Plan and taken account of by developers to ensure minimal disturbance or loss. Guidance on the considerations which will be applied to developments is contained in BCCS policy ENV1 and NPPF paragraph 118.

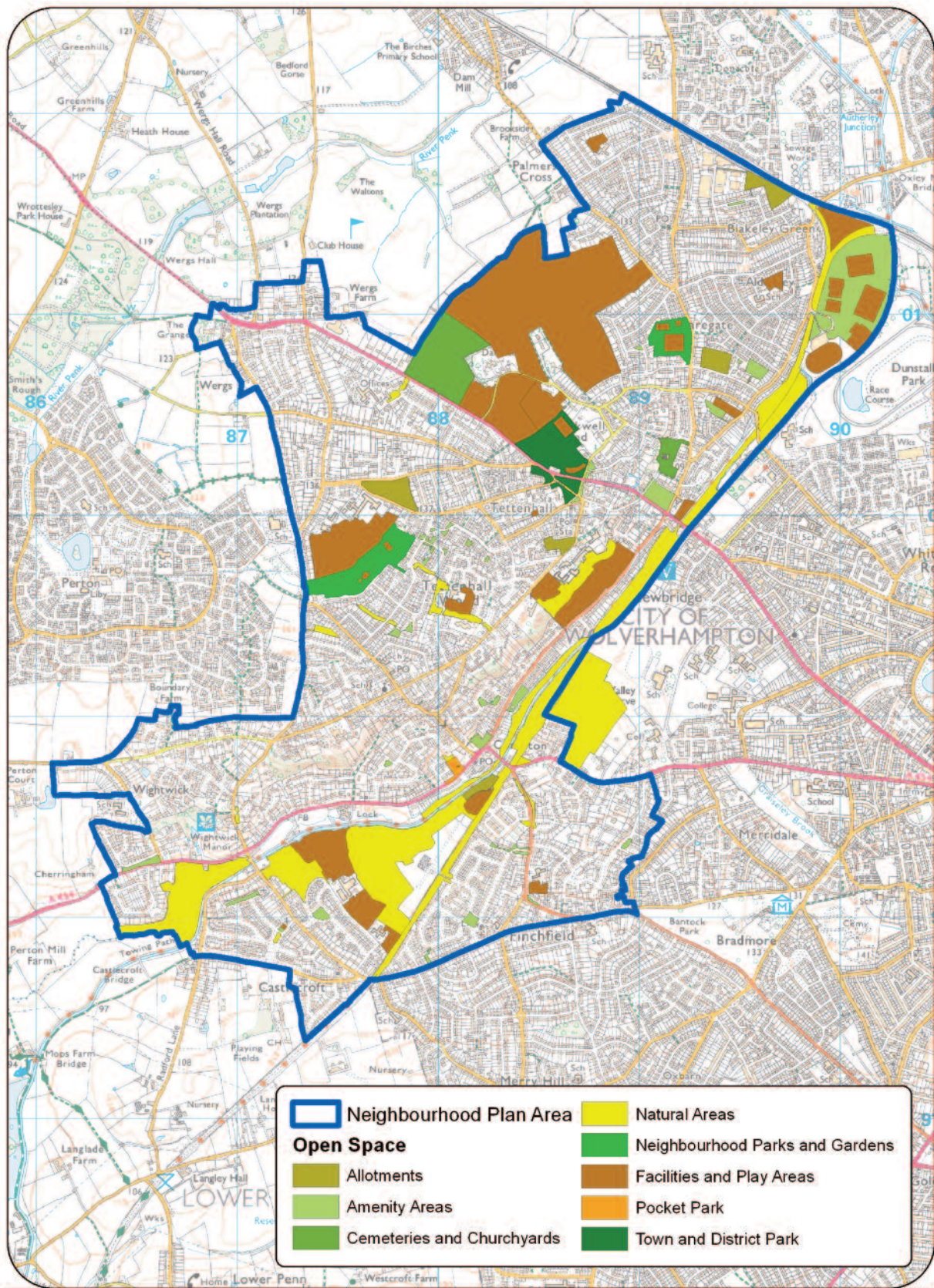
In addition it is an aspiration of this Plan to protect the habitats of pollinating insects by encouraging the City Council to plant non-maintenance perennial meadow flowers on communal lawned areas, and grass verges.

Policy TNP14 - Protection and Improvement of Existing Open Space

New and Better Public Open Spaces

Introduction

The Tettenhall Neighbourhood Plan area covers approximately 870 ha located in the west of Wolverhampton. Within this green and open spaces such as greens (Upper and Lower Green).



Tetterhall Neighbourhood Plan - Open Space



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Ordnance Survey 100019537 (2013)

Figure 25 Open Spaces within Plan area

Open Space Type	Size (in hectares)
Allotments	7.14
Amenity Areas	17.82
Natural Areas	92.69
Neighbourhood Parks & Gardens	9.5
Facilities and Play Areas	91.12
Pocket Park	0.54
Town and District Park	7.12

in Tettenhall), play areas, gardens, the areas along canals, old railway line and woodlands, education grounds, outdoor recreation, natural green space, cemeteries and churchyards along with allotments are found, covering 234 ha. These open spaces occur in many parts of the Neighbourhood Plan area and convey a very special character and sense of place.

The green and open spaces are integral to the local community's health and wellbeing, to the natural flora and fauna, to conserving biodiversity and to mitigating the effects of climate change. They provide places to enjoy sport and recreation in addition to places for children to play.

The Wolverhampton Open Space Strategy is currently being updated and new quantity, quality and access standards have been set for different types of open space across the city. The Open Spaces Audit and Needs Assessment (2011), (supporting documents at Appendix N), for the Neighbourhood Plan area revealed that the area falls below quantity standards (i.e. area in hectares per 1000 residents) for a number of different types of open space – parks, natural areas and provision for children and young people. There is almost no surplus open space in the Plan area and there is scope for this Plan to recommend where new provision and improvements to existing provision might be made.

The Neighbourhood Plan area's existing network of green and open space is a precious and a limited asset. Through public consultation open space was a key concern raised by residents with particular concerns surrounding the loss of habitats for wildlife, loss of green space, open areas and public footpaths.

Policy Aim

To protect and improve the quality of designated green and open spaces in the Neighbourhood Plan area.

Policy TNP14 PART A - Identify new sites and protect and improve existing open spaces

There is a general presumption against development on open spaces unless identified in this Plan as providing clear community benefits.

a) Protect existing open spaces:

Development immediately adjacent to or affecting the open spaces identified as green in **figure 25** for 'protection' that result in any harm to their character, setting, accessibility, appearance, general quality or amenity value will not be permitted unless the community will gain equivalent benefit from open space improvements or the provision of replacement open space.

b) Improve quality of existing open space sites:

The priority open spaces for improvement and enhancement are shown as purple in **figure 26** as 'improve quality'. These improvements will be funded from a combination of developer contributions and a range of other funding mechanisms. The open space improvement requirements within the Neighbourhood Plan are identified in Wolverhampton City Council's Open Spaces Strategy and Action Plan, February 2014, (pages 52-55) (listed at **Appendix O**).

c) Provide new public open space:

In line with current open space standards, UDP policy and priorities set out in the Council's Open Space Strategy and Action Plan, new housing developments of ten homes or more, or less if part of a larger scheme, shall provide new public open space and play facilities for the residents and make a reasonable financial contribution to improve existing open space and play facilities in the local area, as set out under b) above.

Proposals for new residential development will be encouraged to create accessible links from development sites to the wider footpath network and green open spaces.

For the housing proposals set out in the site specific policies of this document, the open space and play requirements to serve new housing and appropriate compensation for loss of open space will be as follows:

- Macrome Road - requirements for open space should part or all of the site come forward for housing during the life of the Plan.
- Penk Rise – open space improvements and protection for the site are laid out in Policy TNP9.
- WEC - the preferred option for the site includes site improvements which will create new public open space, see Policy TNP6

Justification

Consultation has demonstrated that green and open spaces are very important to local residents. New development should take into account existing layout, built form and spaces. This will ensure new buildings complement the existing street character and maintain the continuity of green and open spaces.

Developers should ensure that there would be sufficient open space to meet the needs of local people living there. Areas available for outdoor recreation should be within easy walking distance of the housing site. Depending on the development, enhancement of an existing area of recreation space may be agreed as being more appropriate than the provision of new space, developers will be expected to make a contribution to the provision or enhancement of recreation space in the catchment area. Through consultation residents and stakeholders have also highlighted the lack of play areas and facilities in the Plan area and the need for improvements to the quality and condition of open space, (Sustainability Appraisal Scoping Report listed at Appendix N and MEL survey report, Appendix I). The draft Open Space Strategy and Action Plan (currently subject to a separate community consultation) states.

'The Compton, Wightwick and Castlecroft areas do not have access to a Park, and also have poor access to amenity open space and provision for children and young people. Tettenhall Upper Green / Lower Green and Penk Rise do not provide the full range of facilities which would be expected for Neighbourhood Parks.'

And

'There is a lack of cricket and rugby pitches in the area and a lack of junior football pitches, meaning that junior clubs have to play on senior pitches. New junior pitches can be created by converting senior pitches and by looking to open up school pitches for community use. There is a need to protect cricket sites and increase the availability of non-turf wickets.'

Improving open spaces will attract more users but will also offer further recreation activities, outdoor education and an improved sense of community.

