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Wilmslow Town Council made the decision that Wilmslow should have a Neighbourhood Plan (NP) and make use of the Localism Act 2011, which allows local communities to produce planning policies and guidance appropriate to their local circumstances and requirements within the defined parish boundary. The Town Council also decided that the Neighbourhood Plan should be produced independently by the town’s residents. This led to the establishment of the Wilmslow Neighbourhood Plan (WNP) Group by volunteer residents early in 2016.

Wilmslow is a great place to live. Our residents told us this repeatedly during the consultations we carried out and in answers and comments made in reply to surveys we conducted during the preparation of this Plan. It is a friendly town with a good atmosphere and good services with a variety of places to shop, eat and drink and is a thriving commercial centre which attracts people in to work. There are magnificent natural features nearby such as the Bollin River Valley, Lindow Common and open recreational spaces. Wilmslow is surrounded by open countryside and has easy access to National Trust sites and national parkland. Rail transport links and proximity to Manchester Airport also make it an easy and convenient place from which to travel.

Not to be complacent, however, it should and could be improved. Local bus transport is an issue as is traffic congestion and long stay parking. The Town Core could be more attractive and active both during the day and in the evenings. It is dominated by traffic, and pedestrian movement is of secondary consideration. Many residents commented on the housing mix and the difficulty young people have in being able to purchase homes and at the other end of the scale, the lack of appropriate property for people to downsize. The plan recognises that the population of the town will grow in coming years as a result of approved new housing. The policies and proposals take account of this.

The NP sets out a vision that reflects the thoughts and feelings of local people with a real interest in the community. Policies have been written on the environment, housing, the Town Core, Community etc. which are designed to be specific to Wilmslow and which complement and strengthen National and Local Plan Policies.

As well as planning policies we have identified key sites in the town which could be redeveloped during the life of this Plan and produced guidance on acceptable development proposals. We are supporting more town centre living through the conversion of commercial properties to apartments and higher density central housing developments.

Wilmslow lacks decent public realm space and to this end, suggestions are made to transfer more road, verge and pavement area to the public realm, including in some instances shared space between pedestrians and cars. We also support proposals which would result in the provision of facilities for theatre, cinema, learning and meeting rooms associated with the redevelopment and/or use of the library building.

A guidance document has been drawn up covering design and installation for shop frontages.

To help people understand and get more from the local landscape, a Landscape Character Assessment of open land and river valleys has been produced. This separate document is evidence for and underpins some of the environment policies.

The WNP will be adopted by the Town Council who will pursue the policies and suggestions for improvement and development through whatever means they consider best to deliver the desired results. It covers the plan period of 2016 until 2030 and will be reviewed regularly during this period.

The WNP is based on the information and feedback received from the residents. I hope that you find it informative, stimulating and adopt it as a way forward to improve the town and the lives of those who live and work here.

Brian Donohue
Chairman, Wilmslow Neighbourhood Plan Steering Group (WNPSG)
ACKNOWLEDGEMENTS

The WNP has been prepared by members of the WNPSG who have devoted many hours consulting and collecting opinion and comment and translating this information into the policies, aspirations and proposals. Thanks go to the following residents of Wilmslow all of whom throughout, were members of the Steering Group;

Roger Bagguley          Jean Hill           Robert Sharpe
Hugh Canning            Matthew Jackson    Kate Sibthorp
Frank Carey             (Town Clerk and Secretary) Sharon Steele
Keith Chapman           Helen Lederer      Maritza Uzelac-Cloves
Terry Davenport         David Page         Martin Watkins
Brian Donohue (Chairman) Oliver Ramsden (Treasurer)
Gary Olsen              Fred Rayers         
John Handley

In addition, at various times during the preparation of the WNP, the following people were involved and contributed;

Jonathan Cundall        Kate McClean       Howard Pilz
Martin Hoyle            Katherine Mackenzie Jane Selva
Sylvia Hargreaves       Kerren Phillips     

Thanks are also due to Helen Richards, Assistant Town Clerk for administrative support, particularly in dealing with grant applications.

To Wilmslow Town Council, without whose initiative the WNP would not have been produced.

To Thomas Evans, Cheshire East Council Planning Officer who advises all local communities preparing Neighbourhood Plans.

To Urban Imprint, Planning Consultants, who have guided and advised the WNPSG through the process of policy writing, production and compliance with the planning and statutory requirements of producing this NP.
What is Neighbourhood Planning?

1.1 Neighbourhood planning is a central government initiative introduced by the Localism Act 2011 and recognised in the National Planning Policy Framework (NPPF). Neighbourhood Planning aims to empower local communities to use the planning system to promote suitable and sustainable development in their area. Neighbourhood Plans (NPs) must be in general conformity with the strategic policies of the ‘development plan’ and take into consideration National Policy and guidance.

1.2 The development plan comprises the Local Planning Authority’s planning policies which set out the strategy for development of houses, employment land and other uses over a certain time period, known as the plan period. In the case of Wilmslow, the development plan consists of the Cheshire East Local Plan Strategy 2010 - 2030 (adopted 27 July 2017) and the saved policies of the Macclesfield Local Plan 2004.

1.3 Once submitted to Cheshire East Borough Council, the Wilmslow Neighbourhood Plan (WNP) will be subject to public examination and a local referendum before being ‘made’ (adopted).

1.4 Once made, the WNP will become a statutory document used to decide if planning applications within the Neighbourhood Plan Area (see Map 1) should be given planning permission. Aspirations within the WNP will be used to drive forward other projects in the town such as public realm improvements and other community initiatives.

1.5 A glossary can be found at the end of this document.

Preparing the Wilmslow Neighbourhood Plan

1.6 The parish of Wilmslow falls under Cheshire East Council (CEC), which is the Local Planning Authority responsible for making planning decisions in and around the town. The WNP has been commissioned by Wilmslow Town Council and prepared by volunteer residents comprising the Wilmslow Neighbourhood Plan Steering Group (WNPSG). Urban Imprint, the town planning and urban design consultancy, was commissioned in early 2017 to act as advisers to the WNPSG and to help and guide the process to ensure that the final document conforms with regulations and passes the examination stage. For a full list of the evidence base, Core Documents, used to support the WNP, see Appendix 1.

1.7 It should be pointed out that two members of Wilmslow Town Council (WTC) were members of the Steering Group but the WNP itself has been written independently of WTC, as well as CEC. However, once the WNP is produced, WTC will take over responsibility for the monitoring and review of the WNP. In preparing the Neighbourhood Plan, a number of local volunteers on the WNPSG have given freely of their time developing a range of comprehensive documents forming part of the evidence behind this Plan, ranging from a detailed and specific Landscape Character Assessment (LCA) at the strategic level, through to developing detailed design guidance for key sites and the public realm within the Town Core. The town centre is referred to as the Town Core in order to avoid confusion with the Cheshire East Town centre designation, which covers a much larger area.

1.8 Creation of a Neighbourhood Plan for Wilmslow has given local residents significant influence in the planning decisions affecting their local area in terms of steering the types of development they would like to see and setting high standards of design and sustainability. This Plan has been written so that it both delivers these ends and complies with the basic conditions set for Neighbourhood Plans, the policies and guidance set out in the NPPF, and the policies of the Cheshire East Local Plan Strategy.

1.9 The WNP aims to address a number of identified land-use planning and transportation issues associated with housing, heritage, the environment, landscape enhancement and protection, the Town Core, traffic management, sports and leisure, and the quality of the built environment.
How to use the Neighbourhood Plan

1.10 The WNP will help a number of stakeholders in decision making within the town;

Residents and local business owners
Local residents and business owners will be able to use the WNP when commenting upon or submitting planning applications in Wilmslow.

Property owners and developers
Property owners and developers will need to ensure that their proposals are carried out in line with requirements outlined in the WNP as well as meeting requirements set out in wider policies of the development plan.

Cheshire East Borough Council Planning Department
CEC will hold responsibility for implementing the final WNP and will continue to decide which development proposals in Wilmslow are approved; those that comply with the WNP and development plan policies, will be approved.

The WTC Planning Committee will be responsible for screening all local development proposals offering comments and recommendations to the CEC Planning Department.
2. BACKGROUND AND CONTEXT

2.1. The town of Wilmslow lies in the north of the Borough of Cheshire East and is approximately 14 miles from the City of Manchester. The town is noted for its high-quality housing and shops, as well as the nearby historic Quarry Bank Mill and Styal Estate, making it a sought-after location in the Borough for people to visit, live and work. The Town Core of Wilmslow has expanded and developed beyond its historic core and has substantial late Victorian and Edwardian suburban areas.

2.2. The Town Core has approximately 230 retail units and a strong office and business sector. Large peripheral office parks are present in the surrounding areas.

Socio-Economic Profile

2.3. Wilmslow had a population of 24,497 according to the 2011 Census, and in 2018, exceeds 25000. It comprises four wards: Wilmslow Dean Row, Wilmslow East, Wilmslow Lacey Green and Wilmslow West and Chorley. The median ages of residents in these areas are; 40, 47, 41 and 47 years. The median age in Wilmslow overall, is 41.2 years. Residents have high levels of educational attainment and are generally in a good state of health. People are strongly engaged in community activities which gives the town a vibrant culture with a high level of social capital.

2.4. The census data also indicates that the majority of Wilmslow residents are of white British background with a small number of other ethnicities represented in the area.

2.5. Census employment figures across the four districts highlight that 68% of local residents are in employment, whether this is in full time, part time or self-employed positions. The unemployment rate throughout all four districts is 3%. Wilmslow is home to a wide range of educational facilities including state and private primary schooling, Wilmslow High School and the Wilmslow Guild.

Transport and Accessibility

2.6. Wilmslow is served by a local bus network connecting the town to destinations including Knutsford, Macclesfield, Altrincham, Manchester and Stockport. Wilmslow’s Railway Station is on the West Coast Main Line and is served by local and long-distance services. Direct destinations served include Manchester Airport, Crewe, Manchester Piccadilly and London Euston. The town also has easy road access to the M60 and M56 motorways.

2.7. Many Wilmslow residents work in Manchester, with other significant commuter flows to Stockport, Trafford and Macclesfield, using existing transport links. Manchester Airport is also a major employer located just three miles northwest of Wilmslow. Equally, as many people commute into Wilmslow for work as travel out of town to other destinations.
**Housing**

2.8. Wilmslow has high quality housing stock and is one of the most desirable places to live in the region. There is, however, an imbalance in the type and tenure of housing. There is a low proportion of flats and terraced housing and rented accommodation and a high proportion of detached housing and owner occupied accommodation. The public consultation returns from both the Wilmslow Vision Document (November 2012) which launched the Local Plan process and the Neighbourhood Plan, told of a need for more smaller dwellings and more rental and shared ownership accommodation arising from a large increase in single person households and a rise in the elderly population. Allied to this there is a significant affordability problem due to the relationship between the cost of present housing and household income to meet general housing requirements and a need to address specific needs such as sheltered and supported housing.

2.9. The Local Plan allocated sites will deliver 722 houses to Wilmslow by 2030. The Design and Access Statements for each site should address shortfalls in type and tenure. Windfall since 2010 to date (May 2018) has exceeded expectations indicating a final figure well in excess of the 900 houses required of the Local Plan. Supported by the potential to deliver on key opportunity sites in the Town Core, this Plan aspires to prevent any further loss of Green Belt land prior to 2030. Beyond this, there are two safeguarded sites identified to maintain the supply of houses during the next Local Plan period 2030 to 2050. The Cheshire East Site Allocations can be seen in Appendix 2.

**Landscape and Townscape**

2.10. Wilmslow sits within the Green Belt. Over half the town’s designated Neighbourhood Plan Area consists of pastoral farmland, river valleys, moss land and heathland all of which are identified in the Cheshire East Landscape Character Assessment (LCA) and are assessed in more depth within the Wilmslow LCA. Many of these sites are considered important landscapes for protection, particularly Lindow Common, which is designated as a Site of Special Scientific Interest (SSSI) as well as being a Nature Reserve. The wider Lindow Moss landscape, which includes a number of different designated and non-designated sites, is an important historical and cultural landscape.

2.11. The River Valleys of the Bollin and Dean make up a large proportion of the landscape setting in and around the town and are important for both wildlife habitats and ecology and human recreation and leisure. The Wilmslow Landscape Character Assessment identifies these locally important river landscapes which include a number of priority habitats, such as broadleaved woodland.
2. BACKGROUND AND CONTEXT continued

2.12. The townscape of Wilmslow is characterised by a popular Town Core, supporting a mix of retail, office and some residential developments. The Town Core contains spaces where events such as The Artisan Market can take place when roads are closed for the purpose. Immediately surrounding the Town Core there are numerous large housing estates containing predominantly large family homes of various high quality styles and designs. Wilmslow is also home to a number of pre-war housing estates, known locally as the Wilmslow Parks (Fulshaw Park, Pownall Park and Wilmslow Park) which include a number of larger detached dwellings, set in mature landscaped grounds, which strongly contribute to the local character.

Natural Environment, Heritage and Conservation

2.13. The historic environment in Wilmslow is integral to the character of the town in its value for functions and visitors. Within the boundary of Wilmslow, there is the Grade I listed St Bartholomew’s Church, constructed in the mid-16th Century and several Grade II listed buildings, ranging from cottages, such as Finney Green Cottage, to bridges (e.g. Vardon Bridge, Adlington Road). Many of these heritage assets are located around the historic core of the town.

2.14. Wilmslow’s natural environment shows significant biodiversity and is considered a valuable asset to residents of the town. Due to the Bollin and Dean River Valleys traversing the town, the natural environment is strongly woven into the built environment and is easily accessible. Work undertaken with the Cheshire Wildlife Trust has identified a wide range of Priority Habitats and designated and non-designated nature conservation sites which are mapped in Appendix 3. For a town and parish of its size, the diversity and number of these sites is considered to be more than any other location within Cheshire. It is partly due to these sites that joint working between Wilmslow Town Council and neighbouring parishes has been crucial. Full cooperation between parishes is needed in order to deliver many of the countryside and heritage aims and policies in addition to enhancing wider footpath networks.

