

Cheshire East Local Plan

Wilmslow Town Strategy





1 Introduction	2
2 Background	5
3 Vision and Objectives	6
4 Strategy for Wilmslow	9
5 Meeting Housing and Employment Needs	12
6 Land Use	14
7 Town Centre	18
8 Further Information	20
9 Glossary	21



1 Introduction

1.1 In the Spring of 2012 Cheshire East Council initiated the production of a draft Wilmslow Vision document and invited Wilmslow Town Council to participate in the process. This draft document was designed to stimulate a robust consultation process which would result in the production of this final document (now entitled the Wilmslow Town Strategy), a document which in turn will inform the new development plan for Cheshire East - called the Local Plan (previously the Local Development Framework).

1.2 The Local Plan will guide the future planning and development of our towns, villages and countryside up to 2030.

1.3 The process of developing a new Local Plan started with a Place Shaping consultation in 2011 when Cheshire East Council sought the views of residents, workers, visitors and shoppers about what they most liked about their town or village and what they wanted to see improved.

1.4 The purpose of the document is to reflect and summarise the views of the local community and establish a vision of their town up to 2030.

1.5 The Wilmslow Town Strategy is informed by a public consultation process which lasted 2 months (April and May 2012) and which attracted 1446 questionnaire responses, 491 standard letter responses and 4 petitions, a significantly higher level of public participation than was seen elsewhere in Cheshire East.

Wilmslow Town Strategy

1.6 This document sets out the vision and objectives, potential housing and other development opportunities and priorities for investment in infrastructure set out by Wilmslow Town Council following public consultation.

1.7 The Wilmslow area has been considered broadly within the boundary as illustrated in the Figure 1.1 below.

1.8 In formulating the Wilmslow Vision, the Town Council has sought to consider the future of Wilmslow up to 2030 (and beyond) and how planning and development can be managed positively and to the benefit of the Wilmslow community.

1.9 The Wilmslow Town Strategy provides an evidence base for a broad range of objectives across the town. Building on this work, Cheshire East Council have indicated that they will be looking at the town centre in more detail and identifying more specifically the opportunities for improving the town centre over the next 20 years. Wilmslow Town Council prefers not to make comment in this document about hypotheses or speculation surrounding the town centre as there are no actual specific proposals of which it is aware at this time. The Town Council is committed to reflecting the views of residents as this work moves forward under the ownership of Cheshire East Council.