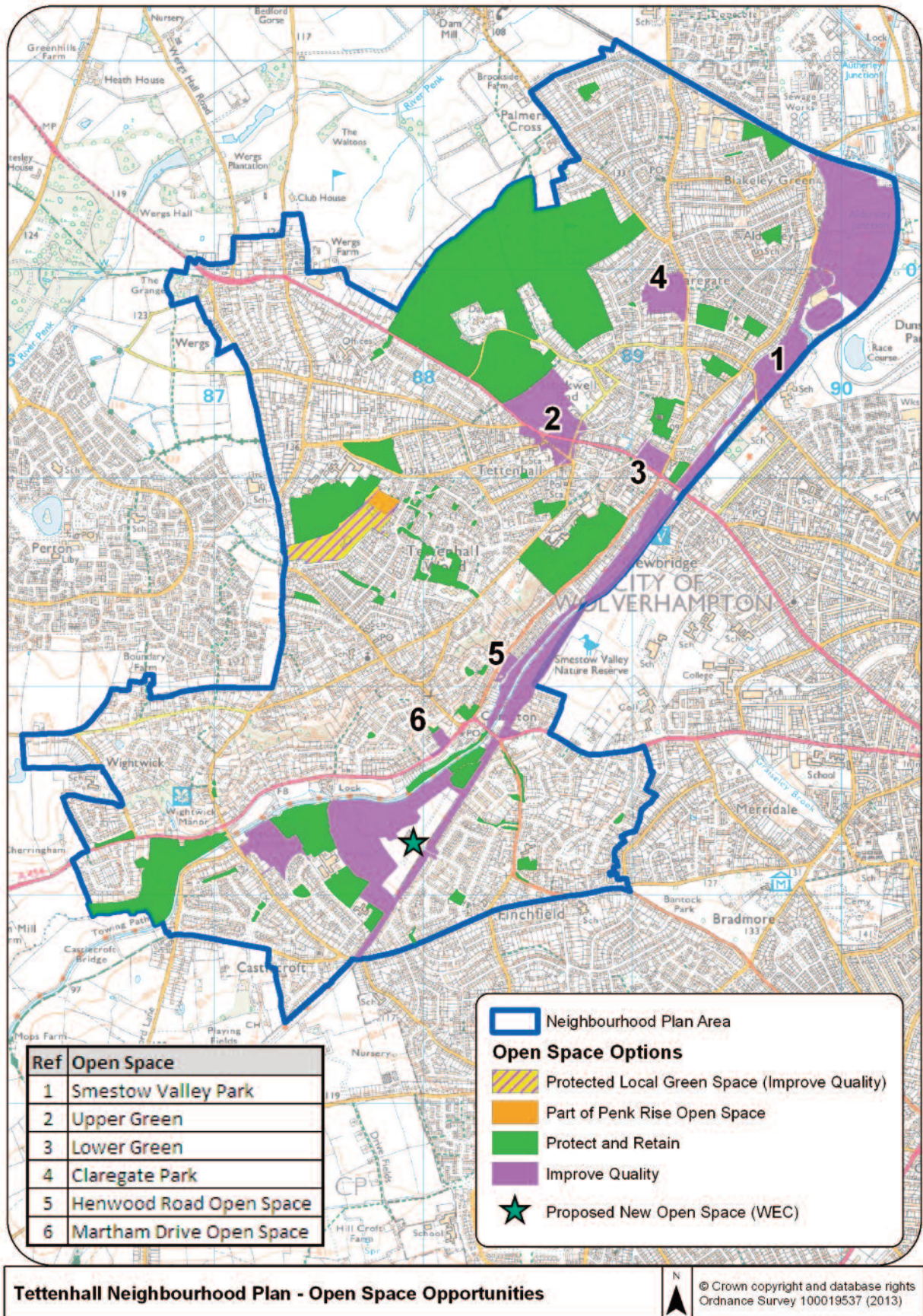


Figure 26 Open Space Opportunities

The draft Open Spaces Action Plan lists potential improvements to the following sites (reflected in this policy):

- Henwood Road Open Space
- Penk Rise
- WEC
- Tettenhall Upper and Lower Greens (minimal in nature)

And also lists the resurfacing of artificial grass pitches at Aldersley Leisure Village.

Allotments Retained and Improved

Policy TNP14 PART B - Allotments

The site specific policy TNP6 recommends the provision of new allotments at the WEC site. Proposals which improve the quality and conditions of allotments will be supported.

Any new development which unavoidably takes away allotment land must ensure that an equal provision is made elsewhere in the Plan area so that overall totals of allotment land are not decreased.

Justification

Allotment gardening provides a wide range of benefits to individuals, communities and the environment. The Neighbourhood Plan area contains 5 allotment sites, covering 7.10 ha, as shown in **figure 27**. There is some variation in quality and condition across the allotment spaces. Investment is welcomed to improve such things as toilet facilities; fencing; paths and composting bays. There is a need to ensure allotment plots are in a usable condition. By ensuring all existing sites are properly maintained it allows people to continue using the facilities and take part in an activity which could lead to a more healthy and active lifestyle. Furthermore keeping allotments could lead to improvements in soil quality and improve the general appearance of the suburban landscape. They can be of historic interest and add to the Local character.

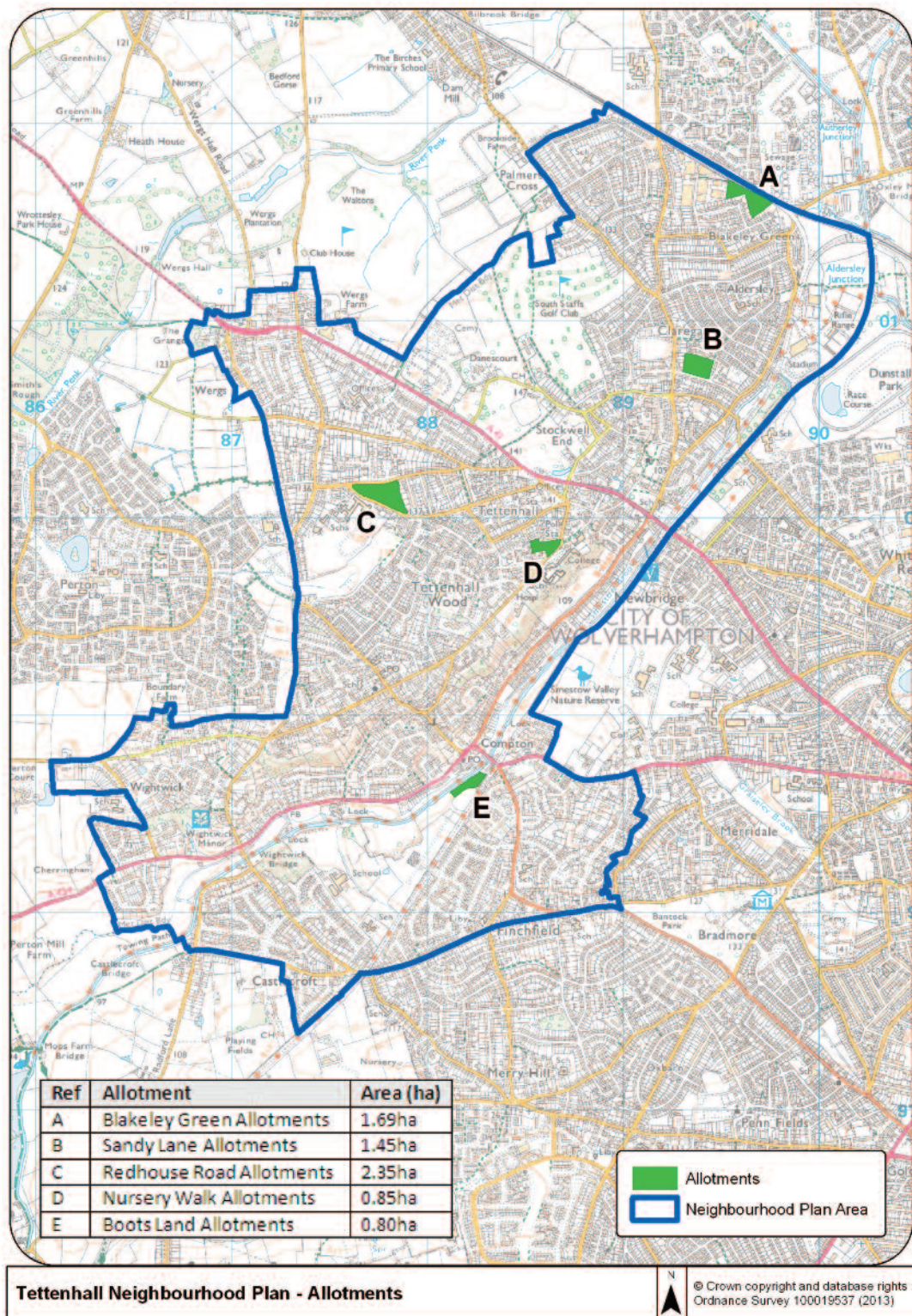


Figure 27 Allotment sites within Plan Area

Demand for allotment plots is high in the Neighbourhood Plan area and most vacancies are quickly filled. Where land becomes available in the Neighbourhood Plan area consideration should be given to use for allotment plots, for example the Wolverhampton Environment Centre.

Policy TNP15 –Trees

Protect Trees

Introduction

Saved UDP Policies N7, The Urban Forest and N8, Tettenhall Ridge Ancient Woodland exist to preserve, enhance and protect trees and woodland across the city. This policy recognises the importance that trees contribute to the character and landscape of the area both within and outside of the designated historic and nature conservation areas and on the formal and informal green and open spaces. As already emphasised in the Nature Conservation Policy TNP14, in the terms of climate change trees are a key element in any urban climate. They improve air quality, reduce temperatures, provide wildlife habitats, reduce dust and the effects of flash flooding besides contributing to biodiversity and being a pleasant amenity for residents with their greenery and shade. They should have maximum protection within the Plan.

Policy Aim

To protect trees and woodland cover

Policy TNP15 Trees

Landscaped schemes for new developments will be supported if landscaping proposals include native species as a first option, or if not appropriate, other species (such as exotics in the more formal landscape settings where there is evidence they were originally planted), which fit in with the character of the local area as detailed in the Character Studies.

Where approved as part of a landscape scheme, trees have to be removed as a result of:

- new development;
- or because of the health of a mature tree;
- or where a mature tree has reached the end of its natural life;
- or lost through wind damage;

Then, within a period of five years from the completion of the landscape scheme, such trees affected shall be replaced by trees of a size and species compatible with the location, on the same site, or if practicable on a suitable site nearby. In the event that a practicable and suitable site nearby is available and proposed as a receptor site, this and the replacement trees shall be subject to agreement with the Local Authority in conjunction with the Neighbourhood Forum (and after the expiry of the Forum, Tettenhall District Community Council) for the Plan area.

The replacement trees shall be planted within 12 months of the removal/loss.

Justification

Of the respondents to the household survey 86% were concerned about the loss of trees on local streets and 87% agreed that if trees have to be cut down they should be replaced by a native or similar species. Trees, canopy cover and ecological networks feature highly in the Character Studies produced in support of this Plan. Existing UDP saved policies go a long way towards protecting trees in the Plan area but it was felt that this Plan should emphasise the importance of native species where appropriate and seek to address concerns about what happens to mature trees which may have to be removed due to their health.

Policy TNP16 - Sustainable Buildings

New Buildings To Meet High Environmental Standards

Introduction

We want new development in our Neighbourhood to have a positive impact on the people who will live, work or visit here; on the local community; and, on the local and global environment.

To achieve this new development should offer safe, accessible and functional layouts both internally and externally that not only reflect the lifestyle of the occupiers today, but also in the future, as far as can reasonably be predicted. Proposals for new build homes will need to meet minimum size criteria and demonstrate how standard furniture would fit into rooms. If, for any reason, the occupier needs to use a wheelchair in the future, the doorways should be wide enough to allow for this. Secure storage for a bike, wheelchair or pushchair and a permanent home for the waste and recycling bins should be built in at the design stage.

For new commercial properties, similar issues should be considered so that people can be encouraged to cycle to work for instance and recycle the office waste. Commercial areas tend to be very quiet at night and can offer the opportunity for wildlife to thrive. Developers should be encouraged to facilitate this by retaining or creating natural boundaries with hedges and trees.

For the local community, new development should be of attractive design and scale that fits in with its surroundings and gives consideration to crime and community safety issues and the existing movements and lifestyles of those living and working close by. The design, construction and future operation of any development should take account of the local environmental landscape and ecology as well as worldwide climate change. New developments will need to be energy efficient with high levels of insulation and make use of renewable energy sources and recycled materials where possible. The integration of sustainable urban drainage systems, where ground conditions allow, will be required to minimise the risk of localised flooding and prevent contamination of the water environment. Composting bins and rainwater butts should be provided as standard and greywater and rainwater recycling will be encouraged. The needs of local wildlife should be addressed and this could be through the provision of batboxes, bird nesting boxes or hedgehog shelters.

Existing Local Plan policies set high design and sustainability standards for development across Wolverhampton. However, in Tettenhall, it is financially viable to push the boundaries in terms of quality sustainable development, particularly in terms of private house-building to ensure that residents move into exemplar homes in the area that they choose to remain in well into their later years.