2.15. There are five conservation areas relevant to the Neighbourhood Plan: St Bartholomew’s Conservation Area, Styal Conservation Area, Hawthorn Lane Conservation Area, Bollin Hill Conservation Area, and Highfield Conservation Area. Hawthorn Lane features Hawthorn Hall, a Grade II listed building, dating from the late 19th Century. Architectural features such as bay windows and recessed front entrances, reflect the wealth of its previous inhabitants. St Bartholomew’s points to the origins of Wilmslow as an early settlement. The area contains nine listed buildings, some of which are former fustian (a thick hard-wearing twilled cloth) cutting workshops. Bollin Hill, Styal, and Highfield Conservation Areas each display their own specific architectural heritage which distinguishes them as valuable and significant areas to preserve in the town. Further work is required to protect the Bollin Hill and Highfield Conservation Areas.
Services and Facilities

2.16. Wilmslow Town Core offers a wide variety of independent clothes, jewellers and shoe shops, and brands, with salons providing hair and beauty treatments. Independent shops are also featured in nearby Chapel Lane. The town benefits from larger anchor stores, such as Hooper, Sainsburys and Waitrose. Numerous cafes, restaurants and bars are located in the Town Core giving a vibrancy to those areas in the evening.

2.17. There are many public and private sport and recreation facilities in the town, including: Wilmslow Leisure Centre, with a swimming pool, the Jim Evison Playing Fields (rugby and football), Wilmslow Rugby Club, Pownall Park and Croftside Tennis Clubs, Wilmslow Bowling Club and Lindow and Wilmslow Cricket Clubs. Alderley Edge Golf Course is a cross boundary provision with the Parish of Alderley Edge.

2.18. The town benefits from a range of cultural activities promoted by clubs and societies including the Green Room Theatre and the Evans Theatre at Wilmslow Leisure Centre. The Library and Wilmslow Guild are much used and highly valued resources.

2.19. Wilmslow High School and its facilities play an important role in the town. There are several places of worship within the Town Core used for a variety of community activities. The town is well serviced by rail and road, and bus and cycle routes are readily accessible.
3. ENGAGING THE COMMUNITY

3.1. The WNP and its policies have been shaped by considerable input and feedback from the local community through an extensive consultation process, beginning in 2016 with an initial questionnaire, sent to every household in the town. Residents were asked broad questions about the positive and negative aspects of the town and the key issues for the Neighbourhood Plan to address. Community and business groups were also contacted at each stage of the consultation process.

3.2. This was followed by the production of an Emerging Policies Document (EPD) which contained broad outlines of the Neighbourhood Plan policies. At this stage, it was important to gain a flavour of the level of public support for the policy ideas prepared by the Steering Group and Urban Imprint, using the feedback from the 2016 questionnaire.

3.3. The EPD simply contained outlines of the WNP policies in order to test the response to the document before each policy was prepared in full.

3.4. In 2017 the EPD was published on the website and sent to schools, local groups and businesses. It was widely advertised with several events held by the Steering Group to encourage members of the public to share their thoughts and engage with the WNP and its policies.

3.5. Following feedback from the EPD consultation, the outline policies were crafted in more detail to produce fully prepared planning policies based upon EPD feedback, conforming them to national and local planning policy.

3.6. A first draft of the WNP was completed in preparation for Regulation 14 Consultation. Regulation 14 consultation lasted a period of 6 weeks and its feedback, which was collated, has been used to make final amendments to the WNP and its policies.

3.7. These amendments have created this ‘Submission Version’ of the WNP. This document, as well as its accompanying evidence base, will be submitted to the Local Planning Authority, which will then conduct its own consultation on the Neighbourhood Plan (Regulation 16 Consultation). After this, the WNP will undergo assessment by an independent examiner.
4.1. The WNPSG, in partnership with the community, has developed a vision to guide the development of the WNP. All planning applications should demonstrate how they have addressed the vision as well as the objectives and policies which have been developed from it.

4.2. For this vision to be implemented and effective it has been broken down into eight objectives, each seeking to fulfil different aspects of the vision. Each WNP policy must contribute to at least one of these objectives. To see how each of the Neighbourhood Plan policies contribute towards these objectives see page 115. These have been tested against the Sustainability Objectives of the Cheshire East Local Plan to ensure they support the borough’s wider sustainable development objectives (see Sustainability Appraisal for more information).

Vision
To sustain and enhance a dynamic community within Wilmslow which protects its special built and natural character and which promotes a user friendly and green environment with an increasingly attractive and thriving Town Core.

Objectives

Built Environment:
To sustain Wilmslow as a desirable place to live, work and play by providing new homes for all ages which address local needs, include community and green spaces and encourage an environmentally sensitive, sustainable approach.

Businesses:
To promote Wilmslow as a thriving and diverse business community.

Community, Leisure and Recreation:
To promote Wilmslow as a destination rich in community and leisure facilities.

Healthy Communities:
To promote a healthy community which has excellent access to green and open spaces, sports facilities plus convenient access to surgeries.

Heritage Assets:
To celebrate, protect and enhance Wilmslow’s designated and non-designated heritage assets whilst encouraging more opportunities for residents and visitors to enjoy and understand the town’s history.

Natural Environment:
To protect the character of the countryside and to create new opportunities for biodiversity, countryside access and the rural economy.

Town Core:
To maximise the visual quality of the Town Core, improving and encouraging access by sustainable modes, reducing the dominance of vehicles and the creation of an attractive and accessible destination space.

Transport, Access, and Infrastructure:
To create a safe, pedestrian-friendly environment. To promote alternatives to vehicular use by improving cycling and walking facilities. To support the improvement of public transport.
5. SPATIAL STRATEGY

5.1. The following paragraphs and diagrams set out the context and key drivers which have shaped and now underpin the policies outlined in this document. These set out the broad aspirations and opportunities alongside which the Neighbourhood Plan policies should be read and interpreted. Whilst the Cheshire East Local Plan has identified sites for new development in and around Wilmslow it is important that these form part of a holistic spatial strategy outlined in this section – the Neighbourhood Plan policies seek to guide the delivery of the themes set out in the Spatial Strategy.

North Cheshire Context

5.2. Wilmslow, perhaps more than any other key service centre in Cheshire East, is well located and served by transport connections with a series of tourism and economic growth assets. The Neighbourhood Plan aims to help preserve and enhance these assets, making best use of them for the benefit of existing and future residents and visitors to the town. Wilmslow benefits from direct railway connections to Manchester and London and will be within easy reach of the new HS2 station at Manchester Airport. Direct rail connections to the airport mean that Wilmslow is nationally and internationally connected – it is vitally important that these links are preserved and enhanced.

5.3. Wilmslow is the nearest major settlement to Manchester Airport International Office Park, the Airport City development, Alderley Park Biomedical Science campus and Waters Corporation. This context requires high quality facilities and a skilled and professional workforce to satisfy the employment and service requirements both within the town and the areas to the south and west of Wilmslow. Further links to new development at the Handforth Garden Village, Woodford and Adlington provide a further range of employment and economic development opportunities.

5.4. The leisure and visitor economies form a central element of the Neighbourhood Plan, partly driven by Wilmslow’s location near to tourist attractions and places of interest such as the Bollin Valley, Alderley Edge, Alderley Mill, Jodrell Bank, Dunham Massey, Lyme Park, Quarry Bank Mill and Tatton Park, and also important landscape assets, such as the internationally important peatland landscape of Lindow Moss, Lindow Common and the Peak District National Park. Wilmslow’s Neighbourhood Plan aspires to capitalise on these assets, including the proximity to rail and air connections, to offer overnight accommodation, food and drink and other evening activities to further diversify this excellent offer for visitors and local residents.
5. SPATIAL STRATEGY continued

The Wilmslow Context

5.5. The town’s surrounding countryside and setting is particularly prized by the community. Whilst most of this is designated as Green Belt, its role for leisure and recreation is important for encouraging a better quality of life for residents. The Lindow Moss landscape receives special treatment from the policies of the Neighbourhood Plan. The Spatial Strategy shows a series of green links and wedges running east to west through this area linking together green spaces, parks and open countryside. Policies within the Plan seek to protect and enhance these links.

5.6. The Spatial Strategy diagram shows a series of local assets including retail centres, schools, parks and spaces. These are mapped alongside the strategic development sites identified by the Local Plan. In some cases these collectively form ‘hubs’ where enhancement to local services and facilities can be supported by the new development. In other cases, the agglomeration of assets in itself creates the focus for a ‘hub’, e.g. Lacey Green, Chapel Lane, Davenport Green, and Dean Row, where the plan supports investment and safeguarding of facilities. This ensures that the range and quality of services for individual communities can be maintained.

5.7. One important aspect of the Spatial Strategy is the relationship that all these elements, and the key opportunity sites have with the Town Core. The Town Core is the heart of the community, and so the WNP seeks to encourage the creation of safe and pleasant routes for walking and cycling to and from the Town Core. The Town Core will be the focus for the economic, visitor and leisure facilities set out within the wider context as well as rail access to Manchester, London, the airport and other regional centres and services.
5.8. Wilmslow Town Core forms the heart of the Neighbourhood Plan’s Spatial Strategy. The Town Core is the place where the majority of shops and services are located serving the residents of Wilmslow and beyond. The Town Core has remained attractive to shoppers and retailers, despite downturns experienced elsewhere. Out of town development threatens the vitality of Wilmslow’s Town Core. Therefore it is important that the centre continually improves its attractiveness to residents and visitors. The Neighbourhood Plan seeks to protect and enhance the Town Core by focusing appropriate uses within the Main Shopping Frontage, bookended by the anchor stores of Sainsbury’s and Waitrose. Wilmslow reflects the changing content and function of Town Cores and the increasing importance of community leisure and social activity.

5.9. The Town Core spatial strategy identifies how town centre uses should be concentrated to support a vibrant and active street scene. Areas within the dotted black line show where the Neighbourhood Plan seeks to prioritise improvements to the town centre environment and enhance existing community facilities through specific planning policies and aspirations over short and longer terms.
6. SUSTAINABLE DEVELOPMENT AND THE WILMSLOW NEIGHBOURHOOD PLAN

6.1. The WNP reflects the community’s vision for Wilmslow to be a sustainable town where people are encouraged to use sustainable modes of transport, where development is undertaken in a way which limits its impact upon the environment and where the surrounding landscape and green assets of the town are protected and enhanced. The Neighbourhood Plan sets out how to deliver sustainable development in our local context to contribute towards a sustainable community for the town.

6.2. A definition of a sustainable community was provided by in the government’s review of ‘Skills for Sustainable Communities’ (2004) by Sir John Egan:

’Sustainable communities meet the diverse needs of existing and future residents, their children and other users, contribute to a high quality of life and provide opportunity and choice. They achieve this in ways that make effective use of natural resources, enhance the environment, promote social cohesion and inclusion, and strengthen economic prospects.’ (ODPM, 2004)

6.3. The NPPF (2018) paragraph 7 makes reference to the United Nations General Assembly definition of sustainable development (‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’). The UK Sustainable Development Strategy, ‘Securing the Future’, also provides useful guidance on this matter. It sets out five ‘guiding principles of sustainable development: living within environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.’ That includes addressing the imperative of climate change by seeking to reduce greenhouse gas emissions (mitigation) and planning to moderate the impacts of a changing climate (adaptation).

6.4. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). The NPPF states that in achieving sustainable development the planning system has three interdependent overarching objectives – an economic objective, a social objective and an environmental objective - that need to be pursued in mutually supportive ways, seeking to achieve net gains across all three.
6. SUSTAINABLE DEVELOPMENT AND
THE WILMSLOW NEIGHBOURHOOD PLAN continued

6.5. Paragraph 9 states that “these objectives should be delivered through the preparation and implementation of plans and the application of the policies... but in doing so should take local circumstances into account.” The WNP is well in line with these objectives and as the NPPF recommends, has tailored them to the needs of its local area, through the preparation of the polices within this Plan.

6.6. The Cheshire East Local Plan addresses planning for sustainable development in Section 9 of the Plan, and provides its own definition of sustainable development embedded in the 16 policy considerations within Policy SD1 and a set of sustainable development principles in Policy SD2. There is a strong correlation between these policies and the content of the WNP.

John Handley, WNPSG
Strategic Policies
7. STRATEGIC POLICIES

7.1. The strategic policies must be considered by all planning applications submitted within the Wilmslow Neighbourhood Plan Area. These policies reflect the community’s vision for Wilmslow to be a sustainable town where people are encouraged to use sustainable modes of transport, where development is undertaken in a way which limits its impact on the environment and where the surrounding landscape and green assets of the town are protected and enhanced.

7.2. The following policies deal with sustainable construction, spaces and transport. The first Policy, SP1 Sustainable Construction, provides guidance for applicants to ensure schemes use sustainable methods of construction and make use of renewable technologies. The second, Policy SP2 Sustainable Spaces, emphasises the crucial role that vegetation has in encouraging greater biodiversity and making the town a more pleasant place to live and moderating the impacts of climate change through shading, cooling, and the interception and infiltration of rainfall. This policy introduces the Green Biophilic Points system which provides a checklist for new development. Finally, the third strategic policy, SP3 Sustainable Transport, requires that all new development, where appropriate, encourages walking, cycling and use of public transport through its location, connection with new and existing routes and ensuring schemes provide facilities such as cycle storage, changing rooms and electric vehicle charging points.
POLICY SP1

All new development should demonstrate how it has met, and where possible exceeded, the minimum standards for energy efficiency and construction quality.

Applicants should demonstrate how they have embraced the following features as part of their applications:

• The use of sustainably sourced and energy efficient materials as part of the building’s construction, which seek to reduce the overall carbon footprint of the building
• The use of innovative design techniques which reduce the demand for energy including, the incorporation of passive solar gain, passive cooling and ventilation and neutral design
• The use of on-site energy generation technologies to reduce the demand for energy
• Where appropriate, the inclusion of electric vehicle charging points

All new development will be required to demonstrate use of the above methods to attain a 19% carbon reduction improvement above that required by Part L of the Building Regulation and provide on-site energy production to provide a further 20% carbon reduction.

Householder applications should demonstrate how they have complied with relevant elements above and the ‘spirit’ of this policy.

All new development will be required to demonstrate how they have used internal water management systems to reduce the demand for water through either the use of grey water recycling, water butts or water saving fixtures and fittings.

All schemes should consider how the proposed buildings could be adapted over the life of the buildings, to take account of changing social and working habits and demonstrate this as part of the Design and Access Statements. Reuse of existing buildings will be encouraged and demolition of buildings with a view to redevelopment will have to be fully justified.

Schemes on strategic or allocated sites will be required to demonstrate an agreed monitoring regime for a minimum of five years following occupation of the development.

EXPLANATORY

7.3. The Neighbourhood Plan has an ambition to reduce the energy demand from all new developments by encouraging sustainable design and construction. Evidence for climate change as a result of our demand for energy is clearly identified and there are now long established construction methodologies including carbon neutral design, the Salford Energy House, Passiv Haus, Huf Haus and Eco Homes which have demonstrable energy efficiency benefits. The policy also seeks to ensure that other resources, including water, are managed effectively.