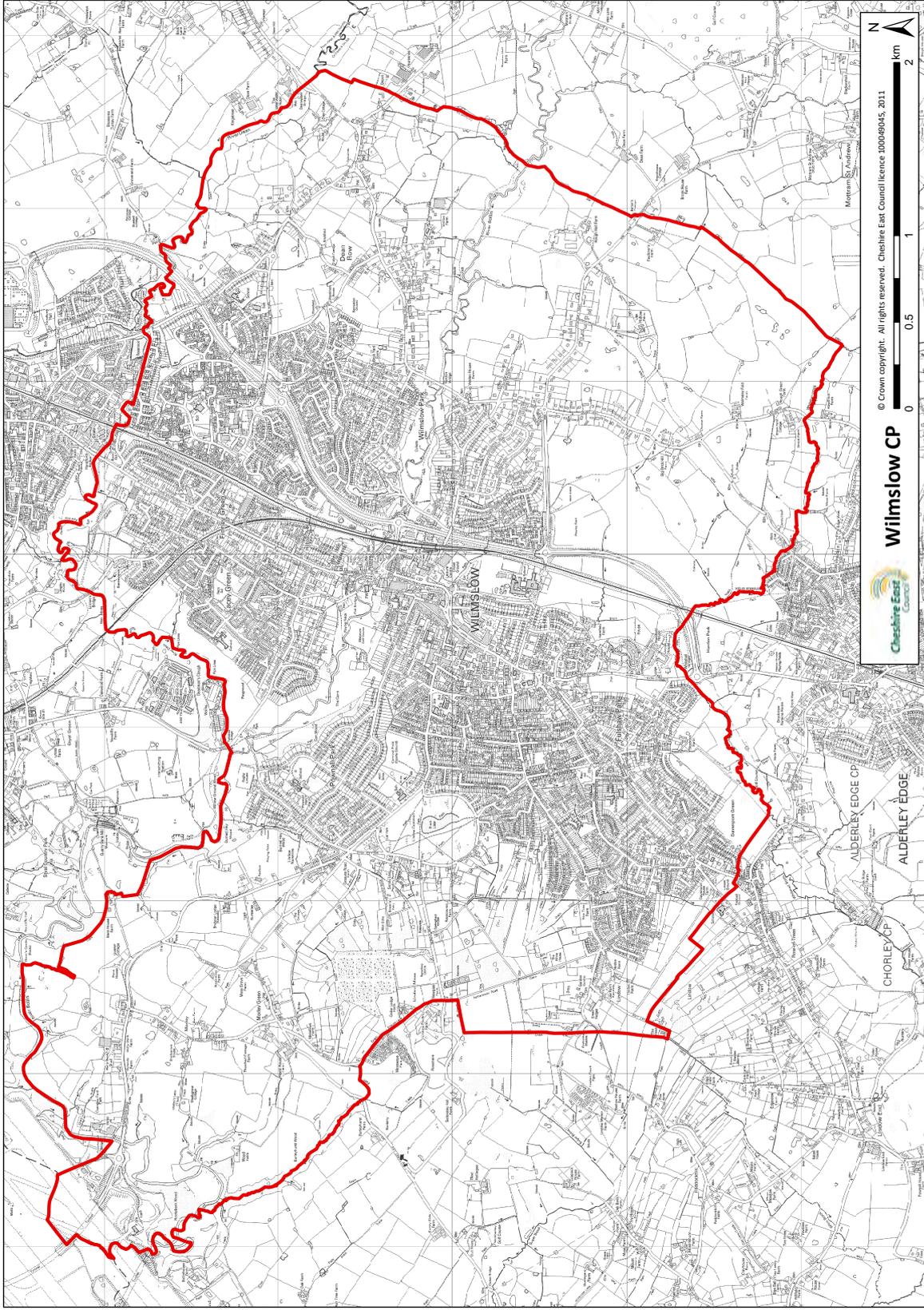


Figure 1.1 Wilmslow Area





1.10 Wilmslow Town Council insist that this document does not give a green light to any specific development proposal for the town centre and that any such opportunities identified must not be pursued until a separate public consultation exercise is carried out with Wilmslow residents.

1.11 Figure 1.2 highlights the relationship of the town strategy document to the Local Plan. This highlights how the Wilmslow Town Strategy will provide a steer to the content and direction of the Local Plan.

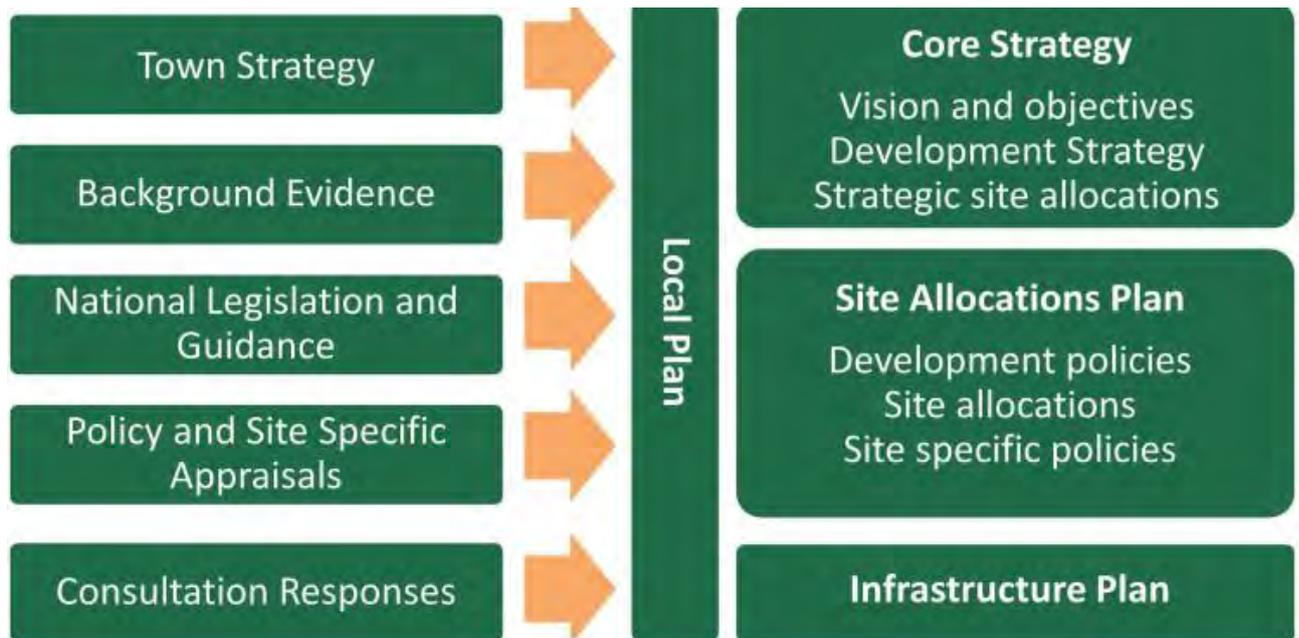


Figure 1.2 Relationship of the Town Strategy to the Local Plan

Background Material

1.12 A number of background documents have informed the development of the Wilmslow Town Strategy through its draft form, these documents included:

- Macclesfield Local Plan (2004)
- Cheshire East Core Strategy (Issues and Options Consultation Paper (2010)
- Cheshire East Local Infrastructure plan baseline report (2011)
- Cheshire Retail Study (2011)
- Local Transport Plan (2011-2026)
- The Strategic Housing Market Assessment (2010)
- The Strategic Housing Land Availability Assessment (SHLAA) (2010)
- Strategic Flood Risk Assessment (2007)
- Open Space Assessment - Wilmslow summary report (2012)



2 Background

2.1 Wilmslow is a large town in the north of the Borough, nestled in the valleys of the Rivers Bollin and Dean. The town is just to the north of Alderley Edge and the South of Handforth. It is also near to the boundary of the Manchester Conurbation, and close to the towns of Macclesfield, Knutsford and Poynton. Manchester Airport, the M56 and M60 motorways are accessible from the town and the planned link between the A6 and the airport – partially completed at this time.

2.2 Cheshire East Council advise that Wilmslow Parish has a population of approximately 22,530 and around 9,500 dwellings; the fourth largest of the towns in Cheshire East. Wilmslow has a comparatively strong economy, and a generally affluent and well-educated workforce, albeit, there are pockets of deprivation.

2.3 There are around 10,500 jobs in the town within the key sectors of insurance, banking, finance, retail, distribution, hotels and restaurants; and public administration, education and health. There are few large scale employment areas. Much of the office or employment space can be found in and around the town and with smaller units dispersed across residential areas.