Policy Aim

To ensure developments in the Tettenhall Neighbourhood Plan area meet higher environmental standards

Policy TNP16 Sustainable Buildings

- Developers should demonstrate at the community consultation stage (see Policy TNP7) how their development will achieve a high level of environmental sustainability in terms of its design, construction and operation. Proposals which seek to achieve low or zero carbon emission schemes and which offer the use of renewable energy sources shall be encouraged.
- Proposals for development shall incorporate SuDs techniques that will reduce flood risk and improve water quality. New development shall increase tree cover and consider the use of green roofs.
- New development should be of high quality, bespoke design, with architectural detailing and boundary treatments which complement the surrounding area in line with Policy TNP12 Historic Environment and Local Character.

Housing

All new build housing should provide each new house with adequate external cycle storage, rainwater butts and compost bins to enable residents to achieve a greener lifestyle. The use of greywater and rainwater recycling facilities will be encouraged.

Justification

The survey carried out by MEL identified that residents were concerned about the environmental impact of new development. 47% of residents said it was extremely important that environmentally friendly materials should be used in the construction of new buildings with a further 39% saying this was important. 50% of residents said that it was extremely important that new properties should have high levels of energy efficiency (38%: important). 59% of residents feel it is extremely important that new developments do not increase the risk of flooding (34%: important).

The Neighbourhood Plan area covers the more affluent parts of the city with a majority of aspirational housing that will be occupied by professional A and B households. It is an area of high value properties where additional investment in environmental measures and space/design standards will not impact so greatly on the financial viability of a development scheme as it does in other parts of the city. As energy costs rise and people learn more about the impact that the built environment and lifestyles has, on both the local biodiversity and global climate change, the aspirational homeowners moving to the Neighbourhood Plan area will be seeking more innovation in their homes that minimises this impact.

Policy TNP17 - Light Pollution

Cut Down Light Pollution

Introduction

The problems and issues associated with the provision of outdoor lighting are becoming more widely recognised as a source of pollution. Obtrusive lighting can be damaging and be both an environmental and intrusive visual nuisance arising predominantly from glare and light spillage. Whilst the importance of artificial lighting for security, pedestrian and traffic safety, in promoting access to sport and recreation and for enhancing historic and architecturally important buildings is recognised, lighting can have a marked impact on the night time scene, significantly changing the character of the locality and altering wildlife and ecological patterns. The key issues that cause the problems in any lighting scheme are the levels of light produced, poor direction, and control causing substantial light spillage and excessive hours of use.

The Neighbourhood Forum have recognised this as an issue given the extent of the nature conservation areas within the Plan boundaries and the visible impact in dark hours of 3 existing local facilities; Aldersley Leisure Village; Dunstall Racecourse and Compton Park which are either within or border the Plan area.

Policy Aim

To provide guidance for external lighting schemes in order to reduce negative impacts whilst potentially saving energy and expense to the developer

Policy TNP17 Light Pollution

Where planning permission is required for an external lighting scheme or where external lighting is required as part of a development proposal, applications will only be supported where:

- the lighting scheme will not exceed that which is required for the satisfactory undertaking of the task involved;
- glare and spillage is minimised through good design, particularly on the edge of residential areas, adjacent to highways, canals, rivers, nature reserves or other environmentally sensitive settings;
- illuminance is appropriate to the surroundings and character of the areas as a whole, taking account of the Historic Landscape Character studies for the Plan area
- the lighting is positioned and directed to minimise the impact on the surroundings
- and there is no significant adverse impact on sites of nature conservation and other sites of biodiversity, such as the canal network, or the general enjoyment of the local night sky.

Applicants are encouraged to submit details of lighting schemes, including light scatter diagrams that will accurately predict the performance of the scheme, as part of the planning application in order to demonstrate that the proposed scheme is appropriate in terms of its purpose in its particular setting.

Consideration should be given by the Planning Authority to apply a condition to any planning approvals to allow the local planning authority to monitor the development and enforce the condition if necessary.

Justification

The Plan aims to minimise potential pollution from glare and spillage to neighbouring properties, roads, nature reserves and countryside.

In all lighting schemes, regardless of purpose and types of equipment used, the factors which contribute to light pollution can be mitigated by a carefully designed scheme. Plus, careful directing of luminaires and the provision of shrouds or control louvres can help to reduce energy costs and thus be mutually beneficial.

If lighting scheme designs are submitted in advance of the application, before any equipment is procured it has the potential to avoid expensive mistakes and also provide planning officers and their specialist consultants, with the necessary details needed when considering the planning application.

7.4 Traffic and Transport

Traffic and Transport have historically played a key part in shaping Tettenhall and continue to make a major impact on residents' lives today.

The draft policies which follow should not be seen as a comprehensive local Traffic Plan: even if we had wanted to, we could not have done this, as many of the traffic issues go far beyond the boundaries of the two Tettenhall Wards, and the Neighbourhood Plan comes with no large capital fund for building the infrastructure people might wish to see. Instead the policies relate, primarily, to how new developments should take traffic and transport into account and actively support the Council's strategic policies on transport, when new developments are being planned.

Key Features of Local Traffic and Transport

High car ownership and the dispersed nature of the settlement, combined with commuter traffic have created a reliance on vehicular transport in the area. A large proportion of local people and businesses rely on the car as their main means of transport, but this leads to problems of sustainability, congestion, parking and pollution. The negative impact of cars on certain streets is particularly high e.g. Aldersley Road.

The road network is dominated by east-west routes radiating out of Wolverhampton City Centre so that a considerable amount of traffic passes through the area. These include recognised trunk roads (A41 and A454) as well as local arteries such as Merridale Road and Hordern Road.

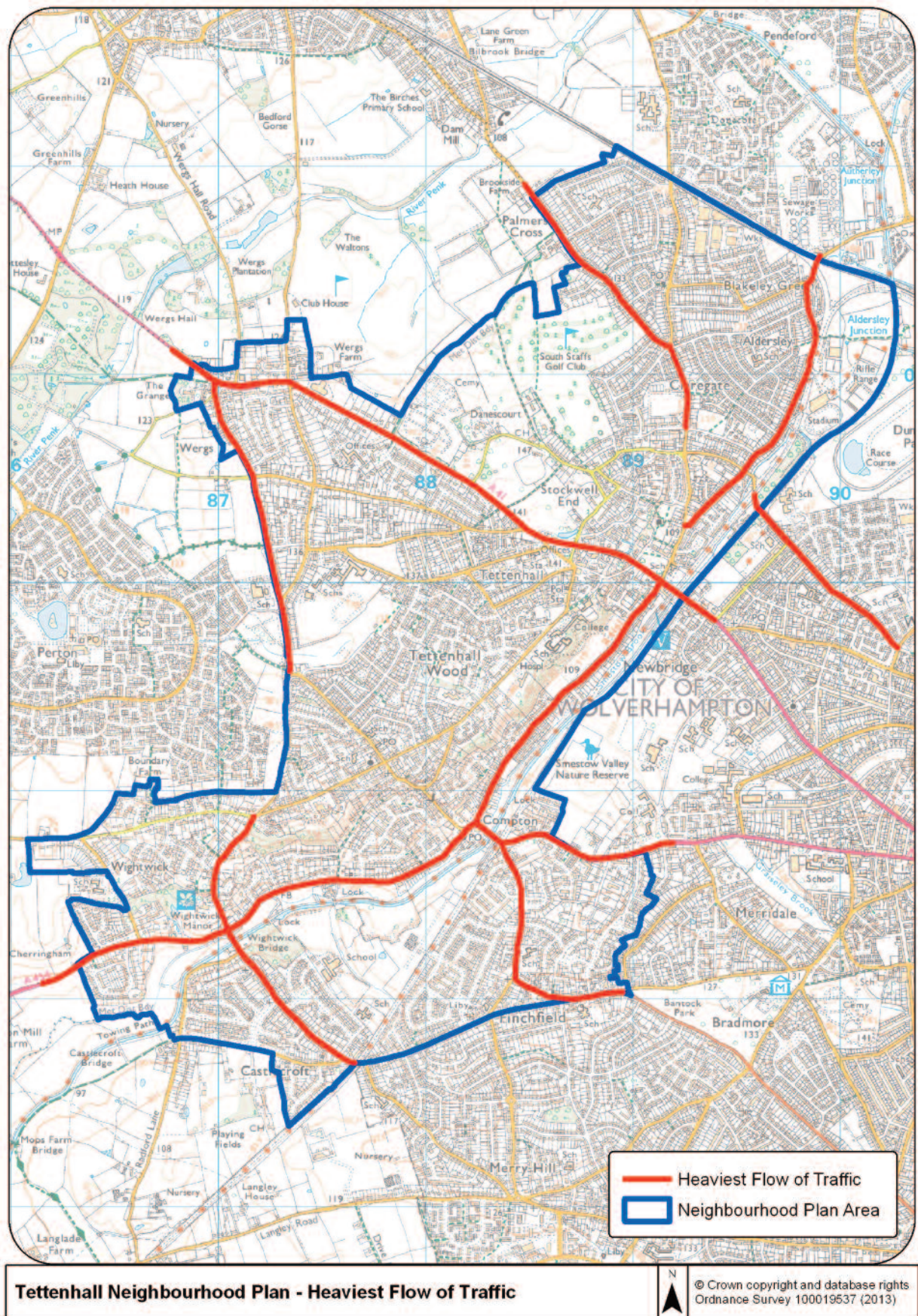


Figure 28 Main routes across the Plan area

There are two main north-south routes facilitate traffic diverting from the main routes to skirt the City Centre namely the Aldersley Road / Lower Street ; Pendeford Avenue/Codsall Road / Henwood Road / Finchfield Hill route and the Yew Tree Lane / Mill Lane / Wightwick Bank / Windmill Lane route. These are local routes which were never intended to carry high volumes of through traffic. Residents are also very concerned about commuter and rat-run type use of minor roads especially on the Plan area's periphery e.g. minor roads to Bilbrook, Codsall, Pattingham, Perton, Trysull.

There are well-used local amenities and services scattered throughout the Plan area, and these help to decrease the required length of journey so reducing the need for residents to drive.

Walking, cycling and public transport could all be relatively easily developed, but for the time being these are likely to only act as partial alternatives to car use.

There is a high level of concern to maintain and improve road safety. Members of the public commented on the random bad driver in their street, but certain places were identified by many people as locations where traffic speeds are often considered to be too high or crossing the road is felt to be unsafe. It was noted that a disproportionately high number of accidents appear to involve pedestrians and cyclists. (Figure 11 in the ITP Transport Report Technical Note 1 at **Appendix G**).

Many local people raised transport issues and expressed a range of views in the consultation stages leading to the creation of the Neighbourhood Plan. Having listened to feedback, certain recurring issues were identified and the MEL survey of 1,000 local homes was used to gain a more precise picture of local people's views. This very thorough survey produced a wealth of data including the following:

General traffic concerns can be ranked as follows:

1. Road safety - 80% of residents
2. Congestion – 73% of residents
3. Car parking – 59% of residents
4. Provision for pedestrians – 46% of residents
5. Public transport accessibility-39% of residents

Particular local problems and solutions were also examined, with support from independent transport consultants:

- The majority (79% of residents surveyed) see congestion at the A41 Rock Junction (Tettenhall Road/Henwood Road) and most (63%) also see the Aldersley Road area as a problem. There is majority (55%) support for a complete rebuild of the A41 Rock Junction, but a substantial minority (37%) oppose the idea. There was no one preferred solution at Aldersley Road.
- Eight out of ten saw promoting walking to school as the top solution to address school congestion; 37% thought that parking restrictions would be useful and 24% thought children should be offered cycle training.