7.4. The policy follows best practice as set out by the UK Green Building Council in their publication ‘Driving Sustainability in New Homes: A Resource for Local Authorities’. Ideally new development will seek a carbon zero approach. However, this policy sets a minimum target of 19% reduction above that required by Building Regulation Part L. The policy also seeks to promote a range of on-site energy production techniques and seeks a further reduction of 20% to be provided via such technologies.

7.5. This overarching policy, will affect all new developments and seeks to ensure that sustainable design and construction is at the heart of all planning proposals regardless of scale, type or location. The criteria set are designed to ensure that different aspects of design are fully considered as part of the design process including the source of materials, the overall design approach to the building and finally the use of on-site energy generation. All of these elements will contribute towards the reduction in energy usage sought by the policy.

7.6. Elements of the policy may not be relevant to a large
number of householder applications. However, it is expected that the spirit of this policy is maintained through such developments. Schemes should be designed to make the most of their location and available energy efficient construction materials and energy production technologies, even at a small scale.

7.7. The construction phase and the operation of the building are only part of ensuring that buildings are sustainable. It is important when designing the building to consider how it can be adapted or extended to meet changing circumstances. For residential buildings this might mean thinking about the changing needs of residents throughout their lifetime. For commercial developments, consideration should be given to how expansion might be accommodated, or how the building might be reused or adapted for different uses and occupants in the future.

7.8. It is expected that projects led by the Local Authority, Registered Social Landlords and others of a civic nature, should seek a carbon zero approach to design and act as trailblazers in the town.

Evidence Base Documents:
- Driving sustainability in new homes: a resource for local authorities, UKGBC
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
- SD1 Sustainable Development in Cheshire East
- SE 1 Design
- SE8 Renewable and Low Carbon Energy
- SE9 Energy Efficient Design

### Policy SP2: Sustainable Spaces

**POLICY SP2**

All new development must seek to enhance the contribution which applications make to the town’s green and blue infrastructure networks. All development, where practicable, should ensure that external spaces meet the following criteria which should be demonstrated as part of planning applications:

- Avoid the loss of existing mature trees, hedgerows and planted features, whilst ensuring any replacement and additional planting includes a mixture of native species and ages.
- Avoid hard features such as fences and walls in favour of natural planted features designed to improve the overall green infrastructure network within development sites.
- Introduce green infrastructure as an integral design element within new buildings, such as green roofs and green walls, in line with policy SP1 Sustainable Construction. Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge.
- Include sustainable drainage solutions (Sustainable Urban Drainage Systems) which avoids all non-permeable surfaces, or delivers a water management system which minimises surface run off and ensure that all surface water is addressed within the site boundary. Every option should be investigated before discharging surface water into a public sewerage network, in line with the surface water hierarchy. On previously developed land, applicants should target a reduction in surface water discharge to the public sewer.

Householder planning applications should demonstrate careful consideration of hard and soft landscaping and on site drainage.

Where appropriate these items will be conditioned as part of a planning permission to ensure their effective delivery.

Development which delivers the following ‘Green Biophilic Points’ will be looked upon favourably:

1. Inclusion of bird boxes as part of the scheme, beyond mitigation requirements
2. Inclusion of bat boxes as part of any scheme, beyond mitigation requirements
3. Inclusion of facilities / habitats for providing homes for amphibians and insects
4. That all external space has sufficient soil depth for the growth of vegetation
5. Include a proportion of nectar-rich species suitable for insects and butterflies
6. Include a proportion of planting species which provide fruit or berries for birds / mammals
7. The inclusion of year-round flowering species within any planting mix
8. Areas of un-managed grassland / planting, including areas for natural succession
9. Inclusions of open water features and marginal habitats as part of the landscape proposals
10. Inclusion of in excess of 80% of native planting and tree species
EXPLANATORY

7.9. This overarching policy is designed to ensure that green infrastructure and existing landscape features are at the heart of all development proposals that come forward in Wilmslow. The policy seeks to add a Wilmslow specific layer of policy to paragraph 175d of the NPPF. Understanding, preserving and where relevant, enhancing the natural and green elements of any site are set out by the criteria within this policy, which were highlighted as being very important by the community. This policy is designed to work in conjunction with policy SP1 Sustainable Construction. SP1 promotes the use of solar panels and other on-site energy production technologies. SP2 seeks the inclusion of green roofs and green infrastructure. The two elements should work side by side, for example, with solar panels being provided on steeper pitched roofs and green roofs provided on shallower, more gentle slopes.

7.10. The retention of mature landscape features (such as trees and hedgerows) and the use of sustainable drainage solutions to minimise run-off have long been a cornerstone of the planning system, alongside the requirement to replace any unavoidable loss due to development. What is perhaps unique to this policy is the requirement to consider softer, natural boundary treatments and the use of green walls and roofs to improve the overall landscape and biodiversity of new developments.

7.11. This policy also implements a series of ‘Green Biophilic Points’, designed to encourage developments which deliver green and blue infrastructure for the benefit of local ecology and human wellbeing. These have been developed and refined through a study of similar schemes in the UK and Europe based on advice from the Town and Country Planning Association (TCPA). Careful landscape design can ensure that these meet the criteria set by this policy.

7.12. Surface water should be discharged in the following order of priority:
1. An adequate soakaway or some other form of infiltration system
2. An attenuated discharge to surface water body
3. An attenuated discharge to public surface water sewer, highway drain or another drainage system
4. An attenuated discharge to public combined sewer

7.13. Applicants wishing to discharge a public sewer will need to submit clear evidence demonstrating why alternative options are not available as part of the determination of their application.

Evidence Base Documents:
• The Green Space Factor and Green Points, TCPA, June 2011

Cheshire East Local Plan Policies:
• SC3 Health and Wellbeing
• SE4 The Landscape
• SE5 Trees, Hedgerows and Woodland
• SE6 Green infrastructure
Policy SP3: Sustainable Transport

**EXPLANATORY**

7.14. The community has identified that traffic and congestion within the town is a key issue that ought to be addressed. Every effort needs to be made to challenge the use of the private car and make it more attractive to use the sustainable transport modes outlined above. Wilmslow has a very good rail service offering regional and national connections, but it is important that connections to this, from residential, commercial and leisure developments, are promoted.

7.15. This overarching policy affects all developments, regardless of type, and ensures that they are sustainably located and maximise the opportunities to connect to walking, cycling and public transport networks (see Appendices 5 and 8 for further details). Segregated cycle lanes are preferable. This will not only address a desire for a reduction in vehicle movements but will target the overall environmental goals, reducing pollution from private vehicles, and assisting health and wellbeing by encouraging active travel.

7.16. Many householder developments not directly affected by this policy however, should still ensure provision of cycle storage and electric charging points. Schemes which result in the loss of cycle storage are unlikely to be supported unless alternative storage can be provided on-site.

7.17. Development which is isolated from sustainable transport networks, is highly likely to become car dependent and therefore should be discouraged. However, it is acknowledged that for some, the car is the only viable means of transport (e.g. the elderly and disabled) and as such, efforts should be made to embrace new electric vehicle technology and ensure that appropriate infrastructure is in place in all future developments. Design of electric and self-driving vehicles is advancing rapidly and it is quite possible that the latter will be featuring on Wilmslow’s roads during the lifetime of the WNP (‘Making better places: Autonomous vehicles and future opportunities’ report).

**Evidence Base Documents:**
- Emerging Cheshire East Local Transport Plan
- The 6Cs Design Guide
- Making Better Places: Autonomous vehicles and future opportunities report

**Cheshire East Local Plan Policies:**
- SD1 – Sustainable Development in Cheshire East
- CO1 – Sustainable Travel and Transport
Natural and Built Environment
8. NATURAL ENVIRONMENT POLICIES

8.1. The natural environment is an asset for residents in Wilmslow not only as a valuable recreation resource but also for the ecologically rich landscapes which surround and project through the town - with many being easily accessible. Wilmslow sits within Green Belt whose purpose includes: the checking of unrestricted sprawl from urban areas; preventing neighbouring towns from merging into one another; safeguarding the countryside from encroachment; and preserving the setting and character of historic towns. However, the Green Belt is a land use planning designation, and this section seeks to address the wealth of ecological and highly prized landscapes within the Parish, regardless of their Green Belt designation.

8.2. More than half of Wilmslow is open countryside outside the settlement boundary consisting of pastoral farmland, river valleys, mossland and heathland. In the past, many of these areas have been identified as areas of Special County Value for their landscape qualities; the Bollin Valley, including the Lower Dean, is a Local Landscape Designation Area in the Cheshire East Local Plan. These areas are highly productive and a prized resource for the people of Wilmslow, and as such, the policies of this section aim to preserve their value. To this end, the policies aim to improve the access to the countryside for Wilmslow residents, as well as strengthening green links within the town for both wildlife and humans whilst ensuring the integrity of the overall landscape.

8.3. Wilmslow’s development and expansion has been influenced by its many natural landscapes. The river valleys of the Bollin and Dean are two prominent landscape features supporting many wildlife species and shaping the town’s development. The Wilmslow Landscape Character Assessment (WLCA) identifies the importance of these river valley landscapes and their unique visual and ecological qualities defined by incised valleys and steeply wooded cloughs. The WLCA has been a strong factor in the development of the policies here, providing their evidence and justification and also directing the implementation of the Neighbourhood Plan policies.

8.4. In addition to overall landscape qualities, the Parish includes a significant number and range of priority habitats (see Appendix 3), from broadleaf woodland along the river valleys, to lowland heath at Lindow Common - a Site of Special Scientific Interest (SSSI) and also a Local Nature Reserve. Lowland mossland makes up the historic landscape of Lindow Moss which is an important ‘stepping-stone’ habitat between the southern mosses on the Shropshire border and the Mersey Valley mosslands to the north. Lindow Moss Supports a rich diversity of wildlife habitats several of which are included in designated or prospective Local Wildlife Sites (LWS).

8.5. The policies in this section of the Neighbourhood Plan seek to protect the character of these important ecological landscapes, without which, new development may significantly erode their unique endowment to the Parish.
Policy NE1: Countryside around the Town

POLICY NE1

Applications which seek to introduce new built form within, or adjacent to, the open countryside (including householder applications where relevant) will be required to demonstrate how they have identified and sensitively responded to the guidance for development as identified as part of the Wilmslow Landscape Character Assessment (WLCA), or any subsequent replacement or updated document.

Planning applications should ensure that they identify the specific Character Area (as mapped within the Landscape Character Summary included in this Neighbourhood Plan) that they fall within and respond to the relevant Landscape Character Profiles included in the full document. Applications should positively respond to, and reflect the following (as identified within the nine profiles):

- The key characteristics of the landscape
- The ecological structure, the habitats and wildlife
- The historical and cultural features
- The landscape ‘spirit of place’

Planning applications should seek to realise opportunities to benefit humans, wildlife, and the natural environment through their overall layout and landscape design. Applications that fail to respond to the characteristics identified in the WLCA are unlikely to be acceptable.

EXPLANATORY

8.7. Wilmslow is characterised by strong links between the open countryside and the built elements in the town itself. The protection and strengthening of this distinctive landscape character is therefore an important aspect which the Plan seeks to cover. Over half the designated area for the Neighbourhood Plan (the parish of Wilmslow) consists of open countryside. This provides the town with agricultural land and flood regulation, plus opportunities for sport and recreation and a visual setting for the town itself. Wilmslow’s countryside is highly regarded by both residents and visitors, who have undertaken a detailed Landscape Character Assessment in support of the Neighbourhood Plan.

8.8. The Wilmslow Landscape Character Assessment (WLCA) identifies nine specific landscape character areas around the town each with its own ecology, landscape history and current land use which combine to produce a distinctive ‘spirit of place’. A summary of the WLCA is provided in section 19 of this Neighbourhood Plan. It contains a profile on each landscape character area around the town and includes an assessment of the landscape ecology, referencing designated landscapes but also the way in which the wider landscape works for wildlife e.g. ecological connectivity. Included as part of this Neighbourhood Plan is a Landscape Character Summary which sets out the purpose, background and methodology of the WLCA and importantly includes a map which identifies the areas covered by each specific Character Area. The nine Landscape Character Areas are based around four Landscape Character types identified as part of the 2008 Cheshire County Landscape Character Assessment. These character types have been retained in the 2018 Cheshire East LCA.

8.9. Applicants will be required to consult the WLCA in preparing their response to the above policy, with each profile including detailed information on each of the four criteria set out within this policy. Forces for change have been identified in each Character Area as have opportunities to strengthen the landscape and realise its full potential for beneficial use. This policy works alongside more detailed policy guidance for the River Valley Landscape Characters (NE2) and for the Lindow Moss Historical and Cultural Landscape (TH2). The WLCA provides a more Wilmslow-specific level of detail working alongside the Cheshire East Landscape Character Assessment 2018 and has been produced in partnership with CEC.

8.10. Landscape character does not necessarily follow political or parish boundaries and as such the landscape character designations identified within the WLCA cross the Wilmslow parish boundaries. It is therefore possible that developments outside the Neighbourhood Plan Area, may affect the landscape setting and character within the Parish. Applications with a significant visual impact outside the Neighbourhood Plan area may need to take account of these policies.

8.11. Almost all of Wilmslow’s countryside is protected by Green Belt designation. The fundamental aim of the Green Belt is to prevent urban sprawl and the North Cheshire Green Belt was established to contain the southern spread of the Greater
Aspiration A1: Countryside Stewardship

Aspiration A1

The Town Council will aim to resolve conflicts around countryside access and work closely with farmers and landowners in Wilmslow to enhance valued semi-natural habitats, including ancient woodlands, rivers, lowland meadows, fens, and their associated habitats, by encouraging and integrating appropriate management and farming practices (such as reducing nutrient run off into adjacent areas). This will strengthen the fabric of the countryside.

The overarching goal should be to maintain and enhance ecological connectivity and countryside access within and between landscapes, working closely with neighbouring Town and Parish Councils and strategic landowners, such as the National Trust, the Bollin Valley Project, Cheshire East Council and other partners, to sustain and improve visitor access to the countryside, and especially along the river valleys within Wilmslow. The starting point should be the proposals in the Wilmslow Landscape Character Assessment and Policy NE3 Green Links and Policy NE4 Countryside Access. This partnership should also seek to conserve and interpret the historic landscape; to sustain, improve and join up wildlife habitats, whilst tackling invasive species; and to improve the health of the countryside and the services it provides, e.g. sustainable use of soils.