2.4 Travel to work data suggests that Wilmslow has a comparatively low level of self-containment as over 65% of people live in the town and work elsewhere (out-commuting) and over 66% of people live elsewhere and work within the town (in-commuting). Whilst in many ways seen as a dormitory town, numbers of people travelling in to the town to work is not dissimilar to those travelling out to work.





3 Vision and Objectives

Vision for Wilmslow

Wilmslow will continue to be a forward thinking, dynamic and welcoming town with a strong community spirit. It will flourish as a sustainable town which provides for the needs of the whole community in all aspects of life.

Wilmslow will have a distinctive, attractive and thriving town centre with a reputation for a rich mix of distinctive retailers and businesses and for promoting vibrancy in its public areas.

The town centre will have an increasingly integrated transport network which provides alternatives to travelling by car and will be a safe, walking and cycling town.

A high value will continue to be placed on Green Belt land which helps to define the distinctive nature of Wilmslow.

Housing and development architecture will both complement and enhancing the existing environment.

Wilmslow will have high quality, accessible, green and recreational spaces both inside and outside the Town Centre.

Objectives for Realising the Vision

Objective 1: Housing

- To protect the green belt and green field sites from any housing development over the next 20 years
- To ensure that housing development maximises and is limited to the opportunities provided by brownfield sites, windfall and infill sites and sites of previous development including sites that are in the Green Belt.
- To recognise the need for smaller starter and retirement homes along with affordable housing for key workers.
- To add vibrancy and security to the town centre by encouraging a greater residential mix
- To ensure that housing design both complements and enhances the existing environment and nearby housing style whilst minimising our carbon footprint.



Objective 2: Economy and Employment

- To provide good quality education and training resources for all sections of the community
- To continue to provide good quality, sustainable economic investment opportunities through the provision of appropriate site locations, transport connections and quality environment, including the town centre.
- To encourage a range of employment opportunities that reflects the skills and aspirations of the local community including where relevant apprenticeships
- To encourage sustainable integrated transport connections with other key economic growth areas

Objective 3: Town Centre

- To foster a vibrant, welcoming and accessible town centre with a high quality environment that will draw people to Wilmslow
- To evolve the town centre to meet the current and future needs of the community and so that it appeals to residents and visitors of all age groups.
- To provide opportunities for existing and new businesses to prosper
- To reinforce a sense of place and establish a focal for point for the town centre

Objective 4: Community

- To encourage ever-increasing community involvement in the life of the town, fostering a sense of common purpose and civic pride
- To make the best use of existing assets
- To deliver improvements to key community assets in leisure, health, culture and education
- To support and improve the health and well-being of the community, including provisions for all sections of the community
- To support the on-going improvement in educational services and facilities including suitable sports facilities.
- To continue to be a community that is safe and welcoming



Objective 5: Transport and Movement

- To encourage the use of public transport through the development of an improved and integrated transport network
- To establish Wilmslow as a leading 'walking and cycling' town, making it a safe and pleasant environment
- To improve road quality and traffic control to reduce congestion and to aid motorists and cyclists alike
- To support initiatives to take through traffic out of the Town Centre.
- To minimise the traffic impact caused by significant housing development at Woodford and as proposed at Handforth

Objective 6: Environment, Sustainability and Design

- To protect and enhance the key environmental assets of the town
- To enhance areas of unsightly architecture
- To encourage the sustainable design of new buildings in keeping with existing housing, the town centre and public buildings
- To encourage the sustainable use of energy and other resources
- To value green space and agricultural land in and around the town
- To maintain a healthy balance between urban and rural areas





4 Strategy for Wilmslow

4.1 Wilmslow Town Council by means of the Wilmslow Town Strategy requests that Cheshire East Council and its partners aim to:

Theme 1: Housing

- Deliver in the order of 400 new homes by 2030
- Protect the Green Belt and green fields from housing development.
- Recognise that a high proportion of Wilmslow development in recent years has taken place around Dean Row and the high value placed on the safeguarded land on Adlington Road. This should be recognised by extending the safeguarded status (meaning safeguarded for future development) of this land until at least 2025. When released for housing this land should be considered as being suitable for larger family homes in keeping with its surroundings.
- Maximise the potential of all brownfield site opportunities.
- Actively seek out brownfield sites and windfall opportunity sites which will provide opportunities for a number of small scale developments.
- Consider the use of Previously Developed Land even if it is in the Green Belt should brownfield site availability prove inadequate.
- Prioritise the building of 1 and 2 bedroom accommodation for use as starter homes or retirement homes and affordable homes for Key Workers on brown field sites to meet the identified need.
- Promote well designed, sustainable development and encourage good quality, architecture that both compliments and enhances the surrounding environment.
- Recognises the house building envisaged in nearby communities (Woodford 950 and Handforth proposed M1 site 1000) which will, if progressed, have a significant impact on our roads at peak times and may impact on the availability of school places in Wilmslow.
- Encourages the conversion of upper floor town centre space to living accommodation to enhance town centre vibrancy and safety.

Theme 2: Economy

- Promote Wilmslow as a location for a wide range of jobs, and provide employment opportunities for all sections of the community
- Provide a range of good transport links between major housing and employment areas and the Town Centre, including where appropriate footways and cycle paths, to ensure people have a choice between different sustainable modes of transport
- Seek out and encourage continued investment in the town from a range of employers
- Support small businesses and start-ups
- Deliver adequate employment sites to encourage new and retain existing employers.
- Support a skilled and sustainable labour force and support business opportunities which achieve this.