- There were over 370 individual suggestions for locations for new crossings and for measures to tackle speeding traffic. Some particular trouble spots were identified.
- Nearly 4 out of 10 people thought they might use a potential rail service from a local station and would use the service at least once a month.

Independent Professional Advice

The above information and views led on to a report by Integrated Transport Planning (ITP), an independent professional transport consultancy. The main headings which they were asked to consider were as follows:

- Traffic flows
- Locations where speeding is a concern
- Sites for new road crossings
- The Rock Junction
- Congestion in Aldersley Road
- The West Wolverhampton cycle route
- A potential new railway station

They were also asked to provide clear user-friendly mapping of the local traffic and transport issues, informed by local consultation. Their report forms Appendix G to this Plan.

Making Tettenhall a safe and accessible place for everyone

Some underlying principles guided the work on Transport and Traffic issues:

- Local and Professional: We set out to listen to local voices as well as to professional opinions
- We wanted the Plan to not just be a general strategy, but to lead to practical improvements at a number of locally pin-pointed danger spots.
- To promote road safety, both by reacting to where accidents have taken place but also by listening to the community's views on where they think there is risk of an accident occurring and then taking action.
- Not all journeys are necessary – we can reduce the need to travel and the distances covered by having local facilities and supporting home-working.
- Developers should take responsibility for the impact their projects will have on traffic and congestion, by taking action in appropriate locations. The level of impact at specific locations should be appropriately determined for each development.
- Cyclists and pedestrians seem to face greater risks when out and about, but we felt that all forms of transport should be viable and safe in our area. A strong case has been made to cut down risks and provide positive options for pedestrians and cyclists.

- At the time of writing this Plan recent press coverage has focussed on conflicts between cyclists and motorists with each “side” appearing to criticise the other. Pressure on the roads and pavements has undoubtedly increased because of the overall rise in traffic over the last 30 years. In reality, of course, most cyclists are also motorists as well: we felt this was largely a matter of policing and education, and that a balanced approach to all road users is the answer.
- We want to improve local Public Transport services where feasible but recognised that Neighbourhood Planning has only limited potential to improve Public Transport (market forces and regional planning being perhaps more important). The ability to provide public transport is constrained by the commercial nature of the bus network and the limited subsidy.
- Some residents have mentioned the lack of a by-pass to the west of Wolverhampton. Both the BCCS and the UDP make no proposals for a by-pass and so this Plan does not seek to make reference to it in any way. Instead the Plan proposes projects where there is a more realistic chance of its contributing to action taking place.

Links to Strategic Policies

NPPF requirements:

- Promoting sustainable transport
- Promoting healthy communities

Black Country Core Strategy requirements:

- CSP5 – Transport Strategy
- TRAN1 – Priorities for the Development of the Transport Network
- TRAN2 – Managing Transport Impacts of New Development
- TRAN4 – Creating Coherent Networks for Cycling and Walking
- TRAN5 – Influencing the Demand for Travel and Travel Choices

Unitary Development Plan requirements:

- AM4 – Strategic Highway Network
- AM8 – Public Transport
- AM15 – Road Safety and Personal Security
- AM12 – Parking and Servicing Provision

Policies & Transport Projects	Page
TNP18 To Promote Road Safety	93
TNP19 Anti-Congestion Measures	99
TNP20 The Rock Junction (site specific project proposal)	100
TNP21 Aldersley Road (site specific project proposal)	100
TNP22 Adequate and Appropriate Parking Measures	106
TNP23 Walkability	107
TNP24 To promote safe cycling and improve the local cycling infrastructure	111

Policy TNP18 - To promote road safety

Road Safety Measures at Danger Spots

Policy Aim

The Plan's aim will be to promote road safety, both by reacting to where accidents have taken place but also by listening to the community's views on where there are significant ongoing risks and then taking action, where appropriate.

Policy TNP18 To Promote Road Safety

Planning permission will not be granted in the Tettenhall wards for development proposals that are likely to have a significant effect on traffic safety, unless they are accompanied by proposals demonstrating how they impact on road safety; and where relevant the locations identified on figures 30 and 31, comprising safety improvements and proposed 20 mph speed limit zones respectively.

Development proposals shall identify appropriate measures to mitigate adverse effects on highway safety including, as appropriate, the site specific improvements identified in figure 29.

Any road safety measures should have due regard for the character of the surrounding area as defined in the Character Studies at **Appendix F** to this Plan.

Figure 29 Site Specific Road Safety Improvement Requirements

Road Safety	Site Specific Requirements (There may be alternative ways of achieving the same outcomes for these improvements, which would be considered by the Neighbourhood Forum at the relevant time)		
Identified Issue	No'	Location	Suggested Measure(s)
Crossing the road safely	1.	Pendeford Avenue <i>(near to local shops and bus stops)</i>	(1) Crossing (Zebra or signals to be decided) to north of shops near south-bound bus stop (2) Refuge to south of shops
	2.	Codsall Road by Claregate Park <i>(next to well-used local park, public house, bus stops and planned new convenience store. This site was also identified as a place where traffic speeds are often too high.)</i>	(1) Refuge just south of junction with Lothian Road / Sandy Lane near south entrance to the Park. (2) Crossing (Zebra or signals to be decided) by north entrance to Park and children's playground
	3.	Tettenhall Wood: School Road <i>(by Infant School, bus stops and local shops)</i>	Zebra crossing on School Road opposite Tanfield Close
	4.	Tettenhall Wood: Church Road / School Road / Mount Road / Wood Road Junction <i>(near churches, community centre, bus stops and Infant Schools)</i>	Either (1) Introduce pedestrian controlled phase at crossing Or (2) leave as is
	5.	Wightwick: Bridgnorth Road / Windmill Lane / Wightwick Bank <i>(Route to Secondary School, Church and health and community centre, Wightwick National Trust and local walking amenities)</i>	Either (1) minor improvements such as drop kerbs or additionally (2) install pedestrian controlled phase at crossing
	6.	Castlecroft Road near Bhylls Lane junction <i>(Next to shops and access to Smestow Valley; route to schools)</i>	Refuge: Further planning required to pin-point exact location

Identified Issue	No'	Location	Suggested Measure(s)
	7.	Finchfield Hill: central section <i>(route to schools and shops, near bus stops and public house)</i>	1) Either Zebra Crossing or refuge close to White Oak Drive 2) Either Zebra Crossing or refuge between Westacres Pub and Parklands
	8.	Henwood Road <i>(pavement is presently lacking at bus stops; also near to youth centre, play park, popular walks in Smestow Valley and shops at Compton)</i>	1) construct footway in vicinity of bus stops 2) Provide refuge or zebra crossing or signal controlled crossing near Henwood Close
Roads where Traffic Speed is too high	9.	Yew Tree Lane <i>(6.7 m wide carriageway, relatively straight and conducive to high speeds in residential area close to schools)</i>	Install on-road cycle ways as a way of narrowing carriageway and reducing vehicle speeds will also contribute to safer cycling. Also consider pedestrian refuge islands and temporary speed display signs.
	10.	Codsall Road north <i>(North of Blackburn Avenue Roundabout the carriageway is 8m wide and conducive to higher speeds than are safe in a residential area and on a route to school.)</i>	Install on-road cycle ways as a way of narrowing carriageway and reducing vehicle speeds; will also contribute to safer cycling. Also consider pedestrian refuge islands and temporary speed display signs.
	11.	Compton Road <i>(from Alpine Way to Compton Drive)</i>	Concerns have been raised about vehicle speeds, access from side roads and safe pedestrian and cycle access to nearby Secondary Schools. Investigation and consultation into appropriate solutions is needed.

Identified Issue	No'	Location	Suggested Measure(s)
	12.	Tettenhall: Wood Road <i>(Straight road lacking pavement on one side give impression of little pedestrian activity which all contribute to higher vehicle speeds; at 6m this is too narrow for on-road cycle lanes)</i>	Consider introducing speed cushions or temporary speed display signs
	13.	Henwood Road <i>(relatively straight 7.3m wide road conducive to higher speeds than are safe in a residential area; no pavements on one side for long stretches; near to amenities at Compton)</i>	Install on-road cycle ways as a way of narrowing carriageway and reducing vehicle speeds will also contribute to safer cycling. Also consider pedestrian refuge islands, footway on western side and temporary speed display signs.