The Wilmslow LCA provides helpful guidance on these matters. In association with neighbouring councils, Natural England, the Environment Agency, the National Trust and other key partners, Wilmslow Town Council will seek to establish a Lindow Moss Partnership with a view to conserving, restoring and interpreting the landscape as a Local Nature Improvement Area. Opportunities will be taken to bring an end to peat extraction, to restore the working area as a wetland habitat, to conserve historic features and to interpret the landscape, especially the findspot of Lindow Man, in line with Neighbourhood Plan Policy TH2. This will include measures to improve water quality, especially in the vicinity of former landfill sites and a comprehensive approach to water table management to reduce peat shrinkage through oxidation.

Evidence Base Documents:
- Wilmslow Landscape Character Assessment 2018
- Cheshire East Landscape Character Assessment (2018)
- Cheshire Historic Landscape Characterisation 2007
- Cheshire East Landscape Scale Partnership Report (August 2016) Cheshire East Council and the National Trust
- Cheshire East Neighbourhood Plan Landscape & Settlement Character Toolkit (2016)

Cheshire East Local Plan Policies:
- PG 3 Green Belt
- PG 5 Strategic Green Gaps
- PG 6 Open Countryside
- SC 1 Leisure and Recreation
- SE 4 The Landscape
- SE 7 The Historic Environment
EXPLANATORY

8.13. There are numerous ways in which the Neighbourhood Plan can work alongside landowners, farmers, statutory consultees, the local authority and other partners in order to improve the landscape and environment of Wilmslow. Much of this relates to how land is managed and used in the long term, often not requiring planning permission. This Aspiration sets out how the Neighbourhood Plan, the Wilmslow Town Council and associated partners can work together to solve some of the common issues which occur in the countryside.

8.14. The Town Council and local partnership working together is an integral part of ensuring the long term future of the landscape. This needs to be coordinated with the Borough Council and National Trust as significant landowners in the area – especially for some of the important river valley landscapes to the west of the town.

8.15. Lindow Common and Lindow Moss are recognized landscapes with ecological and historical value. Lindow Common is designated as an SSSI and Local Nature Reserve with its own management committee. In contrast, Lindow Moss has no statutory protection, except through its location in the Green Belt. However, as previously noted the landscape character goes beyond the limited confines of the parish and wider engagement and management for the protection and enhancement of these landscapes must therefore occur at a pan-parish level.

8.16. In April 2014 a local group, Transition Wilmslow, hosted a multi representational workshop on Lindow Moss with attendees from Cheshire East Council, local Town and Parish Councils together with representatives from local organisations, Natural England, The Environment Agency, The National Trust, English Heritage and Manchester Museum. This resulted in the creation of “A New Vision for Lindow Moss.” By seeking to create a ‘partnership’ in this area, the often competing demands on this landscape can be managed.

Evidence Base Documents:
• Wilmslow Landscape Character Assessment, 2018
• Cheshire Historic Landscape Characterisation 2007
• Cheshire East Landscape Scale Partnership Report (August 2016) Cheshire East Council and the National Trust
• Lindow Moss Workshop Report April 2014 (Transition Wilmslow)
• A New Vision for Wilmslow Moss (Transition Wilmslow)

Cheshire East Local Plan Policies:
• PG 3 Green Belt
• PG 5 Strategic Green Gaps
• PG 6 Open Countryside
• SC 1 Leisure and Recreation
• SE 4 The Landscape
• SE 7 The Historic Environment
Applications within or nearby the River Valley Landscapes of the Bollin, Dean and Whitehall Brook (as identified within the Wilmslow Landscape Character Assessment – profiles A1 to A5), as well as their associated clough woodlands, must demonstrate how they conserve the natural and cultural heritage features of these areas.

Well-located enhancements to recreational use (e.g. refurbishment of the redundant toilet block at Twinnies Bridge) will be supported. Applications for non-recreational uses within, or adjacent to, the River Valleys should avoid the following, in order to preserve the characteristics of these important landscapes;

- Introducing built development into visually prominent locations, particularly on the valley slopes
- Impinging on the woodlands fringing the river valleys or resulting in the loss of mature vegetation, unless appropriate replacement is made on site
- Causing erosion within the valley or being located in areas of flood risk
- Causing pollution to the surrounding landscape from overland flows, or giving rise to a risk of tipping of inert waste into the rivers themselves
- Negatively impacting on wildlife habitats and designated and non-designated heritage assets (as shown in Appendices 3 and 6)
- Negatively impacting on the functionality of the valleys as significant green infrastructure assets.

EXPLANATORY

8.17. The rivers Bollin and Dean (and their feeder streams) have cut through glacial deposits and the soft Triassic rocks below to create deeply incised river valleys. The steep valley sides are often wooded, creating a sense of enclosure and tranquility, even where these rivers pass through the urban areas of Wilmslow and Handforth. Many of the woodlands within the river valleys have been present for centuries and over time they have developed a distinctive flora and fauna; several are designated as Local Wildlife Sites and are listed in the national inventory of ancient woodland. These attractive and accessible landscapes are highly valued for recreation by residents and visitors alike. They are identified as part of the WLCA as comprising a series of five specific character profiles (A1 - A5) which are mapped within the Landscape Character Summary within this Neighbourhood Plan. This policy and the criteria it sets out are derived from the WLCA.

8.18. For many years undeveloped sections of these valleys have enjoyed additional protection as ‘Areas of Special County Value’; these river valley landscapes are now identified as Local Landscape Designation Areas in the Cheshire East Local Plan. The Lower Bollin character area (Profile A5) moves from Wilmslow into Styal and back again as the river approaches Manchester Airport. Nearby, Quarry Bank Mill in Styal is a heritage asset of national importance and one of the National Trust’s top visitor attractions in Northern England. The valleys themselves are considered significant green infrastructure and run uninterrupted through the built elements of the town.

8.19. The extensive tree cover and the river itself together provide visual and ecological connectivity. Many wooded cloughs exist within the tributary river valleys, such as Kings Wood and Burleyhurst Wood. There is potential for improved visitor access along these corridors and for extending that to the south-east of the Wilmslow Bypass along the valley of the River Dean to Deanwater Bridge at the Wilmslow boundary. The WLCA has reconfigured and extended the landscape classification to establish a new ‘Wilmslow Bollin Landscape Character Area – Profile A4’ through central Wilmslow, from Twinnies Bridge to Vardon Bridge.

8.20. A similar approach has been taken along the River Dean from Linney’s Bridge to Bollin Fee Bridge, to form the Lower Dean Character Area (Profile A2). The Cheshire East Local Plan has made a strategic housing allocation for around 200 dwellings on a terrace adjacent to the Dean Valley at Little Stannylands, Wilmslow (Site LPS 56). The design brief includes provision for a new pedestrian and cycle bridge across the River Dean and improvement of public access along the river valley to include a new footpath link from Linney’s Bridge to Manchester Road. Trees and woodland at the edges of the site are to be retained and reinforced with new planting to properly define a new Green Belt boundary and protect the visual integrity of the river valley.
8.21. The River Bollin, and its catchment area, is one of five rivers to benefit from a new £10 million regeneration proposal, “The Riverland’s Project” led by the National Trust working with the Environment Agency and Natural Resources Wales. In addition to improving water quality and wildlife habitats the project will also create better paths and walking routes to make waterways more acceptable for a wider range of people.

Evidence Base Documents:
- Wilmslow Landscape Character Assessment, 2018
- Cheshire East Landscape Character Assessment, 2018
- Cheshire East Landscape Designation Review, 2018
- Cheshire Historic Landscape Characterisation 2007
- Cheshire East, Landscape Scale Partnership Report (August 2016) Cheshire East Council and the National Trust

Cheshire East Local Plan Policies:
- PG 6 Open Countryside
- EG 2 Rural Economy
- SC 1 Leisure and Recreation
- SE 3 Biodiversity and Geodiversity
- SE 4 The Landscape
- SE 7 The Historic Environment
- SE 12 Pollution, Land Contamination and Land Instability
- SE 13 Flood Risk and Water Management
Applications along the Green Links identified in Appendix 4 that retain or provide additional provision to the Green Links for the benefit of users or its contribution to local green infrastructure, will be supported, e.g. the upgrading of or provision of new green spaces, retention of or planting of new trees in roadside verges, private gardens/other buildings along the identified Green Links.

Applications that deliver new Green Links or where they make connections to the existing Green Links will be looked upon favourably. Applications which result in the loss or significant diminution of the integrity of the Green Links for the benefit of users or its contribution to local green infrastructure will not be supported.

EXPLANATORY

8.22. Green Links are routes which provide opportunities for walking and cycling and play an important role in linking open spaces, providing access to the countryside and to local places of interest. They also make important contributions to biodiversity and nature conservation as they create wildlife corridors which enable migration of species from within the built-up areas towards surrounding countryside. In addition to the benefits to human general health and wellbeing, Green Links can also contribute to promoting tourism and improving climate resilience.

8.23. Residents’ feedback through the consultation events stressed the need for ‘green links’ to be identified and protected within the town, particularly building on the town’s proliferation of tree lined roads and varied open spaces in both the town and the countryside. These should be preserved and enhanced for their natural benefits but also for their benefits to human health through their recreational value, their benefits to promoting tourism, and their benefits in improving climate resilience within the town.

8.24. Consultation feedback has also highlighted the need to integrate existing and new green links within the town and to strengthen the routes between its key locations. These include: Local retail centres in Chapel Lane, Dean Row and Lacey Green; significant open spaces such as the Carrs and Lindow Common and visitor attractions such as Lindow Moss and local National Trust sites at Quarry Bank Mill and Alderley Edge. Offering more accessible routes by ensuring that surfaces were suitable for people with disabilities and people with pushchairs was called for and where appropriate, consideration should be given to better lighting to aid safety and security and the needs of the visually impaired.

8.25. There are opportunities to improve and conserve green links within the wider urban area by improvements to the Public Rights of Way network – e.g. on footpaths which link Hawthorn Lane and Gorsey Road to the rear of the Carnival Field and the footpaths running along the railway line from Station Road towards Wilmslow High School. Within the Town Core there is a possibility to improve the quality of the Green Links and possibly extend Green Links in the Town Core through Aspiration A7: Greening the Town.

Evidence Base Documents:
- WNP Emerging Policies Consultation 2017
- Mersey Forest Tree Cover Map: https://www.merseyforest.org.uk/about/the-forest-in-your-area/

Cheshire East Local Plan Policies:
- PG 5 Strategic Green Gain
- IN 2 Developer Contributions
- SE 6 Green Infrastructure
POLICY NE4

Applications which seek to strengthen the accessibility of the countryside for residents and visitors as set out in the map in Appendix 5 will be supported. The diversion of Public Rights of Way (PROW) or cycle routes will be resisted unless appropriate mitigation measures are demonstrated. Schemes which propose to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community, subject to compliance with policy TA5.

Contributions may be sought from all major developments towards the provision of improvements to the routes listed in Appendix 5, which can be delivered through improvements to existing infrastructure and the provision of new infrastructure. Strategic and allocated sites must contribute (through direct provision or financial contribution) to these routes to ensure that occupants have access to recreational opportunities.

EXPLANATORY

8.26. Wilmslow’s countryside (including those areas within Green Belt) covers a wide variety of landscapes including river valleys along the Rivers Bollin and Dean and open countryside with views to the Peak District National Park and Alderley Edge. In addition, the Bollin Valley Way, a 25-mile-long path, runs through the Parish along the River Bollin from Macclesfield in the east to Partington in the west with associated links to wider areas.

8.27. Access to the countryside on foot, cycle or horseback is important in terms of its benefits to the physical health and mental wellbeing of people. It also contributes to the local rural economy by attracting visitors to the area.

8.28. The countryside around Wilmslow is a significant leisure and recreation asset to the town. Its ease of access is seen as a great asset by local residents and visitors who use the many footpaths, cycleways and bridleways joining the urban areas of the town and the natural environment beyond the settlement boundary.

8.29. Our overall aspiration for this policy, which is set out in Appendix 5 Pedestrian Routes (Countryside Access) Map is to fill in the gaps in the footpath network around Wilmslow to create a “necklace” of footpaths around the town together with the creation of safe crossing points at three areas where there are narrow roads in valley locations at Twinnie’s Bridge, Linney’s Bridge and Vardon Bridge.

8.30. Sites for future development identified in the Cheshire East Local Plan on the edge of the urbanised area of the town will provide opportunities to create new footpaths, cycle links, bridleways, and new access points from the urban area to the Countryside. It is also anticipated that the National Trust Riverland’s Project, referred to in Policy NE2 River Valleys, could also aid improved countryside access.

8.31. It is therefore important that access to the countryside is promoted by the Plan through the protection and maintenance of the existing Public Rights of Way (PROW) and cycleways and their enhancement where possible, to ensure the safety of users of rural roads and lanes.

8.32. Information on cycling routes around Wilmslow are available in a Cycle Wilmslow “Wilmslow Area Cycle Map” and Guide, (2018). There is an aspiration within the community to complement this with a parallel publication for walking routes around Wilmslow.

Evidence Base Documents:

• WNP Emerging Policies Consultation 2017
• Wilmslow Landscape Character Assessment 2018
• Cheshire East Local Access Forum Guidance Notes (2017)

Cheshire East Local Plan Policies:

• PG 6 Open Countryside
• EG 4 Tourism
• SC 1 Leisure and Recreation
• SE 4 The Landscape
• SE 6 Green Infrastructure
**Policy NE5: Biodiversity Conservation**

**Planning applications will be supported where it can be demonstrated that they will not adversely affect designated and non-designated wildlife habitats including Priority Habitats within Wilmslow as identified within the schedule and associated Maps 1 and 2 in Appendix 3. Planning applications which create new habitats, especially linked to the existing habitats identified will be looked upon favourably.**

Development is unlikely to be considered acceptable within any of the Nature Conservation Sites identified on Map 1 of Appendix 3. Developments adjacent to these sites must demonstrate how they will provide an appropriate and sensitive interface or ‘buffer’ with the site through their layout or landscape design to minimise negative impacts on these habitats and retain the overall ecological integrity of the network of these important sites and habitats.

All development, excluding householder developments, should demonstrate a net gain in biodiversity through the use of appropriate evaluation and delivery methodologies, including but not limited to the guidance contained in ‘Biodiversity Net Gain: Good Practice: Principles for Development’ and the delivery of the 10 biophilic points associated with Policy SP2. Compensation through biodiversity off-setting will be sought where there is an unavoidable net loss of biodiversity.

**EXPLANATORY**

8.33. Wilmslow’s close relationship with the natural environment emphasises the importance of preserving wildlife and biodiversity and protecting habitats. Appendix 3 includes two maps and an associated schedule which demonstrate the range and wealth of different priority habitats and a series of designated and non-designated nature conservation sites around the town. The Cheshire East Local Plan (in association with Policy SE3 Biodiversity and Geodiversity) seeks to ensure that there is no overall loss of biodiversity and geodiversity by setting out a framework for protecting sites of importance from potentially harmful development.