Theme 3: Town Centre

- Provide a well-defined and welcoming Town Centre
- Encourage the use of the Town Centre for all sections of the community through the provision of a range of transport options and adequate parking.
- Enhance the architectural appearance of the town centre especially adjacent to main traffic flow areas
- Enhance the appearance of the railway station and the pedestrian access routes to the town centre
- Promote Wilmslow Town Centre as a destination for shopping, business, leisure and living
- Develop and support the town centre for shopping, including independent and niche retail
- Create a destination and place where people can gather, enjoy spending time and which fosters a sense of community
- Encourage greater upper floor residential occupancy within the town centre to add vibrancy and a perception of enhanced safety.
- Continue to provide green spaces within the town centre
- Encourage a more varied night time economy
- Encourage enhanced youth facilities in the town centre

Theme 4: Community

- Develop a mixed and inclusive community, in which all members feel supported and valued
- Secure, improved and well-connected community facilities, including improved swimming and sports provision
- Secure, improved and well-connected provisions for youths and younger children in the town centre and beyond
- Encourage the evolution of excellent health facilities in the town centre, with good access via public and private transport
- Build on the excellent educational facilities in the town to ensure that the service and capacity meets the needs of the residents of Wilmslow including the provision of appropriate playing fields.

Theme 5: Transport and Movement

- Develop the existing public transport systems to provide an integrated service of bus and rail including the creation of an interchange.
- To maintain the excellent direct railway links to London.
- Improve the environment around the railway station so it acts as a welcoming gateway to both visitors and residents of Wilmslow
- Improve the pedestrian links between the Railway Station and the Town Centre.
- Improve the pedestrian links between Wilmslow High School and the Railway Station.
- Develop good quality cycle links and cycle parking at key locations within the town to encourage the use of sustainable modes of transport
- Improve car parking in the town centre to support the centre as a location for shopping, employment and leisure



- Improve safety, access and crossings in the town centre.
- Evaluate the benefits of the current speed limits on appropriate roads into and through the town.
- Reduce traffic and congestion in the town centre and improve the quality of the environment by reducing the need to use Wilmslow as a through traffic route and by improving road and traffic control in the town centre.
- Enhance the road system around the junction of the B5358 and Adlington Road to cater for the increased traffic as a result of the Woodford Aerodrome development.
- Consider how best to welcome additional residents in neighbouring parishes without adding to congestion and car parking issues.
- To keep a watching brief on all future public transport developments including HST2

Theme 6: Environment

- Protect and enhance buildings and areas of cultural and heritage value
- Encourage the enhancement of areas of unsightly architecture in particular adjacent to main traffic flow areas in the town centre
- Encourage high quality architectural design that sits sympathetically with its surroundings within all new developments
- Encourage efficient energy use in all new developments within the town
- Encourage the provision of high quality green spaces and children's play spaces in all neighbourhoods
- Promote and develop accessibility to and supply of high quality green spaces, including The Carrs and Wilmslow Park
- Protect and enhance sites of biodiversity and landscape importance including Sites of Special Scientific Interest (SSSI) such as Lindow Common.





5 Meeting Housing and Employment Needs

5.1 There are around 9,500 dwellings in Wilmslow, the majority of which are large detached or semi-detached properties. There is a higher than average proportion of homes containing three or more bedrooms, including a higher percentage of 5+ bedroom properties.

5.2 Wilmslow has a population of around 22,530 and is the fourth largest of the towns in Cheshire East. The population generally reflects the overall age structure of Cheshire East. However, there is a lower proportion of young children and people in their twenties compared to other settlements in the Borough, and higher proportion of older children and residents in their thirties and forties.

5.3 Over the last 5 years, Wilmslow has delivered on average 26 new homes per annum. The period before this however saw significantly greater levels of housing development focused primarily in the North East of the town including the Villas development (396 homes), the former Dean Row High School site and Colshaw Farm Estate development (233 homes) and the former CWS Warehouse site development (135 homes). In Wilmslow as a whole a total of around 1550 new dwellings have been built over the last 21 years, increasing the overall house numbers by approximately 16% and changing the nature of the town.

5.4 The Cheshire East Core Strategy (Issues and Options Consultation Paper 2010) considered the spatial options and growth strategy for towns and areas across Cheshire East. This document following consultation suggested that a higher percentage of development could be focused in Principal Towns (e.g. Crewe and/or Macclesfield) and Key Service Centres in the southern part of the Borough, and therefore Wilmslow could take a lower proportion of growth than other identified towns.

5.5 In light of the above it would be wholly inappropriate to consider large scale development in Wilmslow over the next 20 years.

5.6 Whilst technically in Stockport the, the large scale development planned for Woodford (950 homes) will have a significant impact on Wilmslow being less than 2 miles away and that proposed for Handforth (1000 homes, M1 site alone) will both absorb housing demand and drain the resources of Wilmslow in terms of road capacity and services.

5.7 There have been high levels of development over the last 21 years in the North East of the town, this part of Wilmslow will be impacted the greatest by the Woodford development in the short term and Handforth developments in the medium term and this impact should be recognised.

5.8 The value which residents place on Green Belt land which surrounds the urban areas of Wilmslow should act as a shield to development in these areas of Wilmslow.

5.9 The area of green space off Adlington Road, currently classified as 'safeguarded land' should retain its status as 'safeguarded land' in the Cheshire East Local Plan until at least 2025.



5.10 In the period up to 2026, it is predicted by Cheshire East Council that there will be a demographic shift with the number (and proportion) of older people increasing. Overall, the number of people aged over 65 is expected to increase by 44% across Cheshire East, and the number of people aged over 75 is expected to increase by 68%.

5.11 This will have an impact on the types and quantity of dwellings required in the future and will place different demands on the housing market. Wilmslow will need to respond to change over the next twenty years in order to meet the needs of the community.