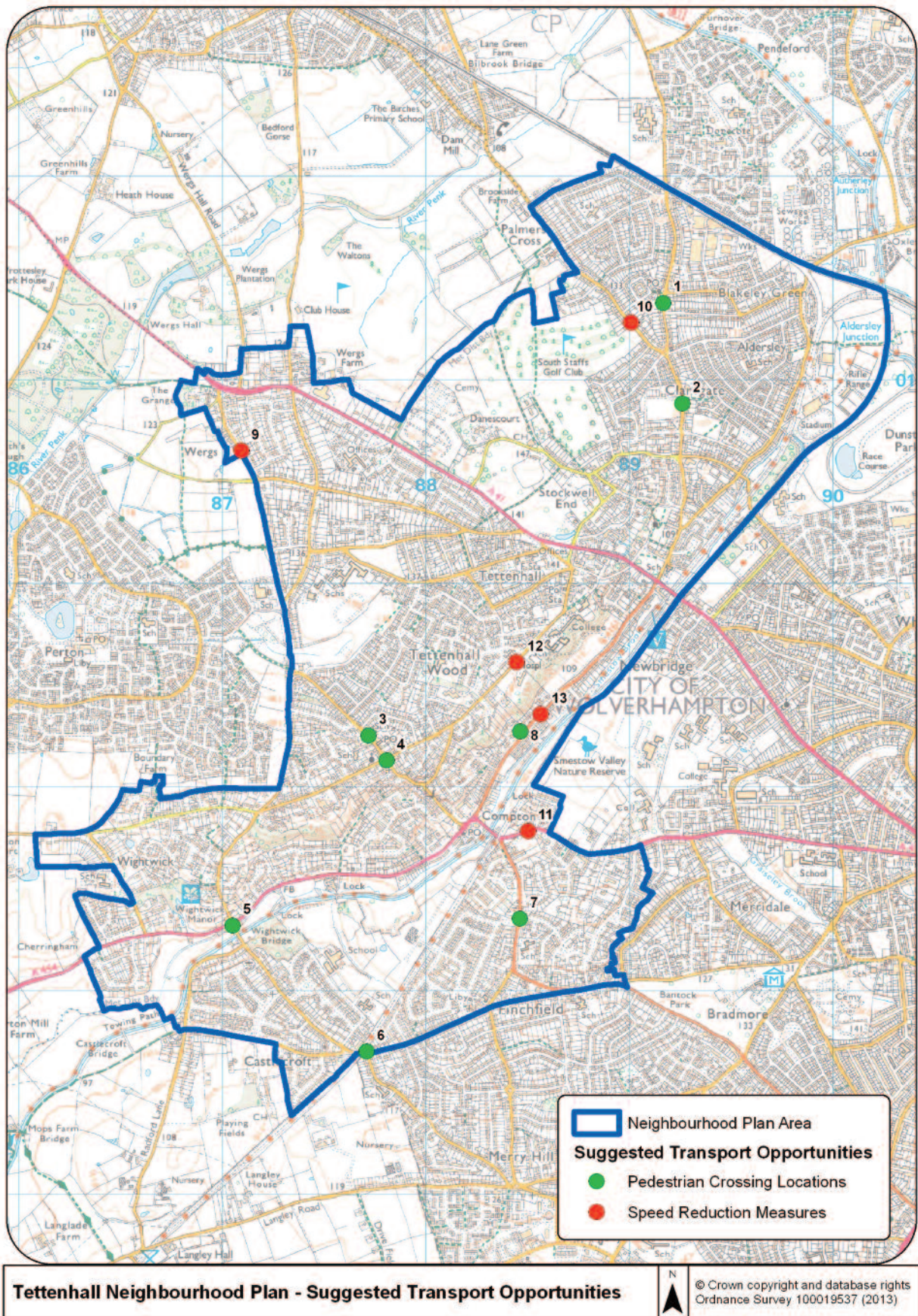
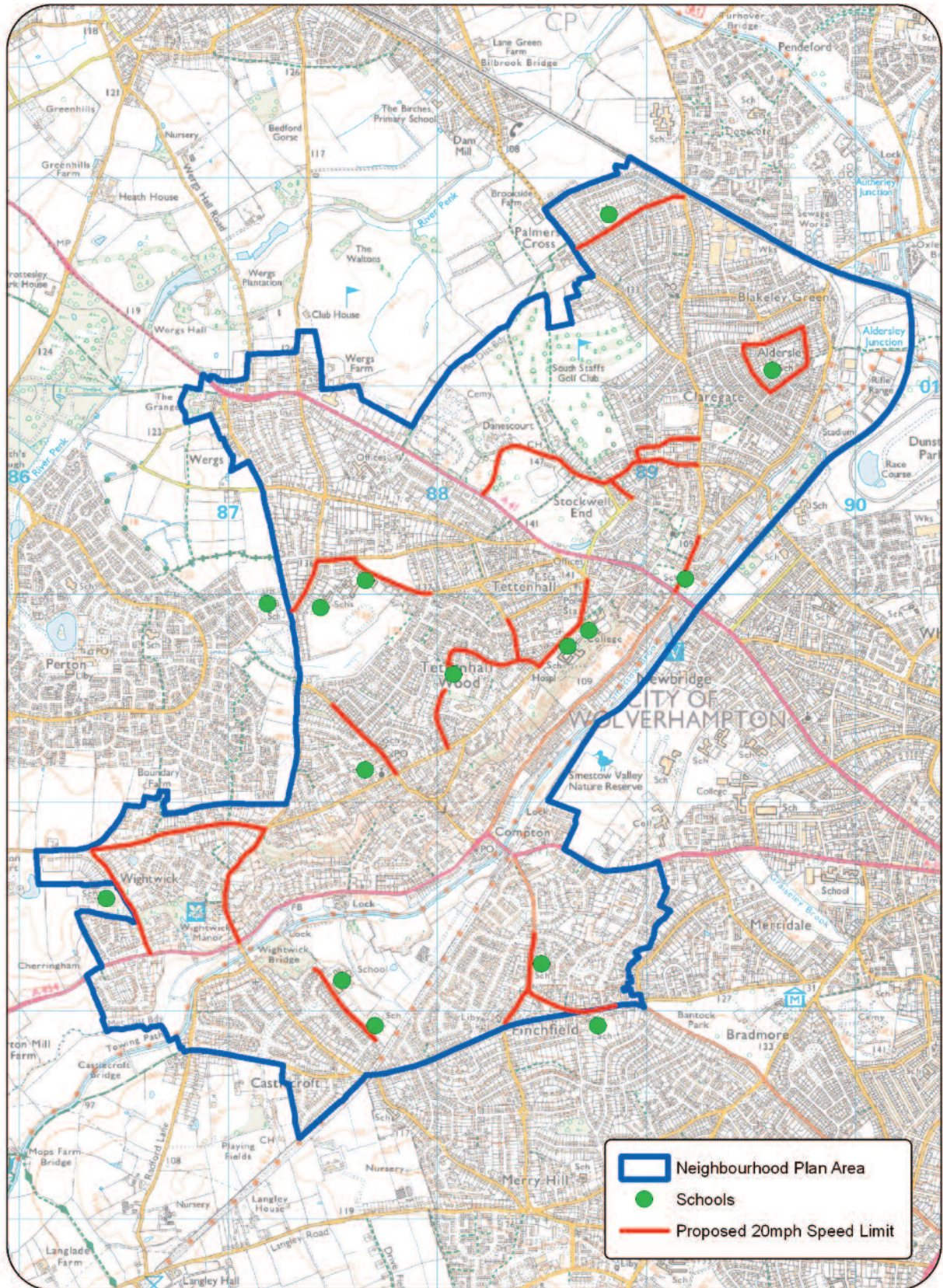


Figure 30 Locations of suggested road safety improvements

Figure 31 Map of recommended 20 mph zones



Tetterhall Neighbourhood Plan - Proposed 20mph Speed Limit Zones © Crown copyright and database rights Ordnance Survey 100019537 (2013)

Justification

Road safety is seen as an issue by a very large majority of local residents, and many suggestions were put forward for practical improvements. A great many different locations were identified by local people but certain locations were nominated much more frequently by the community and these have been followed up for further consideration.

Some such sites were rejected as not feasible. Others were visited by independent professional advisers, accident data was also analysed and ITP supported the locations where site specific measures are detailed within this Plan.

From the evidence it emerges that cyclists and pedestrians represent a disproportionate number of casualties. (Figure 11 in the ITP Transport Report Technical Note 1 at Appendix G).

See chart **figure 29** and map **figure 30** for location specific recommendations. The locations in this table are based on known issues and others which are considered likely to need addressing during the life of the Plan.

Policy TNP19 - Anti-Congestion Measures

Limiting Congestion From New Developments

Policy Aim

To reduce congestion in the local area, and ensure new developments do not increase congestion

Policy TNP19 Anti-Congestion Measures

Planning permission shall not be granted for development which is likely to exacerbate congestion on the highway network. If development is likely to lead to increased traffic flows or congestion, then developers must take proportionate steps to mitigate the problems identified. Such mitigation may include the flexible use of traffic signals timing and new technologies to improve the flow of traffic at junctions, whilst considering the needs of pedestrians and cyclists.

In order to reduce travel demand by car, no residential development of 10 dwellings or more, or employment development of more than 500m sq. shall commence prior to the developer entering into a Green Travel Plan to provide measures to enhance accessibility for pedestrians, cyclists and promote public transport to local amenities and community facilities; to reduce the propensity for local residents to use private cars for local trips and include proportionate enforcement controls.

Planning permission for development on school sites which is likely to increase traffic levels within the Plan area shall not be permitted prior to the developer entering into a School Travel Plan designed to enhance accessibility for pedestrians, cyclists and promote public transport, whilst reducing the propensity for school trips by private cars and to include appropriate enforcement measures.

Development proposals shall contribute towards the implementation of the mitigation measures identified within the Plan at figure 29, through s106 agreements, s278 agreements under the Highways Act 1980 and through the Community Infrastructure levy as appropriate.

The following locations have known issues or are considered likely to need addressing during the life of the Plan.

Transport Project TNP20 - The Rock Junction (Site Specific Proposal)

Planning permission for development which is likely to increase traffic congestion at the Rock Junction shall be refused unless appropriate contributions are made towards measures by WCC Highways Department to monitor traffic flows, maximise traffic capacity and, if appropriate, implement improvement measures such as altering signal timing and measures to increase the capacity and efficiency of the junction.

Transport Project TNP21 - Aldersley Road (narrow section between Sandy Lane and Burland Avenue) (Site Specific Proposal)

Planning permission for development which is likely to increase traffic congestion on Aldersley Road shall be refused unless appropriate contributions are made towards:

- 1) investigating the viability of reconfiguring the road by improving through-flow of traffic and pedestrian access and:
- 2) an assessment to transfer on-street parking to the field between Sandy Lane and Burland Avenue. Any such investigation must take account of the fields' Protected Open Space status, its landscape biodiversity quality and its proximity to a geological site. Proposals to implement a parking scheme on this site shall include the use of permeable, sustainable materials to enhance the green space and mitigate the risk of localised flooding.

Local residents must be consulted with the results of each stage by the Neighbourhood Forum or Tettenhall District Community Council.

Rock Junction – No Magic Answer

Aldersley Road- Investigate Further Options



Figure 32 Vehicular Traffic Flows at the Rock Junction 25th February 2012 (TNP20)