8.34. This Policy aims to protect and conserve the biodiversity assets of the town and its surroundings by specifying their careful consideration in planning applications and in requiring developments to demonstrate mitigation (using biodiversity offsetting) where loss is unavoidable. Developments adjacent to these important sites and habitats must respond sensitively to them by ensuring there exists a transitional area or buffer between them and new development and that negative impacts from noise, light and other pollutants do not impinge upon them.

8.35. The Cheshire East Local Plan also affords protection to non-designated biodiversity assets or sites identified within a Neighbourhood Plan that have special value to the community, and all of the sites identified in Appendix 3 are considered as valuable community assets. Such sites have been identified within the Wilmslow Landscape Character Assessment and their protection is sought through the Neighbourhood Plan as Local Green Spaces (Policy CR3).

8.36. The large natural landscapes in Wilmslow including the river valleys, heathlands and mire habitats at Lindow Common, and the mossland and habitat mosaic in the wider Lindow Moss landscape, are complex ecosystems in which wildlife has adapted to live over hundreds of years. These individual landscapes are interlinked, and therefore when one is damaged, it will negatively impact the adjacent linked landscapes. It is therefore essential to protect and preserve all of these to achieve optimal biodiversity and ecological stability.

8.37. Wilmslow Town Council will work with Cheshire East Council, the National Trust, the Bollin Valley Project and other partners, to sustain the large natural landscapes set out for protection in this policy including the formalisation of potential Local Wildlife Sites, as identified within the WLCA.

**Evidence Base Documents:**
- Wilmslow Landscape Character Assessment 2018
- Cheshire Historic Landscape Characterisation 2007
- Cheshire East Landscape Character Assessment 2018
- The Wetlands of Cheshire, North West Wetlands Survey 1997
- Map data and LWS citations, Cheshire Wildlife Trust, 2018
- Local Wildlife Site Selection Criteria for the Cheshire Region, LWS Partnership 2012

**Cheshire East Local Plan Policies:**
- SE 3 Biodiversity and Geodiversity
- SE 4 The Landscape
- SE 5 Trees, Hedgerows and Woodland
- SE 6 Green Infrastructure
Policy NE6: Development in Gardens and Amenity Space

POLICY NE6

All development seeking to subdivide larger residential plots or gardens should not, wherever possible, result in significant loss of garden space. Planning applications should recognise and protect the contribution made by these garden spaces to the overall biodiversity and green infrastructure of the town. Schemes that would sever, or significantly disrupt, the Green Infrastructure network provided by these garden spaces will be resisted. In order to mitigate the loss of garden space, schemes should meet the following criteria:

- The built form and hard surfaced areas must not exceed 50% of the area of the original plot unless permeable surfacing used
- All mature trees, hedgerows and other woody species are retained and protected, and supplemented by new native planting
- The landscape proposals developed must meet all 10 Green Biophilic Points set out within Policy SP2, Sustainable Spaces

Where appropriate, permitted development rights may be removed via conditions attached to a planning permission in order to preserve garden areas from ancillary development and further loss of garden space.

8.38. Residential gardens and other amenity spaces with non-residential uses, are an essential part of the green infrastructure network in urban areas. Mature trees and planted boundaries provide valuable green infrastructure connections supporting local habitats and biodiversity. Garden and amenity space also support health and wellbeing, offering people a direct interaction with nature. Government guidance (paragraph 70 of the NPPF) is clear that private residential gardens should be excluded from any strategic planning for housing delivery, and there is an opportunity to add better design standards for these sites focused on maintaining green attributes of garden spaces.

8.39. However, the character of Wilmslow, with large houses in generous plots, has seen a recent rise in plot subdivision and backland development which has impacted these garden spaces and the green infrastructure network. This policy seeks to ensure that these developments are carried out sensitively, in line with guidance within the NPPF, paragraphs 122d, 127 and 170. Backland development is potentially more damaging than infill to the network of green spaces and the Policy provides clear guidance targeted at reducing this form of development. The above Policy seeks to ensure that private garden spaces are protected as an asset when developing smaller, urban plots, whilst allowing some redevelopment or subdivision of larger plots to make the most efficient use of land. By ensuring that all properties have a road frontage, blocks of garden space can be maintained to the rear, and the overall balance of hard surface or built form, within the softer, garden space, should remain positively in favour of garden space. Larger plots may be able to accommodate core attractive schemes based around a new network of streets and spaces and as such can be treated slightly differently.

Evidence Base Documents:
- Wilmslow Landscape Character Assessment 2018
- WNP Emerging Policies Consultation October 2017
- The Green Space Factor and Green Points, TCPA, June 2011

Cheshire East Local Plan Policies:
- SC2 Health and Wellbeing
- SE1 Design
- SE3 Efficient Use of Land
- SE6 Green Infrastructure
9. TOWNSCAPE AND HERITAGE POLICIES

9.1. The Policies in this section cover matters pertaining to the town’s historical environments and its heritage assets. They consider the gateways into the town and the importance of protecting the setting of these gateways from future developments, ensuring they remain intact and continue their role in defining Wilmslow’s key entrances into and out of town. Opportunities to improve their functions are sought via the Policies.

9.2. Wilmslow, like many larger settlements, contains many listed and non-listed historical buildings, sites and structures, all of which individually contribute to the town’s unique character and tell the story of its past. These also provide a sense of well-being for the residents of the town in that they very much define the look and feel of the townscape. Tourism benefits are also gained from the presence of these historical assets.

9.3. The town contains five Conservation Areas of varying size, each having their different conservation purpose and heritage attributes. The Policies here seek to offer further protection for these areas and help guide development within them to ensure it remains respectful of the context and setting of the area and ultimately to provide benefits to the area, rather than impacting negatively. In addition to the Conservation Areas, the Three Wilmslow Park residential areas have significant character and are of heritage value. The Policies in this section seek to protect, conserve and enhance these areas to avoid loss of their special character.

9.4. These Policies also recognise the historic importance of the Lindow Moss landscape. This is internationally renowned for the discovery in 1984 of Lindow Man, an almost intact Iron Age bog body which today resides in the British Museum. But this is just one aspect of a landscape steeped in history with a distinctive Moss Room field pattern which captures the medieval pattern of peat working, the 1000 yard rifle range from the time of the Crimean War and Racecourse Road which commemorates the annual gypsy fair on Lindow Common.
Policy TH1: Gateways into Wilmslow

POLICY TH1

Applications which would result in further ribbon development on land at the town entrances or gateways, as defined on the Proposals Map 1 and listed below, will not be permitted:

- Wilmslow Road (A5102)
- Aldington Road (A5102)
- Prestbury Road (A538)
- Hough Lane
- Alderley Road (former A34)
- Knutsford Road – Brook Lane Corner to Davenport Green
- Altrincham Road (A538)
- Styal Road – from Styal Village

Infill schemes in these locations will be considered appropriate if they meet the tests for development in the Green Belt, as set out in the Cheshire East Local Plan Strategy, and are in keeping with the core aims and guidance in the Wilmslow Landscape Character Assessment.

Applications for non-residential development on land at the town entrances or gateways, or within the designated Strategic Employment Area on the A538, will only be supported if the development does not conflict with the core aims and guidance within the Wilmslow Landscape Character Assessment.

Applications which improve the gateways, and the approaches into the town along these gateways through improved or enhanced design or landscape features, will be supported. All schemes should seek to protect and enhance appropriate boundary treatment and mature vegetation to complement and reflect local character and established landscape features.

9.5. Wilmslow sits within an historic local landscape resulting in attractive green gateways and corridors which have formed around the arterial routes into the town, the A538, A5102 and Hough Lane. These routes contain stretches of mature trees and reflect the pattern of historic road and field boundaries.

9.6. These routes have been subject to change over time and are under particular threat from ribbon development which both extends the built form away from the heart of the town, and the services it provides, and fragments and degrades the key gateways into the town through sporadic development which fails to complement existing character.

9.7. The Wilmslow Landscape Character Assessment details the key characteristics of each of these gateways and arterial routes and should be consulted when proposing development in these locations.

9.8. This policy seeks to prevent further sporadic development along these routes and seeks to ensure infill development is located and designed appropriately. It also encourages schemes which seek to improve identified gateways through careful design and landscape treatment in addition to ensuring appropriate boundary treatment along these main routes.

Evidence Base Documents:
- Wilmslow Landscape Character Assessment 2018
- Mersey Forest Tree Cover Map: https://www.merseyforest.org.uk/about/the-forest-in-your-area/

Cheshire East Local Plan Policies:
- PG 3 Green Belt
- EG 3 Existing and Allocated Employment Sites
- SE 1 Design
- SE 4 The Landscape
- SE 6 Green Infrastructure
Policy TH2: Lindow Moss Historic and Cultural Landscape

POLICY TH2

Applications within the Lindow Moss Landscape Character Area (as identified as Profile D1 of the Wilmslow Landscape Character Assessment) should identify, preserve and enhance, where possible, the overall historical and cultural significance of this important landscape and not negatively impact on its potential for recreation, education, nature conservation, food production and climate regulation.

All development (excluding householder applications) should set out how it will safeguard and enhance the network of Priority Habitats and Nature Conservation Sites (as shown in Appendix 3).

Minor developments within this Landscape Character Area, which are in accordance with other policies of the development plan will be looked on favourably where they:

- Demonstrate how they have sensitively approached their implementation within the distinctive character of the Lindow Moss landscape
- Demonstrate that countryside recreation and visitor access to Lindow Common and the wider Lindow Moss landscape is not negatively impacted
- Demonstrate that they will not negatively impact upon the identified ‘moss room’ hedges, identified as ‘important hedges’ and afforded special protection under the Hedgerow Regulation Act of 1997
- Demonstrate that key features in the landscape and their settings are not negatively impacted, including but not limited to, the ‘find spot’ of Lindow Man, the groves of sub-fossil pine, and the Thousand Yard Rifle Range from the days of the Crimean War
- Demonstrate that the scheme will not have negative impacts upon the water table, ecosystem, and peat bogs within the Lindow Moss landscape
- Include a full landscape scheme, demonstrating how they will be sensitively incorporated within the existing landscape

Opportunities to bring a close to ongoing peat extraction, to facilitate the recovery of the water table, and ecological restoration of the cutover peatbog at Lindow Moss, will be supported. Limited residential development, restricted to the areas of former mineral infrastructure, may be introduced to facilitate such restoration and would be considered to constitute very special circumstances, where restoration is secured by a long term legal agreement.

In advance of any planning permission being granted on the ‘safeguarded land’ at site LPS59, a full landscape scheme must be drawn up for the site, which sets out how development will be sensitively incorporated within the surrounding landscape of Lindow Moss.

EXPLANATORY

9.9. The wider Lindow Moss landscape includes extensive areas of peat which have been dug for fuel since early medieval times. This valuable resource was partitioned out between neighbouring communities so that today the Parishes of Chorley, Mobberley, and Wilmslow all converge at the centre of the landscape. The landscape is characterised by the Lindow Common SSSI and a series of Local Wildlife Sites, including a number that are in the process of being designated, demonstrating its value for biodiversity and ecology.

9.10. At Lindow Moss in 1984, a perfectly preserved Iron Age bog body, now displayed at the British Museum, was discovered. Further information on the significance of Lindow Moss is included within the Wilmslow Landscape Character Assessment. The area where Lindow Man was discovered is still worked for peat but now on an industrial scale, with a valid planning consent to 2042 and restoration conditions which, in the Wilmslow section, require backfill with inert waste and restoration to agriculture.

9.11. A large proportion of the Lindow Moss Landscape is protected by Green Belt and various sites are designated for their nature conservation interest. This includes Lindow Common SSSI and Local Nature Reserve and Local Wildlife Sites at Saltersley Moss and a site just north of Row of Trees. However, the historic element of this very special landscape remains completely
unrecognised. The find spot of Lindow Man (one of only two places in Europe where the location of an Iron Age bog body is precisely known) is unmarked and the hedgerows which mark the historic moss rooms are unprotected. The landscape is already well used and greatly valued for informal recreation but its full potential has yet to be realised. Without intervention the special significance of the Lindow Moss could be lost within a generation.

9.12. It is this assemblage of historical and ecological assets which makes this landscape so special and so unique. As a result, this specific Policy is designed to manage development within this landscape. This is a working and active landscape, and has been for centuries and consequently the criteria chosen are designed to help manage change and mark its significance.

9.13. Within the Lindow Moss area, there is an area of ‘safeguarded land’ (LPS59) allocated in the Cheshire East Local Plan, see map in Appendix 2. This is likely to be developed upon in the future for housing or employment, which could potentially result in negative effects occurring in the surrounding Lindow Moss landscape. Therefore, prior to any proposals coming into play, the area should be protected with set criteria to guide new development, to minimise its impact on the Lindow Moss landscape.

Evidence Base Documents:
- Wilmslow Landscape Character Assessment 2018
- Cheshire East Landscape Character Assessment 2008
- Cheshire Historic Landscape Characterisation
- Cheshire East, Landscape Scale Partnership Report (August 2016) Cheshire East Council and the National Trust
- Lindow Moss Workshop Report (April 2014) (Transition Wilmslow)
- A New Vision for Wilmslow Moss (Transition Wilmslow)
- Cheshire East Landscape Character Assessment 2018
- The Wetlands of Cheshire, North West Wetlands Survey, Lancaster University 1997

Cheshire East Local Plan Policies:
- PG 1 Overall Development Strategy
- PG 3 Green Belt
- PG 4 Safeguarded Land
- EG 4 Tourism
- SC 1 Leisure and Recreation
- SE 3 Biodiversity and Geodiversity
- SE 4 The Landscape
- SE 7 The Historic Environment
- SE 10 Sustainable Provision of Minerals
- SE 12 Pollution, Land Contamination and Land Instability
- SE 13 Flood Risk and Water Management
Applications which are likely to affect a designated or non-designated heritage asset (as identified in Appendix 6) must include a ‘Heritage Statement’. This statement should describe the significance of the heritage asset and the contribution of its setting, whether designated or non-designated. Where harm is unavoidable, proposals must demonstrate that it will be outweighed by clear public benefits. The more important the asset the greater the weight to be given to the asset’s conservation.

Applications will be required to demonstrate how they have considered impact on the setting of heritage assets, including an assessment of, but not limited to, the following:

- The bulk, height and material use of any proposed development
- Location of buildings within the site
- Boundary and ground treatments (hedges, fences, walls, driveways etc.)

The outward appearance of proposed developments should demonstrate appropriate architectural styles which complement the surroundings and the character of designated or non-designated heritage assets.