5.12 Following a very well supported public consultation, an appropriate number of additional houses in Wilmslow over the next 20 years should be set at 400, a number that should be achieved without building on any existing green belt land.

5.13 This number of dwellings should maximise the potential of all brown field sites including those identified during the duration of the Local Plan, should maximise the use of windfall sites and actively encourage windfall opportunities in the town centre by promoting the conversion of upper floor space to living accommodation.

5.14 Brown Field site and windfall opportunities should focus on the creation of smaller dwellings to cater for the increasing demand for young people to purchase or rent first homes and to cater for the increased number of older people requiring to downsize.

5.15 The creation of additional residential accommodation in the town centre will add vibrancy and a perception of greater safety and security to the town in the evening and aid the night-time economy.

5.16 Whilst felt by many to be a dormitory town the current employment numbers in Wilmslow suggest that business plays an important part in shaping Wilmslow today. Whilst office vacancy rates currently exceed 10% the failure to provide land for potential economic development over the next 20 years could prove damaging to the town.

5.17 In identifying employment land, previously developed land should be given first consideration.





6 Land Use

6.1 Wilmslow is a large town situated in the north of the Borough; it is surrounded by Green Belt and has limited opportunities for medium/large scale development within the settlement outside of the Green Belt.

6.2 As part of the process of producing this document a draft was produced on which to assess public opinion. A significant part of this draft document directed the public to consider the merits of a number of potential development sites, most of which were in the green belt.

6.3 The sites put forward for consideration at the consultation stage are shown in figure 6.1 and highlighted in the following table

6.4 All sites identified with the exception to the site identified as Bc were situated in Green Belt.

6.5 Site Bc which is designated as 'safeguarded land' was felt by residents to be as valuable as the two green belt sites to which it sits adjacent to in terms of its benefit to the community in providing green space.

6.6 The site identified as 'safeguarded land' off Adlington Road should be classified once again as 'safeguarded land' in the new Cheshire East Local Plan up until 2025.

6.7 Following the issuing of the draft vision, other sites not consulted upon have been identified and have been taken in to consideration, these sites are identified on the map as sites J and K. Both of these sites are in the green belt. In the case of site J, which has been identified as a potential site by the land owner for a Science Park, this would significantly reduce the visual effect of the Green Belt buffer between Wilmslow and Alderley Edge. Site K which could potentially provide up to 200 homes would reduce the visual gap between Wilmslow and Handforth further and any consideration of this site should only be undertaken following further public consultation that specifically makes reference to this site.

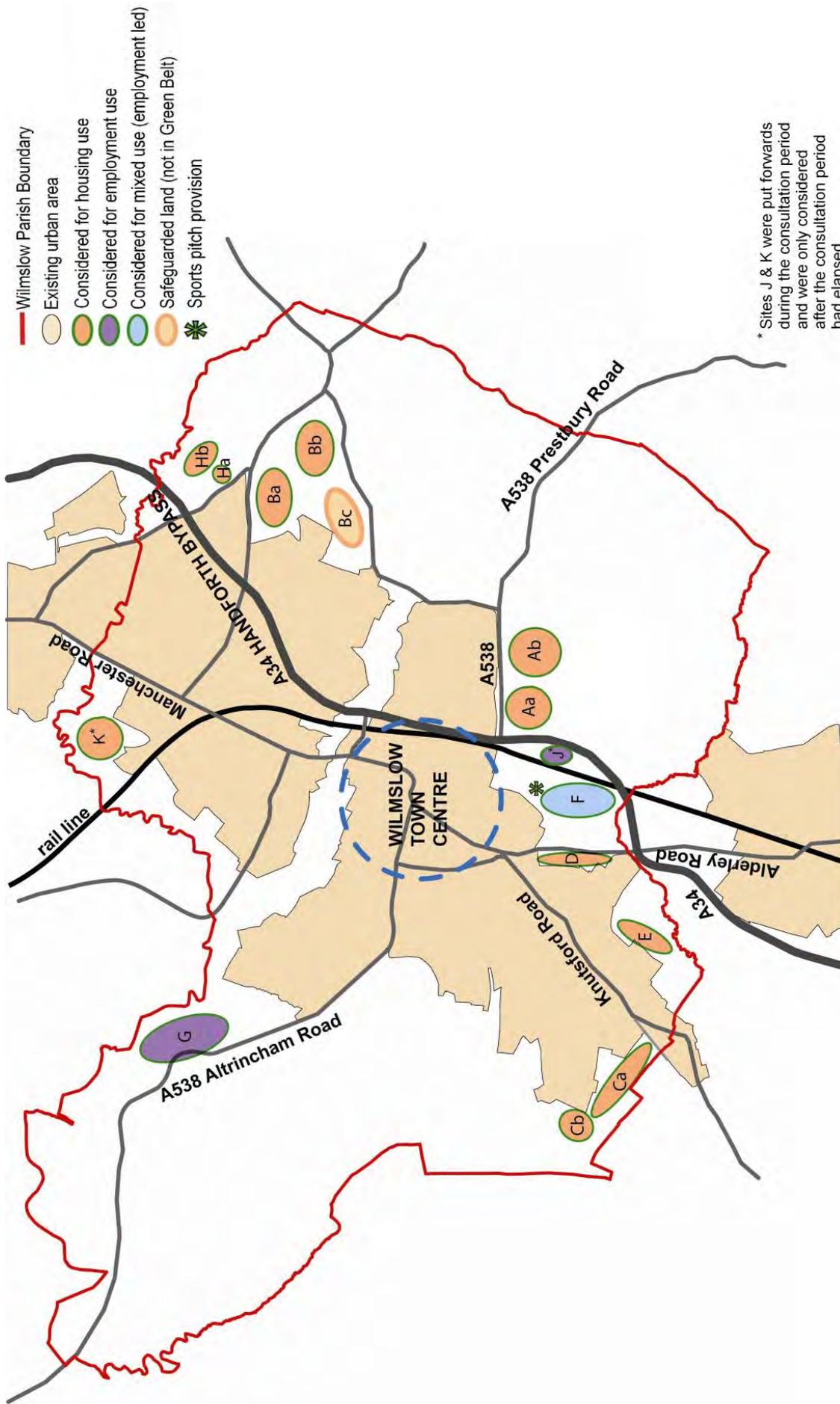


Figure 6.1 Map showing sites put forwards for consideration and the nature of the potential development for which consultation was undertaken