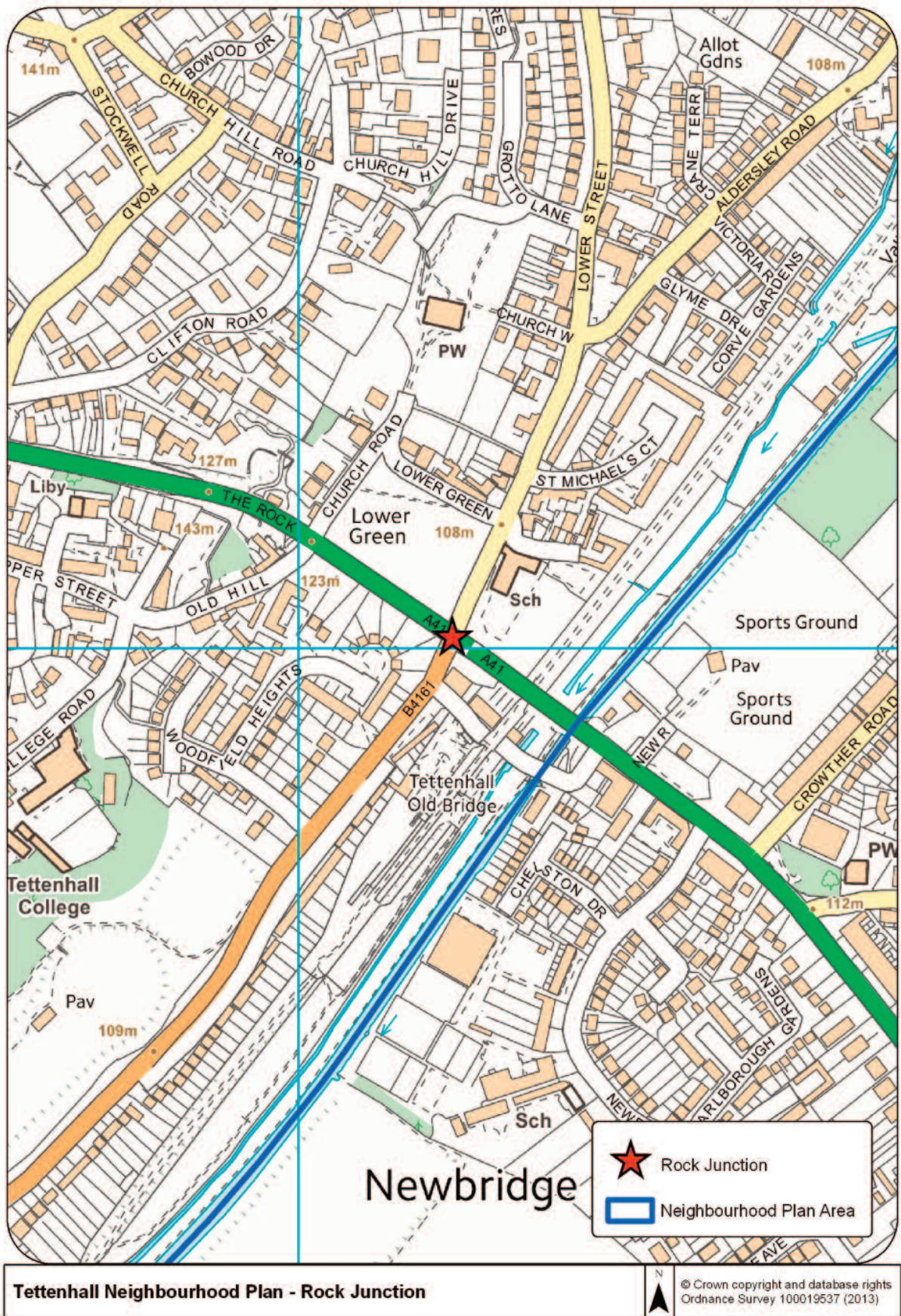
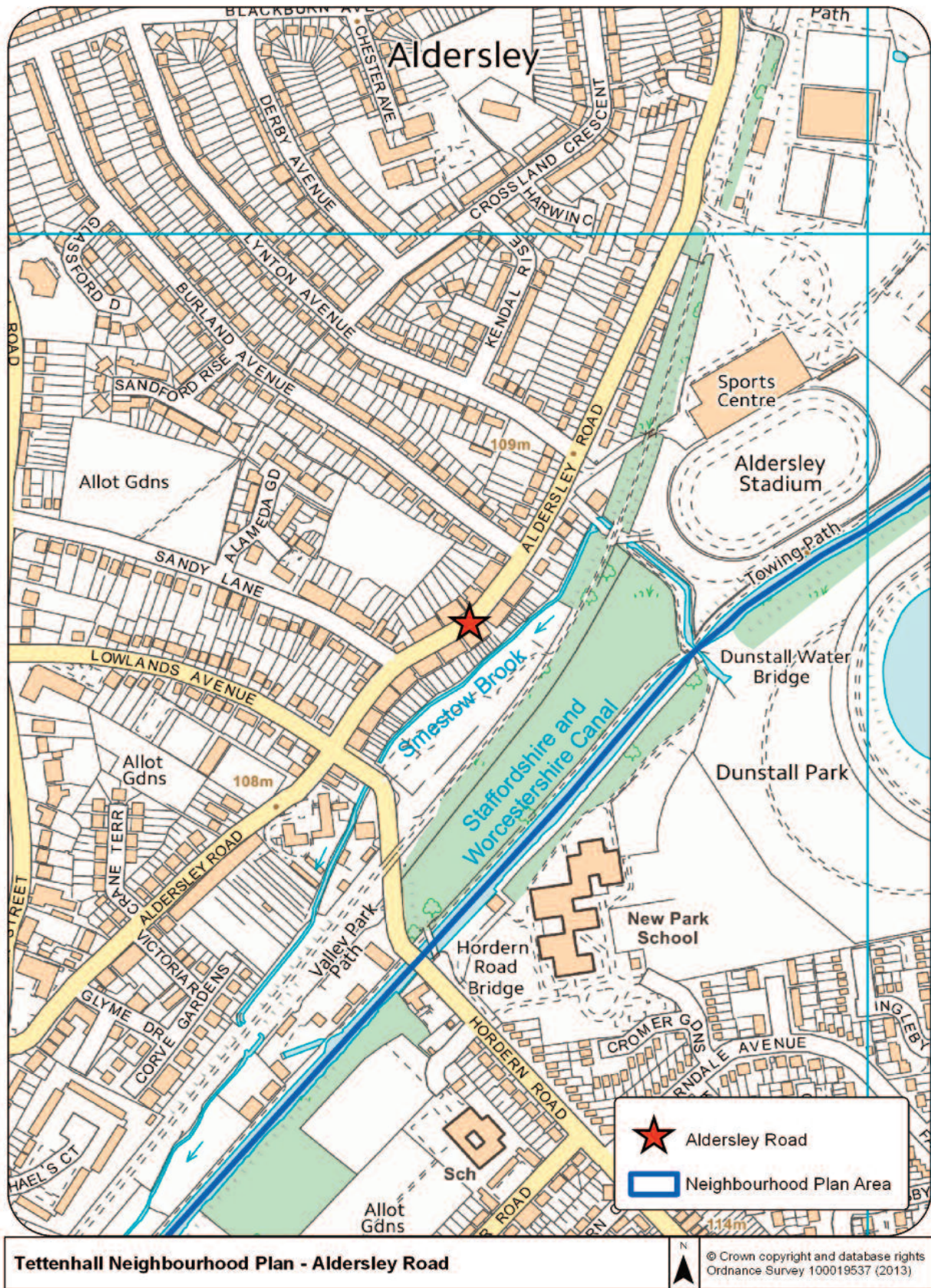


Figure 33 Location of the Rock Junction



Figures 34 Aldersley Road (TNP21)

Figure 35 Location of Aldersley Road (TNP21)



Justification

Local congestion is seen as a problem by the large majority of local residents: it causes economic problems in terms of wasted time, health problems as a result of extra air pollution, and is generally detrimental to environmental and community well-being. Much of the local traffic consists of commuters and others passing through the area, about which the Neighbourhood Plan can do relatively little as there are no accompanying resources for major works. However some measures can and should be taken at the local level.

Congestion may be further exacerbated by proposed new housing developments or changes to road systems outside the Plan area and the impact of any new developments on the Plan area needs to be factored into Planning decisions.

ITP were asked to investigate the potential impact of new residential developments located in Perton, Codsall and Bilbrook on roads within the Plan boundary, following the production of the South Staffordshire Council SHLAA. The report at Appendix G suggests that the biggest impact on existing traffic flows will be from the Perton and Codsall developments with predicted increases along the A41 by 11% (am peak period) and 8% (pm peak period). New developments should not be looked at in isolation, but for their potential combined impact, and consideration given to the potential redistribution of traffic from the main roads (e.g. A41) on to minor roads (e.g. Hordern Road and Lowlands Ave) to avoid increased congestion on the A41. This Neighbourhood Plan cannot include policy proposals for development outside of the Plan area. During the pre-submission consultation South Staffordshire District Council have provided assurances that through their planning processes they will take the necessary steps to ensure that any development proposed in their Plans does not have detrimental effect on surrounding areas, and where necessary implement mitigation measures as appropriate.

While certain through routes are clearly identified and designed for high levels of traffic (e.g. the A41 and A454) other through routes are poorly suited to high volumes of traffic. In the past routes into the City Centre have been generally prioritised whilst north-south routes across the area.

Although there is widespread congestion at peak times, particular issues were raised by local people in connection with (1) the Rock Junction, and (2) the narrow section of Aldersley Road (road design, air pollution, quality of life, public transport and emergency vehicle access). At the Rock there are long queues and the historic design of the junction affords limited room on the embankments for road widening. Any major improvement would require a complete rebuild costing millions of pounds, re-landscaping and the felling of mature trees. At Aldersley road we examined two options (1) involving putting in traffic lights, and (2) changing the bus routes: we felt that neither of these would work; but that a third option - moving some on-street parking to part of the field behind Sandy Lane would be worth investigating further.

It was especially noted that congestion is worse during school term time and that schools and parents could play a part in solving the problems. TDCC will enter into discussions with local schools, and schools which border the Plan area, to encourage a more flexible approach to school hours to reduce congestion. TDCC will continue and will encourage the City Council to work with local

schools to develop and implement Travel Plans. See related maps for more information about school related congestion contained within the ITP Report at Appendix G.

The Plan does not generally support blocking through traffic in certain areas or streets as this might disadvantage other areas which would pick up the displaced traffic. Shorter routes mean fewer miles travelled overall. However some routes are so narrow or problematic that through traffic ought to be discouraged, if not blocked altogether.

Policy TNP22 – Adequate and appropriate parking measures

Measures To Improve Parking

Policy Aim

To reduce the impact of inappropriate parking in the local area on character and accessibility, by ensuring appropriate provision and by reducing the overall demand for parking in all current and new developments.

Policy TNP22 Adequate and Appropriate Parking Measures

Subject to the provisions and parking standards in saved UDP Policy AM12, all new developments should provide adequate parking for the needs of its residents with regard to relevant factors including design, local character, car ownership levels and available public transport provision.

Subject to the provisions and parking standards in saved UDP Policy AM12, there is a presumption against the loss of garages where sites are being redeveloped unless it can be demonstrated that there will be no significant impact on parking in the area or that other adequate provision for the parking of vehicles is provided on site but not on public roads.

Justification

Although there is a high demand for parking, in particular at local centres as well as around schools, and a practical parking environment is important to support local businesses, the land use planning system, unless related to development proposals, is unable to be used to solve existing parking problems. In general, the housing supply has adequate parking incorporated within driveways and garages however narrow roads and overcapacity do lead to parking on verges or pavements in some areas. Parking in inappropriate locations leads to difficult access by vehicles and pedestrians and detracts from the character of the local area. The pressure for new development also threatens the local streetscape and parking must be considered an integral, sustainable and necessary part of all new development. However, the Plan acknowledges that its policies must accord with the adopted development plan policies and the extent to which parking policy can be altered will be constrained by such policy.

Local businesses must also be considered and where development proposals are being prepared appropriate parking must be available to continue attracting customers to the area, but it is acknowledged that proposals must comply with the controls in UDP Policy AM12.

Policy TNP23 - 'Walkability'

20 mph near Schools and On Roads With No Pavements

Policy Aim

To improve the overall 'walkability' of the area by making all parts of the area reasonably and safely accessible on foot and for people with mobility difficulties.

Policy TNP23 Walkability Part A general

In the Tettenhall wards all significant proposals for development being for 10 dwellings or more, or greater than 500m sq. of employment development shall, for reasons of promoting sustainable development in the wards of Tettenhall, be expected to contribute towards the general and site specific walkability measures, directly related to such proposals.

The walkability measures shall comprise:

- Provision of adequate crossing points (pelican crossing, puffin crossing, zebra crossing, refuges etc) throughout the district in particular across major roads such as Tettenhall Road, Henwood Road or Aldersley Road, Pendeford Avenue, and also in particular at centres such as near shops, schools, residential homes, parks and other prime locations, (see figure 29 in Policy TNP20).
- Provision of 20 mph speed limits in the vicinity of schools to improve safety of children travelling to school on foot. Recommended 20 mph zones around schools are shown in figure 31 on page 94. Operating times of the speed limits will be investigated further at the point of implementation for each site.
- Waiting times for pedestrians at crossings should be revised to reduce the time it takes for the lights to change in locations where a delay is of no benefit or consequence to traffic.
- Roads which lack pavements must be investigated and solutions provided whereby pedestrians, wheelchair users and vehicles, including bicycles, are equally safe on the road. For example through road markings, street lighting, or convex mirrors. In addition, further development should avoid creating roads without pavements, unless specifically designed for safety and to slow traffic.

- On narrow roads without pavements, if it is not feasible or desirable due to local character, to install a proper footway on at least one side, by building adjacent paths or highway markings or else by implementing speed reduction measures such as 20 mph limits.