Proposals for contemporary and innovative high quality design are encouraged, it should be ensured that they do not negatively affect the setting of designated and non-designated heritage assets.

Evidence Base Documents:
- Historic England’s National Heritage List for England (NHLE)
- Cheshire East’s Conservation Area Appraisals
- WNP Emerging Policies Consultation October 2017
- Wilmslow Landscape Character Assessment 2018
- Wilmslow Civic Trust Local Listing

Cheshire East Local Plan Policies:
- SE 1 Design
- SE 7 The Historic Environment

EXPLANATORY

9.14. Wilmslow contains many historic assets which are central to defining the character of the town. These historical assets promote the town’s heritage and provide key features within the town which locals and visitors use as reference points when navigating streets to places of interest. It is therefore essential that applications respect the status and setting of these historic assets and ensure their protection. A study and strategy to help achieve this vision may be produced following the ‘making’ of the WNP to support and help implement this policy.

9.15. Many of these heritage assets have listed status, most notably including the Grade I listed St Bartholomew’s Church, as well as the Grade II* listed Dean Row Unitarian Chapel, and The Friends’ Meeting House.

9.16. This Policy seeks to protect all designated and non-designated heritage assets in Wilmslow and shall apply to all developments, regardless of size or purpose, and within all of the identified Conservation Areas.

9.17. The Policy requires that development in the vicinity of designated and non-designated heritage assets and Conservation Areas, is not negatively felt and is consciously considered at the application stage. Thus, steps should be taken here to mitigate or eliminate any potential adverse impacts. A development may, in practice have no effect upon the asset, but this Policy is to ensure that potential effects are nevertheless properly considered.

9.18. Within Appendix 6, in addition to the designated items, there is a local list of non-designated heritage assets, which is an amalgamation of those identified by Cheshire East Council and by Wilmslow Civic Trust and associated partners. The list represents important local sites, structures and buildings which are not afforded the same level of protection as those in the nationally designated lists. Therefore, these important local sites, structures and buildings may be under threat from development and have been set out for protection in this Policy.
POLICY TH4

All new development, including extensions and alterations, within one of the Three Wilmslow Parks (Fulshaw Park, Wilmslow Park or Pownall Park, see map in Appendix 6) will be supported where it can demonstrate that it reflects the characteristics of the specific area and, in the case of extensions, the specific character of the existing property, as set out in Appendix 7 Three Wilmslow Parks Character Appraisal.

Within all of the Three Wilmslow Parks schemes must demonstrate that they meet all of the following criteria:

- Be of a density commensurate with the surrounding area and, where relevant, the existing dwelling.
- Mature landscaping and mature trees are a dominant feature in all areas and should be retained and enhanced with all schemes including a high proportion of soft landscaping.
- Hard surfacing and driveways should be kept to a minimum to ensure that hard landscaping does not dominate each site. Hard landscaping should be subordinate to the planting provision.
- The proximity of the building to the road should reflect the immediate local character.
- Proposed buildings should exhibit a simple plan form, massing and a restrained use of detail.
- The range of materials and colours used should reflect that seen in surrounding buildings whilst retaining a simple palette.
- The type and pitch of the roof should be kept simple with gable end or hips on dual-pitched roofs. Truncated hips to roofs will not be supported unless it can be demonstrated that they reflect immediate local character.
- The type of public and private boundary treatment should reflect the local characteristics – usually red brick, stone or planting.
- Design may draw upon the Victorian Villas where prevalent.
- Gates and security devices are not encouraged as they do not form part of the character of any of the Three Wilmslow Parks and advice from the local authority should be sought in the first instance.

In addition, within each of the Three Wilmslow Parks consideration of the following criteria must also be demonstrated:

**Fulshaw Park**

All new residential development should reflect the existing built form of Fulshaw Park which consists of medium to large detached single family dwellings and a small number of modest semi-detached and bungalow properties in clusters.

**Pownall Park**

All new residential development should reflect the existing built form of Pownall Park which consists of medium to large two storey detached and semi-detached dwellings, built predominantly in the 1930s, and the occasional bungalow.

The use of dormers within roof and loft extensions will not be supported where they are visible from the highway.

**Wilmslow Park**

All new residential development should reflect the existing built form of Wilmslow Park which consists of medium to large detached houses on plots of varying sizes, terraced town houses, semi-detached Victorian 3.5 storey houses, detached bungalows and purpose built apartment blocks.

Provision of a single garage and driveway for parking is supported as long as hard surfacing does not dominate.

All new development must demonstrate how it has contributed positively towards the heavy semi-wooded landscape character of Wilmslow Park.

A direct visual connection between existing and proposed dwellings and the road should be retained in all schemes.
9.19. Significant contributions to the growth and style of Wilmslow through the 20th Century are to be found in the development of three historic residential areas, the Three Wilmslow Parks: Fulshaw Park, Pownall Park and Wilmslow Park, see map in Appendix 6.

9.20. Fulshaw Park is situated to the southwest of Wilmslow Town Core and occupies a triangular area bounded by the B5086 Knutsford Road to the west, the former A34 Alderley Road to the east and Davenport Green to the south. Pownall Park is situated to the northwest of Wilmslow Town Core and stretches north from Altrincham Road (A538) to The Carrs. Wilmslow Park is situated to the east of Wilmslow Town Core. It is an area bounded by Macclesfield Road, the A34 bypass and the A5102 Adlington Road.

9.21. In 2004, the former Macclesfield Borough Council set out design guides for development in Fulshaw Park, Wilmslow Park and Pownall Park. The Cheshire East Council Local Plan (2015 -2030) has adopted this former Macclesfield Borough Council Supplementary Planning Guidance document as a material consideration in determining planning applications. As part of the preparation of this Neighbourhood Plan, this document and its guidance has been reviewed and distilled to create this policy and Appendix 7.

9.22. As a result, the policy is split into two parts. The first focuses on the design principles to be considered when proposing development in any of the Three Wilmslow Parks. The second part of the policy sets out design criteria relating specifically to each of the areas. Developments in these areas should take their lead from the character appraisal within Appendix 7.

Evidence Base Documents:
- The Three Wilmslow Parks: Development in Established Residential Areas 2004
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
- SE 1 Design
- SE 7 The Historic Environment
10. TRANSPORT, ACCESS AND INFRASTRUCTURE

10.1. Wilmslow is served by a strong network of transport services and infrastructure. Wilmslow’s Railway Station has regular services to Manchester via Stockport, London via Crewe and links to other important local stations, including Manchester Airport. Wilmslow’s surrounding strategic infrastructure continues to be the subject of ongoing improvement works and the town has benefited from a north-south bypass although it still experiences east-west congestion.

10.2. Wilmslow suffers from a lack of convenient parking; in particular long-stay parking bays. The result of this has been the proliferation of on-street parking by workers travelling into town by car, which has created issues around congestion and road safety. The Policies of this section aim to combat parking issues in the town.

10.3. Access routes from residential areas to schools should be a strong consideration for all future developments, as roads become busier and the safety of those walking and cycling to education facilities becomes of greater concern. These routes should also promote the use of sustainable transport modes and encourage healthy living. The Policies of this section therefore seek to promote these sustainable routes and ensure that new larger developments make provision for them in their layouts.

10.4. A major concern in Wilmslow is the level of traffic congestion, in particular the east-west route from the A34 bypass, through Water Lane to Altrincham. The level of traffic on this route contributes substantially to the sense of dislocation in the Town Core associated with the traffic-lit junction between Water Lane and Alderley Road. Furthermore, peak traffic flows in Wilmslow create congestion on the other main routes through the town resulting in vehicles using side roads through residential areas, which can lead to problematic safety issues for residents as road use intensifies during peak hours. Congestion has been a cross-cutting theme throughout the WNP and these policies attempt to address this.
Applications will be expected to demonstrate how they have met the following design criteria for parking spaces:

- All parking will be on plot, without impacting or protruding onto surrounding streets and pavements
- Schemes should provide sufficient parking in line with paragraphs 3.173 and 3.174 of the ‘6 Cs Design Guide’
- Size and layout of parking spaces is to be provided in line with section DC14 of the ‘6 Cs Design Guide’
- Garages will not be counted towards parking provision unless they meet the guidelines set out within paragraphs 3.176 and 3.222 of the ‘6 Cs Design Guide’

Tandem parking should be avoided where alternative solutions are available.

Within the Town Core, the parking requirements above may be relaxed where the scheme involves modifications to existing properties or change of use to residential. Where this involves key Town Core sites (as identified on the Proposals Map and in policies KS1-7), parking should be delivered in accordance with these policies. It is recognised that alternative parking strategies for the Town Core may be pursued for schemes which do not meet the above criteria.

10.5. Dependency on the private car is an ever-increasing issue in Wilmslow and for which the WNP seeks to provide alternative options. This is particularly relevant in residential areas, where on-street parking can lead to significant parking congestion. This issue has been highlighted by residents in consultation events of the Neighbourhood Plan.

10.6. On-street parking can create problems. With this in mind, the WNP promotes the use of the parking standards within the ‘6 C’s Design Guide’, to which Cheshire East is a signatory. The 6 C’s Design Guide requires parking spaces to measure at minimum 2.4m x 5.5m. 0.5m should be added if a parking space is bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side – 1m is required if a space is bounded on both sides.

10.7. This policy seeks to ensure that where new parking is provided, it is of sufficient size to fit a modern car and is on-plot to avoid pressure on existing streets. It also seeks to avoid the construction of garages counted towards parking provision but which are too small or never used by occupants.

Evidence Base Documents:
- WNP Emerging Policies Consultation October 2017
- Cheshire East Local Plan Appendix C Parking Standards
- The 6Cs Design Guide

Cheshire East Local Plan Policies:
- IN 1 Infrastructure
- CO 4 Travel Plans and Transport Assessments
Aspiration A2: Wilmslow’s Rail Service

ASPIRATION A2

The Town Council will work with service providers to protect existing train services to and from Wilmslow from reductions.

The provision of additional local commuter services from the station will be encouraged, in line with policy TA3 Long Stay Parking.

10.8. The train station in Wilmslow offers a range of rail services. The most valued services for Wilmslow residents are the frequent limited stop or no-change trains to London and Manchester. This line offers links to key destinations for Wilmslow residents, which promotes and makes the town more attractive as a place to live.

10.9. Residents of Wilmslow place high value on the existing train services in the town, which was evident from the feedback received during the WNP consultation events held. It is extremely important that high speed inter-city rail services to the town, in particular from London, are maintained. Even with the advent of HS2, travel time to and from Wilmslow to the new Airport Station is likely to negate any advantage from the new journey time.

10.10. Within the next few years, the HS2 railway line will come into operation, providing a high-speed service from London to Manchester. This route will bypass Wilmslow, with the nearest station to the Town expected to be at Manchester Airport. If this results in a reduction in services from Wilmslow station this will be to the disadvantage to the town.

Evidence Base Documents:
- Cheshire Science Corridor Enterprise Zone Prospectus
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
- EG 4 Tourism
- CO 1 Sustainable Travel and Transport
- CO 2 Enabling Business Growth Through Transport Infrastructure
**Policy TA2: Congestion and Traffic Flow**

**POLICY TA2**

Applications which significantly increase vehicle usage and traffic flows within the town (both during the construction and operational phases) will not be supported, unless it can be demonstrated that appropriate and effective mitigation measures will be provided. These will include impact on volume of traffic, the length of queuing, increased journey time and the extension of peak hours with special regard paid to the key junctions listed below, as identified on the Proposals Map:

- Junction of A528 Water Lane with B5086 Alderley Road
- Junction of A538 Alderley Road with Swan Street / Station Road
- Junction of Manchester Road / Stanneylands Road / Dean Row Road
- Junction of Adlington Road / Dean Row Road

Where impact is unavoidable, applicants should demonstrate how every effort has been made to encourage sustainable transport, as opposed to use of the private car, and appropriate contributions should be sought to improve the capacity and/or flow of traffic at these junctions and ensure that there is no negative impact on the usability of these junctions by sustainable modes. In particular, the aims of the WNP in promoting cycle lanes should be considered, see Policy TA5.

**EXPLANATORY**

10.11. Congestion has been identified through the Neighbourhood Plan consultation events as an issue throughout the town, particularly with the east-west flow of through-traffic along Water Lane and at the traffic lights at the junction with Alderley Road. The congestion on these routes and others within the town causes a buildup of unwelcome traffic along minor roads used as ‘rat runs’.

10.12. Further residential and commercial development in and around Wilmslow may exacerbate this problem, as well as increased on-street parking demands. Applications should therefore take account of their impact on congestion and traffic flows in the town through appropriate means of assessment.

10.13. The Cheshire East Infrastructure Delivery Plan, which accompanies the Local Plan, identifies the four junctions of the A34 Wilmslow bypass as in need of improvement to meet increased strategic traffic demands. This policy is designed to identify local junctions affected by strategic and non-strategic developments outside the Cheshire East area.

10.14. Whilst it is accepted that based on projected growth, these junctions may not require improvement, any additional development that generates traffic, including retail, leisure and residential use needs to carefully consider these important local junctions. Where required by local and national policy, transportation assessment and statements should consider these junctions. Severe negative consequences can occur due to increased queue lengths (it can take longer to get through the junction) or as increases in peak hour times (i.e. the rush-hour is longer) which collectively cause disruption to local journeys and increased air pollution. The policy also sets out the importance of ensuring that pedestrians and cyclists can still use the junctions and that the increase in vehicular traffic does not discourage the use of these sustainable modes.

**Evidence Base Documents:**
- Emerging Cheshire East Local Transport Plan
- Cheshire East Infrastructure Delivery Plan (Update 2016)

**Cheshire East Local Plan Policies:**
- CO4 Travel Plans and Transport Assessments
Policy TA2 Congestion and Traffic Flow

Key junction improvements needed
Policy TA3: Long Stay Parking

POLICY TA3

The re-development or reconfiguration of specific car parks and sites around Wilmslow to ensure more efficient use of land and include additional long stay parking (10 hours or more) will be supported. This may include using multi-deck parking, if appropriate. These sites include those identified in policies KS2 – 7, the identified key Town Core sites.

New public and permit parking locations not listed above may also be considered subject to satisfying other policies of the Neighbourhood Plan, as may proposals for ‘park and stride’ facilities on brownfield sites on a short or long term basis, subject to compliance with other WNP policies.

All new development, which generates demand for additional parking, must demonstrate how it will provide adequate off-street parking provision for customers and / or employees which will also not adversely affect existing long stay public car park capacity in the town. Applications are unlikely to be supported if they remove any publicly accessible parking from the existing provision, unless a suitable provision elsewhere in the town is made.