Area	Potential Development Uses	Location	Public Support	Public Opposition
A	Residential	Site Aa - Land off Prestbury Road	18%	82%
		Site Ab - Land off Prestbury Road	18%	82%
B	Residential / Mixed Use	Site Ba - Land off Dean Row Road	13%	87%
		Site Bb - Land off Dean Row Road	9%	91%
		Site Bc - Land off Adlington Road	16%	84%
C	Residential	Site Ca - Land off Upcast Lane	11%	89%
		Site Cb - Land to rear of Cumber Lane	10%	90%
D	Residential	Land off Alderley Road (opposite Royal London site)	14%	86%
E	Residential	Land off Welton Drive	12%	88%
F	Employment / Mixed Use	Land to the east of Royal London site	25%	75%
G	Employment	Land off Altrincham Road (land around Waters site)	29%	71%
H	Residential	Site Ha - Land to the north of Handforth Road	14%	86%
		Site Hb - Land to the north of Handforth Road	14%	86%
J	Employment	Land south of Wilmslow High School sandwiched between the A34 and the West Coast Mainline	Not consulted upon	Not consulted upon
K	Residential	Land off Stanneylands Road opposite Stanneylands Hotel	Not consulted upon	Not consulted upon

Table 6.1 Sites Put Forwards for Consideration

6.8 There are limited numbers of brownfield sites currently identified within Wilmslow although inevitably more will become available during the duration of the Local Plan. Certain sites currently identified as brownfield fall within Green Belt areas. Previously Developed Land within the Green Belt should be considered for residential development ahead of undeveloped Green Belt, but only if insufficient brownfield sites become available.



6.9 The brownfield sites identified in the SHLAA should be reconsidered with a view to maximising potential and tackling future housing needs. The SHLAA site 487 (Land off Chapel Lane / Bedells Lane / Alderley Road) provides a typical example of a brownfield site close to the town centre that could facilitate a larger number of 1 and 2 bedroom dwellings than is currently considered appropriate in the SHLAA.

6.10 It is considered that where town centre sites become available for redevelopment then an element of housing should be included within the proposals to allow for higher density developments in accessible locations. Wherever possible existing flats above shops/vacancies should be considered to be brought back into use as dwellings to maintain the town centre as a living space and increase natural surveillance in the evenings and outside of trading hours. Development on brownfield land that becomes available within the town centre should be undertaken in preference to releasing safeguarded or greenbelt land.

6.11 There is a need to identify employment land for potential development over the next 20 years. Whilst all Green Belt is considered highly valued, the least worst option for employment development is considered to be site F with its natural screening from the east provided by the railway embankment. With regard to site F, it is considered to be inappropriate to consider building south of the intersection of the railway with the A34 in order to protect the visual green space separating Wilmslow and Alderley Edge. Whilst considered in the draft document for potential mixed use the need for employment land provision should take priority on this site. The release of Green Belt land at site F for residential development should not be considered appropriate. The northern part of this site adjoins the existing sports pitches of Wilmslow High School, a school specialising in sporting endeavours and in need of additional sports pitches in safe and secure locations. Any development of site F should include the provision for the expansion of Wilmslow High School playing fields.



7 Town Centre

7.1 Wilmslow has a vibrant town centre with a good mix of shops and offices. The main focus for retailing in the town centre is around Alderley Road, Grove Street and Water Lane. There are retail developments at Handforth Dean and Cheadle Royal to the north of the town which provide significant competition.

7.2 In recent years the town centre has lost trade to other centres and found it more difficult to retain existing and attract new retailers although vacant units remain relatively few and the vacancy rates are not out of line with the region. The town is comparatively constrained in terms of its ability to develop and attract new investment partly due to the availability of suitable scale accommodation.

7.3 The Town Centre is dominated by the main traffic flows along Water Lane and Alderley Road and the significant levels of congestion. Whilst the town centre needs traffic flow and must cater for those who will continue to visit by car, a reduction in through traffic would improve the visitor experience and would be favoured by residents. Alternative forms of transport should be promoted, however any new schemes to enhance pedestrian flow or improve cycle provision must not result in additional congestion. A review of the effectiveness of the existing traffic control system should be undertaken.

7.4 The Town Centre looks dated in areas and the quality of the architecture and maintenance at key strategic sites reduces the overall appearance of the town. The stretch of Alderley Road between Green Lane and Swan Street is a highly visible area of the town which would benefit from private redevelopment and this should be encouraged, however any future development opportunity must recognise the character of the town in its design.

7.5 Some public spaces would benefit greatly from enhancement including Grove Street and Green Lane and more could be made of the area adjacent to the junction of Green Lane with Alderley Road.

7.6 The Railway Station area should continue to be enhanced as a significant gateway to the town with improved accessibility to bus services and the possible creation of a transport interchange. The pedestrian linkages to the Town Centre and Wilmslow High School should be enhanced. It is noted that Northern Rail have recently made investments to enhance the appearance of the station and it's immediate environment and this work should be built on.