PART B Site Specific

Direct access should be provided for pedestrians and wheelchair users, in particular where the route is currently either risky or circuitous. Footpath infrastructure improvements should be provided in the following locations (Shown on map figure 36) subject to further feasibility studies and consultation with residents and land owners and in ways which suit the character of the site:

1. Between Castlecroft Road and the Old Railway Path by improving the access down from the bridge on to the path;
2. Between the Bridgnorth Road/Windmill Lane at Wightwick and the canal to improve access to the towpath on the east side of Windmill Lane;
3. Between Henwood Road/College View Road and the old railway near Meccano bridge to upgrade the link path;
4. Between Meadow View (old bridge side) and the Old Railway Path to make a more convenient and direct access between the two sections of Meadow View;
5. Between the Wightwick Mill Lock and Bridgnorth Road to allow pedestrian access on to the towpath from the road and to create a better network of paths (road safety issues will need to be investigated);
6. Between Aldersley Road and the south entrance to Aldersley Stadium by upgrading the old lane under the old railway bridge;
7. Between Aldersley Road and Dunstall Water Bridge by upgrading and addressing drainage problems;
8. Between Woodfield Heights and College Road by upgrading the steps to make them safer.

Continuous and walkable routes along existing corridors should be enhanced and promoted, such as the Staffordshire and Worcester Canal and the South Staffordshire Railway Walk. Access to these routes should also be improved at local nodes to provide adequate entrances and exits. In addition, the creation of new walkable routes should be investigated.

The use of developer contributions for waterways and canal towpath improvements where appropriate, would be supported where it does not conflict with other infrastructure improvements identified in this Plan.

Justification

Providing adequate, safe and accessible pedestrian routes for all members of society would help to improve the overall sustainability of Tetterhall district. The 'walkability' (i.e. how easy it is to walk around) of the area is generally good, but currently 46% of local residents consider there to be a lack of provision for pedestrians. This is caused by segmentation of the area by major road axes and a distinct local characteristic where a number of roads lack pavements. The demographics of the area, with a high proportion of young families and elderly people, mean, in general, residents are less mobile, and local people are more affected by problems in the pedestrian network. Through consultation residents have also highlighted the need for improvements to the quality and condition of open spaces and one clear area of concern focuses on the pedestrian access and paths of the Staffordshire and Worcestershire canal where 80% of residents support these improvements.

Consultation and information from local police and other enforcement professionals has highlighted the particular transportation issues around schools which could be alleviated by enhanced pedestrian networks. Active travel as part of everyday life is a good way of improving health and reducing obesity, which is a significant issue for the city as a whole. In addition to sustainability benefits, other advantages of people walking can be seen in improvements to road safety, reduced parking demand and reduced congestion.

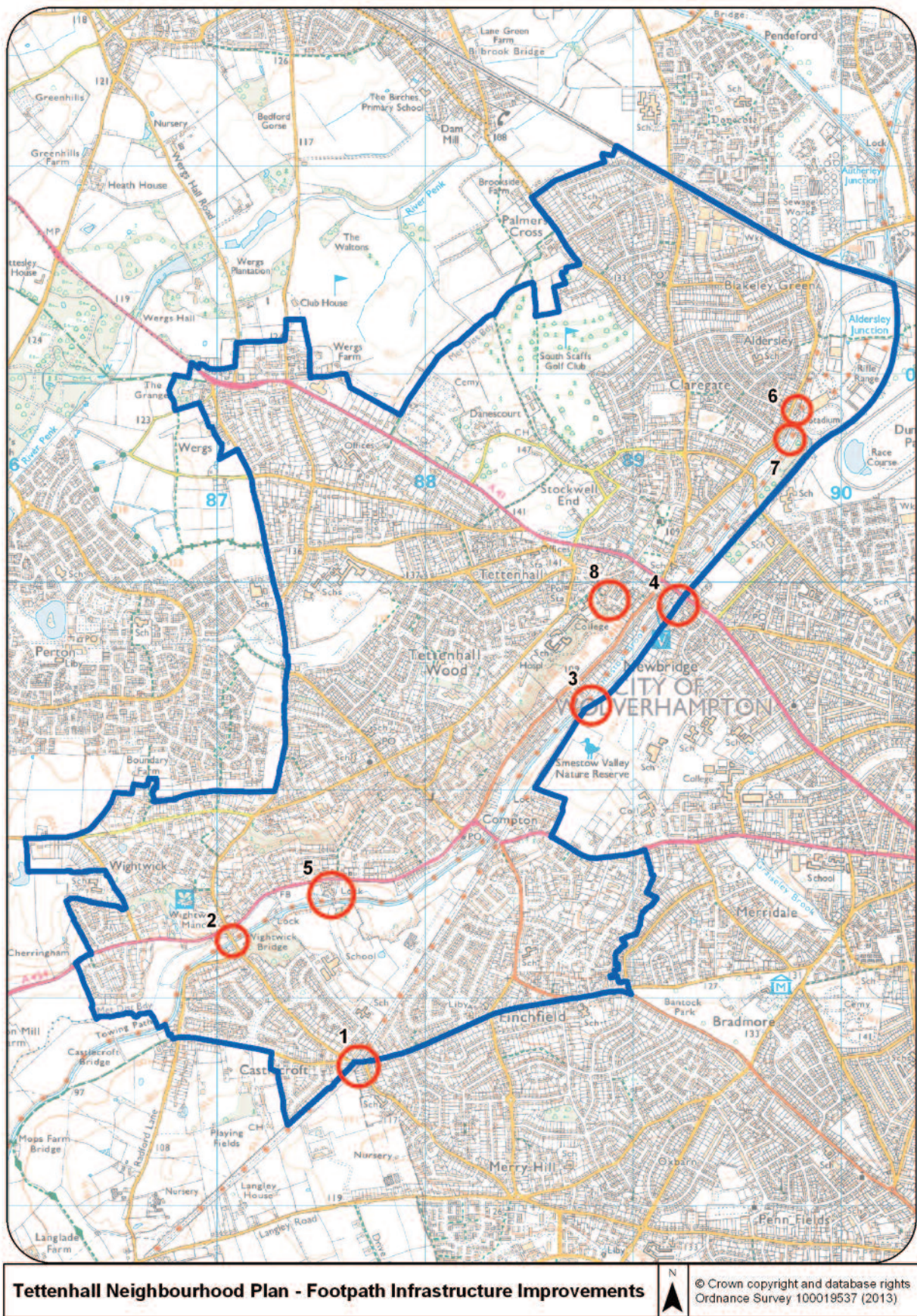


Figure 36 Footpath Infrastructure Requirements

- 1 Between Castlecroft Road and the Old Railway Path
- 2 Between the Bridgnorth Road/Windmill Land at Wightwick
- 3 Between Henwood Road/College View Road and the old railway
- 4 Between Meadow View and the Old Railway Path
- 5 Between the Wightwick Mill Lock and Bridgnorth Road
- 6 Between Aldersley Road and the south entrance to Aldersley Stadium
- 7 Between Aldersley Road and Dunstall Water Bridge
- 8 Between Woodfield Heights and College Road

Policy TNP24 - To promote safe cycling and improve the local cycling infrastructure



Policy Aim

To plan and improve cycling infrastructure and information so that cycling in the Area is as safe and convenient as travelling by car.

Policy TNP24 To promote safe cycling and improve the local cycling infrastructure

Development proposals for significant new development (10 or more dwellings) in the Plan area shall demonstrate how it contributes to improving the traffic free route, (using the canal and the old railway path), across western Wolverhampton or other cycle path spurs which connect this route and national cycle route 81 (see **figure 38**) or to local amenities such as Aldersley High School or Aldersley Stadium.

Development proposals for significant new development (comprising 10 or more dwellings or 500m sq. employment development) in the Plan area shall contribute to improved road safety measures to improve educations and information about cycle routes and safety and cycle parking.

Site Specific Proposals are listed in **figure 37** below and are shown on the map **figure 38**.

Figure 37 Cycle infrastructure improvements

The locations in this table are based on known issues and others which are considered likely to need addressing during the life of the Plan.

No'	Location	Safe Cycling recommendation
1.	Castlecroft Road to Tettenhall Old Station <i>along the old railway</i>	Improve existing infrastructure including path surfaces and all-ability access to create an all-weather path suitable for pedestrians, wheelchair users, buggies and cyclists forming a West Wolverhampton traffic free route (south section). Measures to consider include better access at Castlecroft Road, Compton Road, Alpine Way and College Close, and a link to Smestow School.
2.	Old Bridge to Oxley Moor Road	Improve existing infrastructure including all-weather path surfaces and all-ability access to create a path suitable for pedestrians, wheelchair users, buggies and cyclists forming a West Wolverhampton traffic free route (north section). Measures to consider include better access at Meadow View and Dunstall Water Bridge / Aldersley Road. N.b. The Canal and towpath are owned by Canal & River Trust.
3.	Aldersley Road / Stadium	General upgrade for pedestrians, wheelchair users and cyclists of the old lane under the old railway at south end of the stadium.
4.	A41 Embankment and Cutting west of the Rock Junction	Insert on-road cycle lane(s) on the A41 to help create a connection between Upper and Lower Tettenhall and other cycle routes at the point where the gradient is more gentle but traffic is heavy. If space is too restricted then a single up-hill cycle lane would still be of benefit.
5.	Wrottesley Road	Signage and cycle friendly infrastructure in keeping with area's character – a cycle route but not a cycle lane.

No'	Location	Combined anti-speeding and cycling safety measures
6.	Codsall Road North	Introduce on-road cycle lanes to narrow the carriageway, slow vehicle speeds and improve cycle safety. Improve access to Windermere Road.
7.	Henwood Road	Introduce on-road cycle lanes to narrow the carriageway, slow vehicle speeds and improve cycle safety. See also access to bus stops T5a.
8.	Yew Tree Lane	Introduce on-road cycle lanes to narrow the carriageway, slow vehicle speeds and improve cycle safety. Improve access to Perton Middle School.
9.	Compton Road <i>(from Alpine Way to Compton Drive)</i>	Concerns have been raised about vehicle speeds, access from side roads and safe pedestrian and cycle access to nearby Secondary Schools. Investigation and consultation into appropriate solutions is needed.