EXPLANATORY

10.15. Long term parking is primarily required by local inhabitants taking trains out of Wilmslow or by commuters from outside Wilmslow working in the town. Parking for railway passengers is primarily provided by the existing station car park and Broadway Meadow car park, owned by Northern Rail and Cheshire East Council respectively, yet these car parks run at capacity on a daily basis. Data from surveys and everyday experience confirms that long stay parking is in short supply in Wilmslow.

10.16. Due to the insufficient availability of long-stay parking, many commuters into Wilmslow resort to using short stay car parks in the town. While these include some in private ownership being run by local businesses in which parkers work, the overall consequence is a loss of official short term parking and disruption to communities and traffic flows on nearby roads where people resort to parking both legally and illegally.

10.17. Additional parking is therefore essential to preserve and develop the buoyant local economy and to allow the use of rail links for long distance travel and commuting into and out of town.

10.18. There are currently approximately 770 short stay spaces and 700 long stay spaces. However, as mentioned above, many of these are under long term contracts to private companies.

10.19. By reconfiguring the station car park and Broadway Meadows, additional long-term spaces can be added. Additional parking could also be provided in the South Drive car parks and as part of development of the Fire, Police and Ambulance Stations site.

10.20. Windfall Town Core sites becoming available for development may present opportunities to expand long term parking. These may include permit sites or sites on the periphery of town where a Park and Stride scheme would be encouraged.

Evidence Base Documents:
- WNP Emerging Policies Consultation October 2017
- Cheshire East Local Plan Appendix C Parking Standards
- Emerging Cheshire East Local Transport Plan
- The 6Cs Design Guide

Cheshire East Local Plan Policies:
- PG 1 Overall Development Strategy
- IN 1 Infrastructure
- SE 2 Efficient Use of Land
- CO 1 Sustainable Travel and Transport
- CO 2 Enabling Business Growth Through Transport Infrastructure
- CO 4 Travel Plans and Transport Assessments
Aspiration A3: Traffic Management

The impact of traffic through the Town Core is an increasingly significant issue which needs to be carefully managed and monitored, especially east-west movement as a result of the growth of Manchester Airport, Airport City and the logistics hub / park.

Wider infrastructure developments, including the new airport link road (A555) and the dualling of the A556 link will in part, offer alternatives to the current east-west movement of cars and HGVs through Wilmslow Town Core. The Town Council and other community organisations are committed to working with Cheshire East Highways to monitor traffic travelling east-west through the town in order to design and develop solutions.

The Town Council will work with Cheshire East Highways to agree targets for traffic reduction for east-west traffic (along the A538, Styal Road and Stanneylands Road/Dean Row Road), and then will agree a series of measures, including but not limited to, weight and size limits, restricted delivery hours and traffic calming measures to make east-west connections, through the Town Core to the Airport. Parking enforcement and residents parking schemes may be explored as part of this strategy.

EXPLANATORY

10.21. The principal traffic issue identified by the community was east-west movement through the town, with many suggestions to introduce weight limits, traffic calming, HGV free zones and the introduction of a 20’s Plenty scheme to make the Town Core more attractive. Whilst these cannot form part of a planning policy, the Town Council is committed to exploring the possibility of delivering these.

10.22. Traffic improvements are expected following works to the A555 airport link road (offering north-south links) and other highways being developed, including smart motorway works to the M6 and the A556 link dualling. These all contribute to the ‘by-passing’ of Wilmslow to the Airport and other growth areas.

10.23. The Town Council will continue to work alongside Cheshire East Highways to ensure that the most effective solution is found.

Evidence Base Documents:
• Cheshire East Infrastructure Delivery Plan (Update 2016)

Cheshire East Local Plan Policies:
• CO2 – Enabling Business Growth Through Transport Infrastructure

Policy TA4: Access to Schools

Applications for all major developments should demonstrate how they can ensure appropriate access to schools via safe and well-lit sustainable transport routes, such as for walking and cycling. Contributions may be sought to achieve this. These routes should comply with the parameters set out under Policy H4 Location of Residential Development for minimal distances between the residential site and the school itself.

Such routes should also join to existing footpaths, bridleways and permissive routes in the town and where possible, existing footpaths, bridleways and permissive routes will be upgraded to facilitate these school routes.

Where appropriate, applications for new and expanded educational buildings should include facilities for cycling and changing and will be required to prepare a travel plan demonstrating how they will encourage access by cycling and walking.
EXPLANATORY

10.24. Congestion around schools at the start and end of the school day has been recognised as a concern by the residents of Wilmslow. In particular, waiting cars cause blockages of minor and major roads, inconvenience for local residents, and road safety and air pollution hazards. Larger schemes have the capacity within them to incorporate routes which will aid access to local schools, and therefore the Policy requires that these schemes demonstrate how they have considered this matter.

10.25. School developments will be encouraged to look at a variety of measures to mitigate the above identified issues, which would include:
- encouraging users to walk or use bicycles
- providing school buses
- providing more onsite parking and waiting space
- changing the pattern of the school day to reduce peak congestion

Evidence Base Documents:
- Emerging Cheshire East Local Transport Plan
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
- IN 1 Infrastructure
- IN 2 Developer Contributions
- SC 1 Leisure and Recreation
- SE 1 Design
- CO 1 Sustainable Travel and Transport

Policy TA5: Cycling in Wilmslow

All new development (excepting householder applications), will be required to demonstrate how they have considered the needs of cyclists as part of their applications through the introduction of appropriate infrastructure and facilities.

Where appropriate, schemes should demonstrate that they:
- Provide appropriate cycle parking within developments, in accordance with the parking requirements set out within the Local Plan Strategy, designed to a high quality in line with guidance contained with the ‘Cycle Parking Guide’
- Deliver appropriate changing and showering facilities for proposals that will generate employees
- Support the connection to, and linking of, existing cycle paths within the town, through providing new infrastructure within and adjacent to the site
- Where appropriate, contributions will be sought from strategic or allocated sites towards the provision of identified cycle improvement links set out below and detailed within Appendix 8, which can be delivered through improvements to existing and the provision of new, infrastructure:
  - New cycle paths, lighting and connections along the A538 Altrincham Road
  - Improved off-road cycle links along the BS166 Styal Road / Worms Hill
  - Creation of a step free north-south link between Summerfield, the Railway Station and the Royal London strategic development site
  - Dedicated cycle lanes along the Manchester Road section of the BS166 (former A34) up to the Styal Road junction
  - Improvements and extensions of ‘The Carrs Greenway’ running alongside the River Bollin.
  - Improved cycle provision along east-west Restricted Byway RB22.

All schemes should be designed to avoid a ‘hard’ edge of cycling provision at the edge of Wilmslow Parish boundary, and ensure that they effectively integrate with other infrastructure throughout north Cheshire / South Manchester.
10.26. Cheshire East Council has, in its Cycling Strategy, adopted the vision statement, “To enable more people to cycle safer, more often and with confidence for everyday and leisure journeys” and the target of doubling the number of people cycling once a week for any purpose in Cheshire East by 2027 from a 2014 baseline. The Local Plan Strategy highlights the need to reduce car use and encourage people to adopt more sustainable travel habits. The Council has encouraged town and parish councils to incorporate cycling as part of their Neighbourhood Plan. This policy is designed to help meet these targets and aspirations. The policy aims to improve the quality of routes, such as ensuring clearer designation and marking of cycle lanes in addition to encouraging different groups of people to use the network for more of their journeys, for example, travelling to school.

10.27. The benefits of Cycling are well recognised for the economy, for our health and well-being, for the environment and for our quality of life. Wilmslow, although located near the northern boundary of Cheshire East, benefits from easy access to almost 400 miles of National Cycle Network (NCN), largely on road and to 100 miles of Public Rights of Way (PROW) within the county. Both the county and town have a strong culture of leisure cycling and an extensive network of cycling clubs. The surrounding countryside is ideal for a range of cycling from ‘peaks to plains’. The Cheshire East Residential Design Guide includes a reference to the Cycle Parking Design Guide produced by a task force led by Cambridge City Council, which this policy adopted as the policy standard for the provision of cycle facilities as part of new developments.

10.28. Cycle Wilmslow has spearheaded the promotion of cycling in the town and its surrounding area, including into Styal, Alderley Edge and Handforth. It has developed a Cycle Map which shows both a selection of circular rides are suitable for families and an extensive network of quieter routes throughout the built-up area. From this, the Cycle Strategy (Appendix 8) has been developed to draw together the specific detailed projects needed to connect the town and is focused on allowing access to strategic sites.

10.29. The delivery of the wider goals of this policy will require liaison and negotiations with the surrounding parishes and land owners including, but not limited to, Cheshire East Highways, the National Trust and Royal London, but the success of delivering the cycle strategy relies on infrastructure being provided within Wilmslow. The Town Council will continue to work with other funding sources to help assist with the delivery of these key routes.

Evidence Base Documents:
- CEC Cycling Strategy 2017-27
- Emerging Cheshire East Local Transport Plan
- CEC Sustainable Modes of Travel to Schools (SMOTS) (Draft January 2018)
- Wilmslow Area Cycling Map and Guide, Cycle Wilmslow

Cheshire East Local Plan Policies:
- SD 2 Sustainable Development
- CO1 Sustainable Travel and Transport
Aspiration 4: Public Transport

**ASPIRATION A4**

The impact of traffic through the Town Core is an increasingly significant issue which needs to be carefully managed and monitored, especially east-west movement as a result of the growth of Manchester Airport, Airport City and the logistics hub / park.

Wider infrastructure developments, including the new airport link road (A555) and the dualling of the A556 link will in part, offer alternatives to the current east-west movement of cars and HGVs through Wilmslow Town Core. The Town Council and other community organisations are committed to working with Cheshire East Highways to monitor traffic travelling east-west through the town in order to design and develop solutions.

The Town Council will work with Cheshire East Highways to agree targets for traffic reduction for east-west traffic (along the A538, Styal Road and Stanneylands Road/ Dean Row Road), and then will agree a series of measures, including but not limited to, weight and size limits, restricted delivery hours and traffic calming measures to make east-west connections, through the Town Core to the Airport. Parking enforcement and residents parking schemes may be explored as part of this strategy.

**EXPLANATORY**

10.30. This aspiration strongly promotes the importance of public transport provision in Wilmslow and sets out the aims of the group to raise the standard and access for residents. The main focus of the aspiration is to promote a new light bus service which is likely to be run by a community organisation in partnership with the Town Council.
11. COMMUNITY, LEISURE AND RECREATION POLICIES

11.1. The Policies in this section will focus on identifying community, leisure and recreation facilities and spaces and in establishing a ‘Community Hub’ where there will be a focus of community services. This echoes the Cheshire East strategy for ‘Community Hubs’ where common community facilities are connected and working together.

11.2. Wilmslow is well known as a business and shopping destination, but it also includes some important community assets and facilities. Although there is obvious evidence of a wide-ranging variety of community events, the facilities are sometimes poor. Apart from the Evans Theatre at the Leisure Centre and the Parish Hall, there are few alternative locations of comparable capacity and quality for events or performances. It is essential that the town recognises this shortfall and addresses the situation to do justice to the high-quality community events which take place. Failure to do so may result in events relocating to neighbouring towns to the future detriment of the Town Core.

11.3. The town has a wide variety of public open space for outdoor recreation and sporting use which makes a significant contribution to the health and wellbeing of residents and to making Wilmslow an attractive place to live. With its growing population, and a lack of space within the existing built environment for new open space provision, there is increasing pressure to protect and maximise the use of existing open spaces and to ensure that new development contributes to meeting both the existing and growing needs of Wilmslow’s residents.

Policy CR1: Community Facilities

**POLICY CR1**

Development proposals that seek to deliver additional community facilities or increase capacity, will be supported, including but not limited to, education and recreational facilities. Applications must not negatively impact or lead to the loss of key community assets (as identified on the Proposals Map), unless they can be replaced by equal or better provision elsewhere.

In addition to the above, applications proposing the following will be supported:

- Proposals which will assist in the creation of a ‘Community Hub’ within the town (see Aspiration A4)
- Provision of facilities within the ‘Community Hub’ for adult and secondary educational uses
- Proposals for the creation of a community hall, including smaller recreational spaces
- The reopening of a cinema within the Town Core, as part of the ‘Community Hub’
- Space for indoor art to be created and / or exhibited

Food, drink and other evening economy uses may support these proposals.

**EXPLANATORY**

11.4. The increase in population generated from new residential development will increase the demand for community and leisure facilities in the town. As a key service centre, Wilmslow serves a much wider catchment for health, education and other community facilities. This policy supports any application which would result in an increase in the capacity of these facilities, including increased availability and sharing/hiring of community facilities such as school facilities.

11.5. The idea for a ‘Community Hub’ is outlined in Aspiration 4, and is supported by this Policy, by identifying key uses towards this end. The issues are based on feedback from the community identified specifically by the Neighbourhood Plan.

**Evidence Base Documents:**
- WNP Emerging Policies Consultation October 2017

**Cheshire East Local Plan Policies:**
- SD2 Sustainable Development Principles
- EG4 Tourism
- SC1 Leisure and Recreation
- SC2 Indoor and Outdoor Sports Facilities
Policy CR2: Indoor Leisure Facilities

POLICY CR2

Applications which seek to create new, or enhance the existing, sports and recreation facilities in Wilmslow, where they cater for all ages, will be supported. In particular, provision of new sports facilities within the north of the town will be looked upon favourably, specifically within the Dean Row area. Schemes promoting enhancements to the facilities at Wilmslow Leisure Centre will be strongly supported.

Proposals which seek to deliver local or in-house facilities such as gyms and créches/nurseries within office developments will be supported, subject to compliance with relevant parking standards and development plan policies. The loss of facilities, indoor and outdoor, will be strongly resisted.

EXPLANATORY

11.6. Wilmslow has a very wide range of sports and recreational activities within the town, but they are often carried out in outdated or unsuitable accommodation. The Wilmslow Leisure Centre is in particular need of improvement: its enhancement is strongly supported by the community. It is important therefore that the Neighbourhood Plan highlights the current situation and seeks to support existing facilities whilst, at the same time, identifying opportunities for enhanced leisure provision going forward.

11.7. This policy seeks to support the improvement of existing leisure facilities (especially indoor sport) and provision of new facilities, especially to the north of the town. Schemes which propose improvements to these facilities will be supported and encouraged. Proposals may be part of a wider improvement strategy or simply focused on the issues identified.