7.7 Cheshire East Council own a number of strategic sites within the town including the Leisure Centre, the Library, Car Parks and Remenham (Land off Chapel Lane, Bedells Lane and Alderley Road). These sites being in the ownership of Cheshire East Council present future development opportunities. During the public consultation strong opinions were expressed with regards to these and adjacent sites.

7.8 Wilmslow will need enhanced Leisure facilities over the next 20 years with a majority of the public considering such enhancement to be desirable. Enhancement must not reduce the green space in the town centre nor move facilities out of the town centre without a thorough public consultation on any specific development proposal.



7.9 Despite recent investment in the Library, the demands placed on this service are likely to continue to evolve quickly over the next 20 years. The value placed on the library and its location in Wilmslow is high and no significant development concerning changes to the library site should be considered without a thorough public consultation.

7.10 The Town Centre lacks an easily identifiable focal point of the nature associated with a town square. The draft vision document suggested that this could be achieved at Bank Square however its location and size are considered to be against this site. Facilitating a focal point for the Town Centre should be considered when considering any future redevelopment scheme.

7.11 The town centre has a stronger daytime economy than that in the evening. A busier town centre in the evenings would help to overcome a perception of some residents that the area is not safe to visit. A wider variety of evening attractions would be welcomed, however the public consultation suggested that a new theatre in the town was not a priority, support for a cinema proved more popular. The encouragement of additional housing in the town centre would be beneficial in increasing evening footfall.

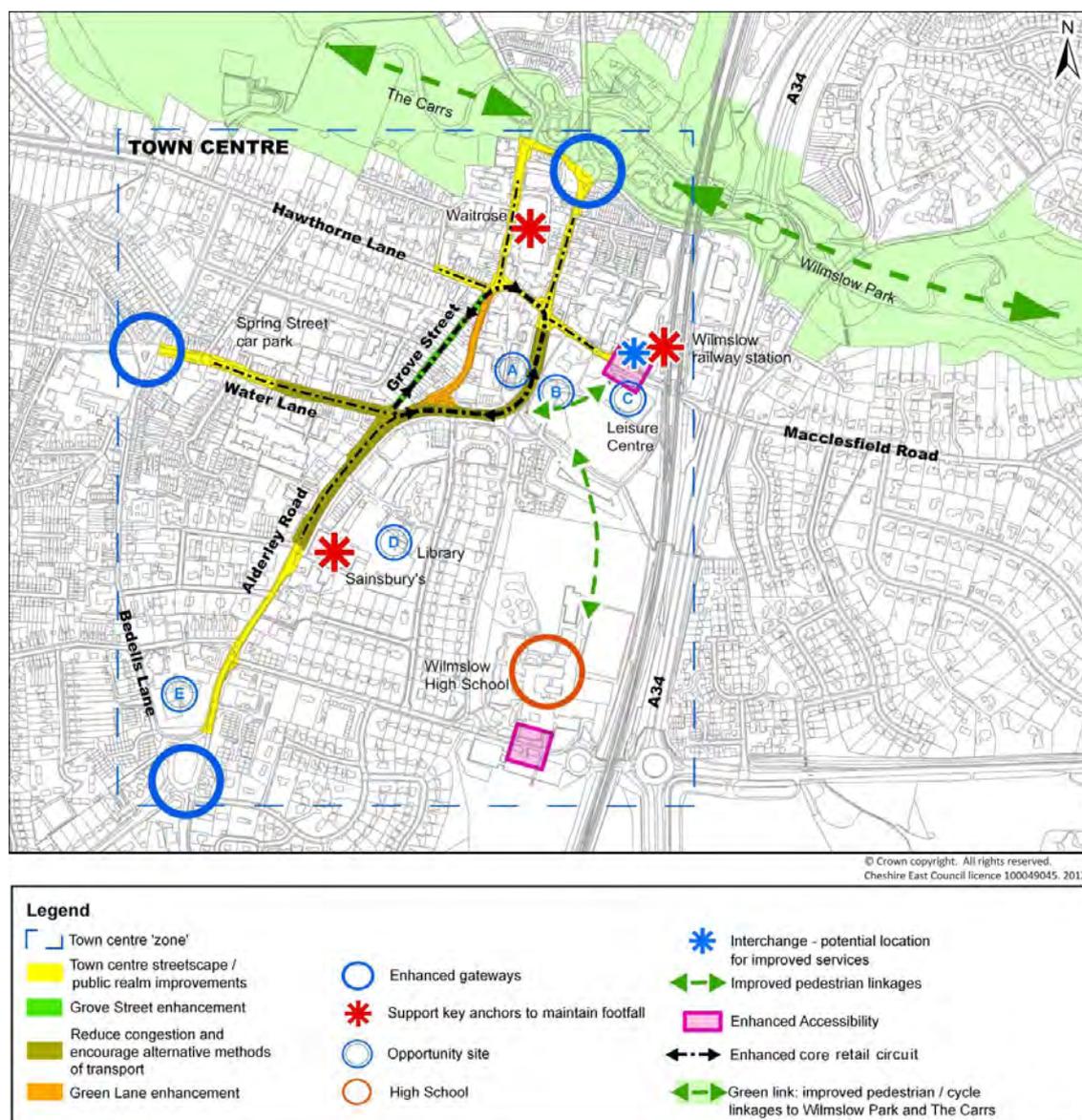


Figure 7.1 Town Centre Principles



8 Further Information

8.1 For further information on the Wilmslow Town Strategy please contact:

Wilmslow Town Council

Email: townclerk@wilmslow-tc.org.uk

Phone: 01625 402907

Website: www.wilmslow-tc.org.uk

Post: Wilmslow Parish Hall, Cliff Road, Wilmslow SK9 4AA

8.2 For further information on the Cheshire East Local Plan please contact:

Cheshire East Council Spatial Planning

Email: localplan@cheshireeast.gov.uk

Phone: 0300 123 55 00 or 01270 685893

Website: www.cheshireeast.gov.uk/localplan

Post: Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach CW11 1HZ



9 Glossary

9.1 This Glossary provides definitions of the uncommon words, terms and abbreviations that may have appeared in this document.