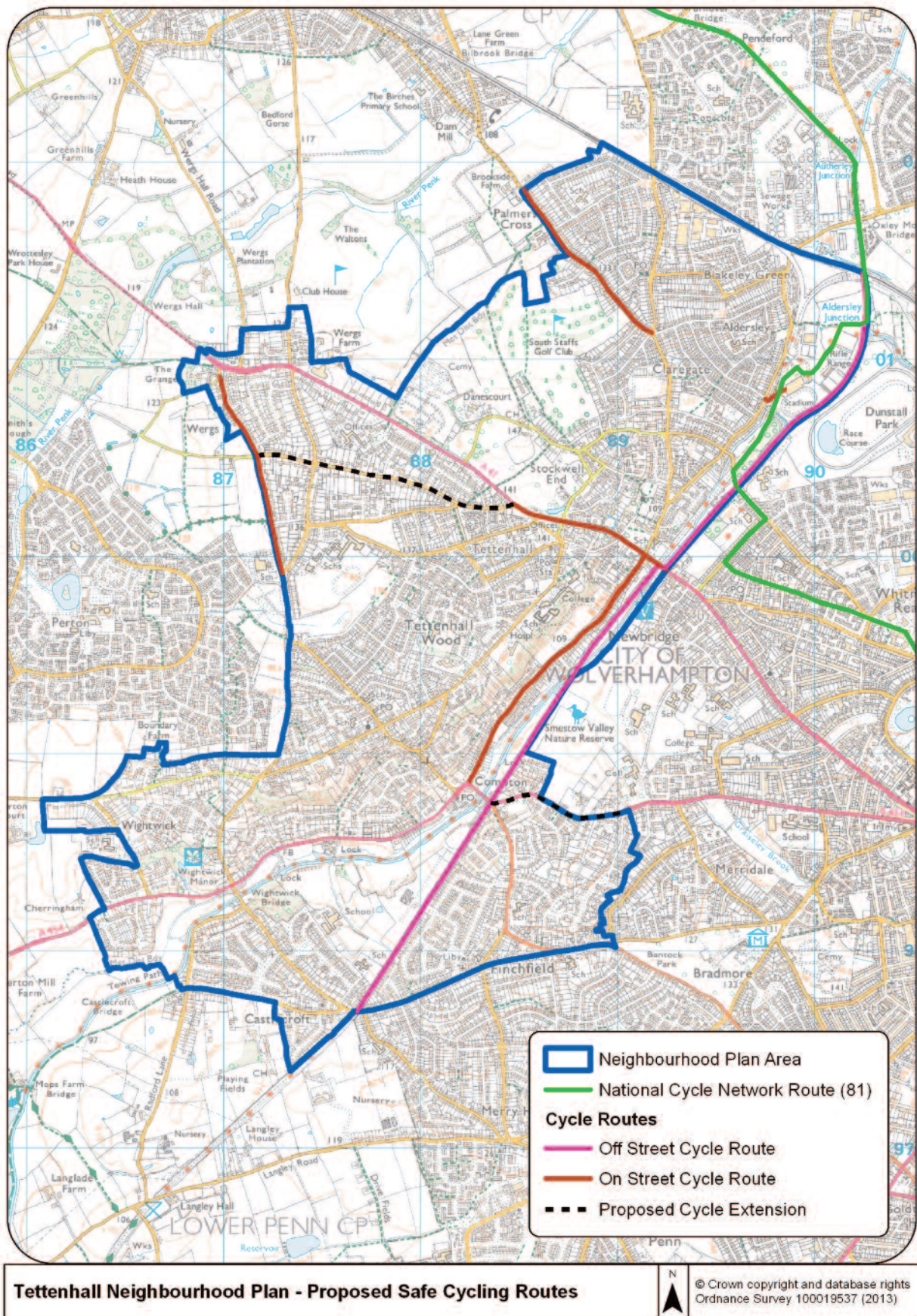


Figure 38 Proposed Cycle Infrastructure Improvements including National Cycle Route 81

Justification

The proportion of people cycling in the Plan Area is quite low and other towns achieve much higher cycling rates. Overall cycling levels could be increased locally with benefits to health, congestion, parking, air quality, carbon emissions and journey times.

At the time of writing this Plan there are instances of cycling on pavements, and, at times, of motorcycles using paths – but this latter issue may be mostly a matter of public education and policing not planning. Better infrastructure could help address the problem by resolving conflict between road users.

As shown in the ITP report, there is a disproportionate risk of cyclists being injured in accidents, again better amenities and greater awareness would help. Although it is not a Neighbourhood Planning issue it is worth noting that there was strong support for promoting the continued teaching in schools of safe cycling, and promoting cycle access to schools within the area and beyond (e.g. in St Peters, St Edmunds and Wolverhampton Girl's High which all fall just outside the Plan boundary).

ITP proposed On-road Cycle Routes as a means of reducing vehicle speeding locally where this happens on wider straighter roads – the road narrowing tends to reduce speeds. The Steering Group were not in favour of doing this simply to reduce speed levels unless there was also a real benefit to cycling; we did not want to see “visual clutter” on the roads. In the end we felt there were a few routes where the benefits outweighed the disadvantages.

Recent improvements to the Staffordshire and Worcestershire Canal Towpath (2010-12) have seen the construction of an all ability ramp at Hordern Road and the rebuilding of the towpath northwards from Old Bridge towards the i54. Further works in 2013 aim to improve the old Railway south from Meccano Bridge to Compton Halt so as to create an all-weather traffic free route all the way from the i54 to Castlecroft Road. However although the skeleton of this route will shortly be in place, some further improvements are desirable including better access to and from local schools, shops and other services, not just for cyclists, but also for pedestrians and wheelchair users. Such improvements will need to show sensitivity to the needs of all users as well as the ecological and heritage aspects of the route.

8. Sustainable Development

A Sustainability Appraisal has been completed for this Neighbourhood Plan and can be found at **Appendix E**.

9. Glossary

BCCS - Black Country Core Strategy is a Development Planning Document setting out long term spatial vision and objectives and containing both strategic and generic policies which apply to all development proposals across the 4 Local Authorities which make up the Black Country.

Local Plan/UDP - Local Plan – The Local Plan for Wolverhampton consists of the adopted Black Country Core Strategy, saved Unitary Development Plan policies, Area Action Plans, Supplementary Planning Documents, and formally ‘made’ Neighbourhood Plans..

Neighbourhood Plan – is a planning document for the area it covers, which forms part of the Local Plan for the local Authority area subject to examination and public approval by referendum. Once ‘made’ it will be used to determine planning applications, together with the Local Plan documents for Wolverhampton.

The Localism Act - An Act of Parliament that became law in April 2012. The Act introduced a new right for local people to draw up a Neighbourhood Development Plan for their local area.

Infrastructure – all ancillary works and services which are necessary to support human activities, including roads, sewers, schools hospitals etc.

Sustainability Appraisal – a process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents and has been completed for this Neighbourhood Plan.

NPPF, National Planning Policy Framework – was published by the Government in March 2012. It sets out the Government’s planning policies for England and how these are expected to be applied.

SHLAA, Strategic Land Availability Assessment – considers how much housing land could potentially come forward within a Local Authority area. It is an important part of the evidence base for the Local Plan as it identifies housing sites which are potentially developable and deliverable within the area.

SINC – Sites of Important Nature Conservation

SLINC – Sites of Local Important Nature Conservation

SVLNR – Smestow Valley Local Nature Reserve

Conservation Area – an area designated by the Local Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.

TDCC, Tettenhall District Community Council - the Local Neighbourhood Partnership for the two Tettenhall wards of Wightwick and Regis and the Designated Forum for the purposes of this Neighbourhood Plan.

Local Neighbourhood Partnership – a resident led constituted group supported by Wolverhampton City Council with the aim of empowering local people to influence and shape local services.

Wolverhampton City Council – the Local Authority for Wolverhampton within which this Plan falls.

Habitats Regulations – the European Union Habitats Directive aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. They are called Natura 2000 sites. If a development is likely to affect a Natura 2000 site an assessment under the Habitats Regulations is required.

Listed Buildings – buildings and structures which are listed by the Department of Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation.

Local Listed Buildings – A list of buildings and other sites of heritage interest compiled by the Local Planning Authority in partnership with the local community, in order to provide enhanced levels of protection for the wider historic environment.

Public Open Space – open space which is open to the public and is normally owned and managed by a public organisation such as Wolverhampton City Council.

Publicly Accessible Open Space - open space that is open to the public and is normally owned and managed by a private owner.

Use Classes – The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example A1 is shops, B2 is general industrial.

Windfall Sites – sites not allocated for development in the Tettenhall Neighbourhood Plan that unexpectedly come forward for development.

Referendum – a general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of Neighbourhood Plans the referendum will decide whether or not to adopt the Plan.

Section 106 – Section 106 of the Town and County Planning Act 1990 allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a land developer called a Section 106 agreement. The City Council can, through these agreements, provide financial support to provide and develop public open space and recreation projects.

DCLG – Central Government Department for Communities and Local Government

DfT – Government Department for Trade

Plan period - the period for which the Neighbourhood Plan for the Tettenhall Wards will set policy for the two wards of Wightwick and Regis. This will be from the formal 'making' of the Neighbourhood Plan (17th September 2014) until 2026.



10. Appendices

APPENDIX	NAME
A	Delivery Plan
B	Table of Policies
C	Statement of Consultation
D	Statement of Basic Conditions
E	Sustainability Appraisal
F	Historic Landscape Characterisation Study
G	ITP Transport Reports (Technical Notes 1&2)
H	Bruton Knowles Employment Land Study – Macrome Road
I	MEL Engagement Project Final Report
J	Steering Group members
K	Commercial Centres statistics (cf policy TNP3)
L	Commercial Building and Facilities
M	Chart of views within Plan area (cf policy TNP12)
N	Local List recommendations (cf policy TNP12)
O	Neighbourhood Forum/Plan Designations
P	Schedules for Sustainable Buildings Codes and Standards (cf policy TNP16)
Q	Viability Study
R	Table of Other Supporting Documents

Appendix B	Table of Policies & Projects	Page
TNP 1	Diverse Local Economy	18
TNP 2	Macrome Road Industrial Estate (Site Specific Proposal)	20
TNP 3	Commercial Centres and the Retail Offer	27
TNP 4	Community Facilities and Buildings	30
TNP 5	Public Houses	36
TNP 6	Wolverhampton Environment Centre (WEC) (Site Specific Proposal)	39
TNP 7	Community Involvement and Consultation	45
TNP 8	General Housing	48
TNP 9	Penk Rise (Site Specific Proposal)	49
TNP 10	Tettenhall Wood Special School Site (Site Specific Proposal)	55
TNP 11	Houses of Multiple Occupation (HMOs)	57
TNP 12	Historic Environment and Local Character	61
TNP 13	Protect, enhance and extend designated nature conservation areas	71
TNP 14	Protection and Improvement of Existing Open Space	75
TNP 15	Trees	83
TNP 16	Sustainable Buildings	84
TNP 17	Light Pollution	86
TNP 18	To promote Road Safety	93
TNP19	Anti-Congestion Measures	99
TNP20	The Rock Junction (site specific project proposal)	100
TNP21	Aldersley Road (site specific project proposal)	100
TNP22	Adequate and Appropriate Parking Measures	106
TNP23	Walkability	107
TNP24	To promote safe cycling and improve the local cycling infrastructure	111

Appendix R - Chart of other supporting documents and evidence (and links to where they can be found)

Document	Date	Location/Link
OPOP Project Plan and Timetable	Jan 2014	OPOP Website (links and documents)
Princes Foundation Stakeholder Report	01/2012	Appendix F.1 to Statement of Consultation
SA Scoping Report	02/2012	OPOP Website (links and documents)
MEL questionnaires	07/2012	Appendix R.2 to Statement of Consultation
Issues & Aspirations Report	09/2012	Appendix S to Statement of Consultation
Smestow Valley Management Plan	2012	OPOP Website (links and documents)
Open Spaces Strategy and Action Plan (draft)	12/13	OPOP Website (links and documents)
Ecological and Geological Surveys	05/2012	WCC website/planning
Community Hubs Consultation Report	Date....	WCC website/committee reports
UDP & UDP saved policies	12/2012	WCC website/planning
BCCS	2011	WCC website/planning
Black Country Environmental Infrastructure Guidance Phase 2		WCC website/planning
Wolverhampton Housing Strategy 2011-16		WCC website
Black Country Centres study: GVA Grimley 2009	2011	WCC website/planning