Affordable Housing	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
Agricultural Land Quality	Classification of land by the Department of the Environment, Food and Rural Affairs (DEFRA) according to quality. The Agricultural Land Classification provides a method for assessing the quality of farmland to enable informed choice to be made about its future use within the planning system.
Annual Monitoring Report	A report submitted to the Government by Local Planning Authorities assessing progress with and the effectiveness of a Local Plan.
Brownfield	Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
Community Infrastructure	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, education services, healthcare facilities and renewable energy installations.
Community Infrastructure Levy	A charge Local Authorities in England and Wales will be able, but not required, to charge on most types of new development.
Community Strategy	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
Conservation Area	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Core Strategy	Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.



Development Plan	A document setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the Authority's area. It includes Unitary, Structure, and Local Plans prepared under transitional arrangements.
Development Plan Document	Documents prepared by Local Planning Authorities outlining the key development goals of the Local Plan.
Employment Land	Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order. It does not include land for retail development nor 'owner specific' land.
Employment Land Review	A review of the employment land portfolio within the Borough to form part of the evidence base for the Local Plan.
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: <ul style="list-style-type: none">• Check the unrestricted sprawl of large built up areas• Prevent neighbouring towns from merging• Safeguard the countryside from encroachment• Preserve the setting and special character of historic towns• Assist urban regeneration by encouraging the recycling of derelict and other urban land
Greenfield	Land, or a defined site, usually farmland, that has not previously been developed.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan	National planning policy formally requires Local Authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their Local Plan documents.
Listed Building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures, for example wells within its curtilage. English Heritage is responsible for designating buildings for listing in England.
Local Development Documents	These include Development Plan Documents, which form part of the statutory development plan, and Supplementary Planning Documents, which do not form part of the statutory development plan. Local Development Documents collectively deliver the spatial planning strategy for the Local Planning Authority's area.



Local Development Order	An order made by a Local Planning Authority extending permitted development rights for certain forms of development, with regard to a relevant Local Development Document.
Local Plan	<p>Through the Localism Act 2011 the Government refers to the statutory development plan as the 'Local Plan'. To reflect this it is proposed that in future the Cheshire East Local Development Framework will be renamed the Cheshire East Local Plan.</p> <p>The term is used to describe a folder of documents, which includes all the Local Planning Authority's Local Development Documents. A Local Plan is comprised of:</p> <ul style="list-style-type: none">• Development Plan Documents, which form part of the statutory Development Plan;• Supplementary Planning Documents <p>The Local Plan will also comprise of:</p> <ul style="list-style-type: none">• the Statement of Community Involvement• the Local Development Scheme• the Annual Monitoring Report• any Local Development Orders or Simplified Planning Zones that may have been added <p>Alternatively it is also an old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.</p>
Local Planning Authority	The Local Authority or Council that is empowered by law to exercise planning functions. Often the local borough or district council. National parks and the Broads authority are also considered to be Local Planning Authorities.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Permitted Development Rights	Permission to carry out certain limited forms of development without the need to make an application to a Local Planning Authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.



Place Shaping Consultation

A stage in preparing new plans for places in Cheshire East. It looks at the challenges facing each town or village and ideas about how each place can be improved. It will then look at the options for the plan for each place. From this a Strategy for each town or village will be produced and the proposals will be incorporated into the draft Cheshire East Local Plan Core Strategy.

Previously Developed Land

Land that is or was occupied by a permanent structure - excluding agricultural or forestry buildings, and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement 3: Housing has a detailed definition.

Public Realm

Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.

Renewable Energy

Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.

Safeguarded Land

Safeguarded land may be required to serve development needs in the longer term. It is not allocated for development at the present time, and it may only be allocated in the future within the strategic planning context.

Simplified Planning Zones

An area in which a Local Planning Authority wishes to stimulate development and encourage investment. It operates by granting a specified planning permission in the zone without the need for an application for planning permission and the payment of planning fees.

Site Allocations Plan

Part of the Local Plan and will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.

Site of Biological Importance

Locally important site of nature conservation adopted by Local Authorities for planning purposes.

Statement of Community Involvement

This sets out the processes to be used by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development management decisions. The Statement of Community Involvement is an essential part of the new-look Local Plans.

Supplementary Planning Documents

A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.



Sustainability Appraisal	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:</p> <ul style="list-style-type: none">• Social progress that recognises the needs of everyone;• Effective protection of the environment;• Prudent use of natural resources; and• Maintenance of high and stable levels of economic growth and employment.
Town Centres	Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a Local Authority's area.
Transport Assessment	An assessment of the availability of, and levels of access to, all forms of transportation.
Travel Plan	A plan that aims to promote sustainable travel choices, for example, cycling, as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.
Tree Preservation Order	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Viability Study	A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
Wildlife Corridor	Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.

Cheshire East Council

Email: localplan@cheshireeast.gov.uk

Tel: 01270 685893

www.cheshireeast.gov.uk/localplan