Evidence Base Documents:
- Cheshire East Playing Pitch Strategy (2017)
- Active Design: Planning for health and wellbeing through sport and physical activity, Sport England, 2015
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
- SE1 Design
- EG4 Tourism
- SC1 Leisure and Recreation
- SD2 Sustainable Development Principles
- SC2 Indoor and Outdoor Sports Facilities
- SE6 Green Infrastructure.
Policy CR3: Local Green Spaces

### POLICY CR3

The sites identified on Proposals Map 1 are designated as Local Green Space due to their special character, significance and community value, see full justification table in Appendix 9. The following identified sites will be protected from inappropriate development that will lead to the loss or degradation of these green spaces.

#### PUBLIC PARKS & GARDENS
- LGS 1 Memorial Gardens
- LGS 2 Carrs Park East
- LGS 3 Lacey Green Park

#### NATURAL & SEMI-NATURAL URBAN GREEN SPACE
- LGS 4 Carrs Park West
- LGS 5 Lower Dean Valley
- LGS 6 Wilmslow Park
- LGS 7 Newgate Nature Reserve
- LGS 8 Lindow Common
- LGS 9 Carnival Field
- LGS 10 Land Lane
- LGS 11 Welton Drive

#### OUTDOOR SPORTS FACILITIES
- LGS 12 Jim Evison Playing Fields
- LGS 13 Rectory Fields
- LGS 14 Clough Avenue Playing Fields

#### AMENITY GREEN SPACE
- LGS 15 Morley Green Village Green
- LGS 16 Romany Memorial Garden
- LGS 17 Bank Square
- LGS 18 Little Lindow
- LGS 19 Dean Row Village Green

#### PROVISON FOR CHILDREN AND TEENAGERS
- LGS 20 Alveston Drive Playground
- LGS 21 Browns Lane Playground
- LGS 22 Arthur Boon Playground
- LGS 23 Colshaw Drive/Picton Drive (Colshaw)
- LGS 24 Howty Close
- LGS 25 "The Pleasure"
- LGS 26 "The Temp"
- LGS 27 Thorngrove Drive Playground
- LGS 28 Little Lindow Playground

#### ALLOTMENTS
- LGS 29 Dean Row Allotments, Picton Drive
- LGS 30 Cliff Road Allotments
- LGS 31 Gorse Bank Allotments
- LGS 32 Land Lane Allotments
- LGS 33 Greaves Road Allotments

#### OTHER
- LGS 34 Butterfly Bank
- LGS 35 Filterbed Lane

### EXPLANATORY

11.8. Many open and green spaces within the built environment have special value or purposes for the communities which they serve. The community has identified several valued open spaces within Wilmslow. These can be protected through the Neighbourhood Plan by being allocated as Local Green Space (LGS) under paragraph 77 of the NPPF.

11.9. These sites have been assessed against the criteria for LGS, as set out under Paragraph 77 of the NPPF. This assessment demonstrates that the proposed LGS sites fulfil the requirements of the criteria in the NPPF, which are as follows:

- The green space is in reasonably close proximity to the community it serves
- The green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness in wildlife
- The green area concerned is local in character and is not an extensive tract of land

**Evidence Base Documents:**
- Cheshire East Council’s Open Space Survey 2012
- The Green Space Factor and Green Points, TCPA, June 2011
- Cheshire East Playing Pitch Strategy 2017

**Cheshire East Local Plan Policies:**
- SE6 Green Infrastructure
- SE1 Design
- EG4 Tourism
- SC1 Leisure and Recreation
- SD2 Sustainable Development Principles
- SC2 Indoor and Outdoor Sports Facilities
Applications which improve provision of public open spaces in the south west and eastern areas of the town will be supported where they deliver the following, or respond to a demonstrable local need:

- The provision of new children’s play areas in the south west and eastern areas of the town
- The provision of new amenity green space in the higher density residential areas of Wilmslow

Proposals for development which make provision for new playing fields for public, private or school use will be supported.

Proposals for development which result in the loss of public, private or school playing fields will not be supported, unless the applicant can demonstrate:

- That there is a surplus of similar facilities in the area
- The loss would not adversely affect the existing or potential recreational needs (including use by clubs and organisations) of the local population or educational requirements
- A satisfactory replacement facility is provided in a suitable location, is accessible to current users and is at least equivalent in terms of size, usefulness and quality

Proposals for development to enable community use agreements with schools will be supported where it can be fully demonstrated that there will be no significant adverse implications for the local community adjacent to the site.

Proposals which seek to improve facilities at the Jim Evison playing fields (see Proposals Map) in particular, improvements to drainage of the site, will be strongly supported. Proposals for an all-weather pitch to generate additional funds for improvement works will also be supported.

11.10. Open space, for amenity, outdoor recreational and leisure use, makes a significant contribution to the quality of people’s lifestyles and the nature of their residential area. The purpose of this Policy is to protect and enhance where possible open space provision for recreation and sporting use and ensure that proposals for development contribute adequately to meeting new provision arising from Wilmslow’s growing population.

11.11. Wilmslow has a wide range of open spaces including; playing fields, parks and gardens, amenity green spaces, allotments for food growing and larger tracts of semi urban green space in areas such as Lindow Common and The Carrs. The majority of playing fields are owned and managed by private clubs. There are 3 municipal playing fields, the largest being the Jim Evison Playing Fields with 5 grass pitches for rugby and football. All schools have playing fields, the largest being at Wilmslow High School, whose pitches also include multi use games areas used by private clubs. Feedback from residents indicates that the contribution made by these open spaces to health and wellbeing, mitigating climate change and making Wilmslow an attractive place to live, is highly valued. Active Cheshire, a local commissioner of sport and physical activity in Cheshire, stress the positive contribution made by open spaces in combating childhood obesity and improving children’s mental and physical wellbeing.

11.12. The Cheshire East Open Space Assessment (2018) for Wilmslow highlighted a shortage of children’s play provision and noted that provision is generally poorer in the South West and in some Eastern parts of Wilmslow.

11.13. The Cheshire East Playing Pitch Strategy (2017) for Wilmslow identified increasing pressure on playing fields in Wilmslow and that overplaying and poor site conditions affect usage. This is particularly significant at the Jim Evison Fields where there is evidence that poor drainage is a major contributor to loss of playing time. No provision is made in the document for new facilities. Instead the focus is for increasing future demand to be predominantly facilitated by improvements to pitches, including the provision of multi-use games areas and increased use of multi-use agreements with schools.

11.14. Population growth, together with the provision for new housing growth, will result in increased demand for open spaces. There are no identifiable sites for new provision within the built-up area. In addition to the enhancement and protection of existing open spaces, appropriate on-site provision for open spaces in new developments will be necessary.

Evidence Base Documents:
- WNP Emerging Policies Consultation October 2017
- Cheshire East Playing Pitch Strategy 2017
- Cheshire East Green Space Strategy 2018

Cheshire East Local Plan Policies:
- SD2 Sustainable Development Principles
- EG4 Tourism
- SC1 Leisure and Recreation
- SC2 Indoor and Outdoor Sports Facilities
- SE6 Green Infrastructure
Policy CR5: Health Centres

EXPLANATORY

11.15. Access to health care was a concern raised during the initial public consultation. This is not surprising given that housing allocations in the Cheshire East Local Plan will result in an increase in population. The two existing health centres in Wilmslow are located just south of the Town Core, in Chapel Lane and Alderley Road. The improvement and enhancement of these health centres will be welcomed, as they will ensure access for more members of the community; however, this is subject to ensuring they have appropriate parking and access facilities.

11.16. These locations are convenient for the central and southern part of Wilmslow but not for residents within the Summerfields, Dean Row and Lacey Green areas of the town. Some of the residents in these areas use GP practices in Handforth but this has become more difficult for those using public transport as bus services to Handforth were reduced in 2017.

11.17. Additionally, there is the new housing development on Adlington Road and proposed developments on Heathfield Farm and Little Stanneylands, which will bring extra demand for GP services in the northern part of the Neighbourhood Area. A new health centre in this area of the town would serve the needs of existing and new residents and the best location is considered to be on, or close to, the existing Summerfields Shopping Centre or as part of the strategic housing sites.

Evidence Base Documents:
- Submission by Transition Wilmslow, September 2017

Cheshire East Local Plan Policies:
- SC3 Health and Wellbeing
- IN1 Infrastructure
Managing Growth
12. HOUSING POLICIES

12.1. The existing housing stock in Wilmslow has a relatively high average dwelling size, but a low occupancy level. Thus, there is a shortfall of suitable housing for first time buyers and for people wishing to downsize. The housing market is not working well in terms of providing suitable housing to meet all needs. The Local Plan seeks to address this in developing the allocated sites. However, there is a need to provide suitable dwellings for all within the town and this may well become possible by providing a higher density of dwellings on the key sites identified in this Plan. However, in applying this we must reflect upon a desire to maintain or increase the number of green spaces within the town.

12.2. Part two of the Cheshire East Local Plan (site allocations and Development Plan documents) calls for land owners to put forward smaller sites for development. To avoid further loss of greenfield land, it is important to take advantage of all previously developed sites and windfall opportunities that become available, to promote Town Core living, to prevent green infrastructure being compromised.

12.3. The policies in this section aim to sustain Wilmslow as a desirable, green place to live, work and relax by providing energy efficient homes of high quality design, including affordable homes within mixed communities. Furthermore, this is supported by appropriate infrastructure which addresses local needs and secures an environmentally sensitive and sustainable development process. All residential development policies should be read in conjunction with relevant Cheshire East Policies.
Policy H1: Approach to Housing Delivery

POLICY H1

Within the settlement boundary, applications for residential development should seek to prioritise building on previously developed sites. ‘Greenfield’ sites should only come forward where they are on an allocated site, conversions, infill plots and sites within the Town Core boundary. When previously developed sites in the Green Belt come forward, proposals should comply with criteria stated in National Guidance.

In addition, proposals on these sites must take full consideration of:

- Height, mass and bulk that is appropriate to the surrounding context
- Plot sizes and density being compliant with local character
- Privacy and light being in accordance with space standards set out by the development plan
- The character of the surrounding landscape and townscape, must be in accordance with relevant policies set out in the development plan
- The retention of existing vegetation and landscaping which reinforces neighbouring amenity and privacy

EXPLANATORY

12.5. During the Local Plan process and the public consultations conducted by the Wilmslow Neighbourhood Plan Group, the loss of Green Belt land to accommodate the borough’s growth via allocated and safeguarded sites was a contentious issue. Whilst accepting the need for new housing, in particular for affordable housing, the overall impression was that too much Green Belt has been lost whilst available brownfield sites, affording windfall, have been largely ignored. This policy seeks to promote ‘Brownfield First’ in order to prevent unnecessary loss of Green Belt.

12.6. Brownfield development opportunities occur within the urban area where space is at a premium. Over-development of these sites with consequent loss of amenity is commonly quoted as a reason to object to a development. Ownership of more than one vehicle per household can stress the available space leading to on street parking with vehicles blocking footpaths. So, in promoting “Brownfield First” this policy is seeking to address the associated parking issues too.

12.7. Applications for conversion of farm buildings to residential use should not undermine the viability or efficiency of farm management and should accord with guidance set out in policy NE1 Countryside Around the Town.

12.8. The Town Council will work with Cheshire East Council in conducting regular audits of existing and potential previously developed sites both within urban and suburban areas to accurately ascertain the availability of previously developed sites and the current housing figures which are committed during a Local Plan period.

Evidence Base Documents:
- Cheshire East Strategic Housing Market Assessment 2013 Update
- Cheshire East Design Guide 2017
- CEC Cycling Strategy 2017-27
- Building for Life 12, 2012

Cheshire East Local Plan Policies:
- SD2 Sustainable Development Principles
- SE1 Design
- SC4 Residential Mix
Policy H2: Residential Design

**POLICY H2**

Where appropriate, all new residential development should seek to deliver high quality design through meeting the following key principles:

- Reinforcing character and identity through locally distinctive design and architecture
- Establishing a gateway to the site and, where appropriate, to the town itself
- Establishing a clear hierarchy of streets and spaces including pedestrian priority routes and integration with existing footpaths
- Delivering a scale, mass and density commensurate with the surrounding townscape (particularly for apartment proposals) with sufficient associated amenity space
- Establishing a sensitive transition with the wider landscape where a new settlement edge is created
- Using sustainable drainage systems and water management, through water catchments and green spaces to avoid increasing surface water run-off into watercourses to alleviate flooding and improve water quality

On strategic and allocated sites, including those identified in KS2-KS7, Town Core developers should demonstrate how they have addressed these criteria through the use of masterplans, design coding and design briefs for specific sites. In appropriate circumstances planning conditions may be placed on planning applications to ensure that any design codes and planning briefs are respected as part of the development concerned.

Proposals which seek the subdivision of larger properties should retain the scale, mass and appearance of the building where possible. All new development should demonstrate consideration of the Cheshire East Design Guide and compliance with Policies SP1 Sustainable Construction, SP2 Sustainable Spaces and SP3 Sustainable Transport of the WNP.

**EXPLANATORY**

12.9. This Policy seeks to guide new residential development to achieve high quality design standards and to ensure schemes make a positive contribution to their surroundings and the town as a whole. The role of housing in an occupant’s quality of life is significant in terms of the size of dwellings and access to green space. The Policy seeks to ensure that new schemes are well designed and will carefully consider how new and existing development interact. Use of gateway features and buildings which turn the corner to ensure an active and well defined street scene will be encouraged. Gated communities will not be supported.

12.10. The Policy looks for carefully designed development, including spaces for people to socialise; street layouts and housing densities which sit comfortably within the existing area; edges which interact positively with the surrounding countryside and schemes which incorporate the management of surface water. Proposals attaining an EPC rating of B or higher will be strongly supported and encouraged.

12.11. This Policy requires a high standard of planning application by asking applicants to make use of masterplans, design codes and design briefs to provide a consistent and comprehensive design approach.

**Evidence Base Documents:**
- The Three Wilmslow Parks: Development in Established Residential Areas 2004
- Cheshire East Strategic Housing Market Assessment 2013 Update
- Cheshire East Design Guide 2017
- CEC Cycling Strategy 2017-27
- Building for Life 12, 2012

**Cheshire East Local Plan Policies:**
- SD2 Sustainable Development Principles
- SE1 Design
- SC4 Residential Mix
Policy H3: Housing Mix

POLICY H3

In order to secure a sustainable and mixed community, each development site will need to deliver a housing mix based upon the latest Cheshire East Housing Needs Audit. Applications will be supported where they provide:

• Small properties for first time buyers
• A provision of family homes including smaller family housing providing 2-3 bedroomed dwellings with garden space
• Homes for the elderly and those with disabilities, including bungalows
• Accommodation for those wishing to downsize
• Higher density accommodation (apartments, terraces etc.) when a site is within the Town Core

In all cases, affordable housing will be delivered according to Policy SC5 Affordable Homes of the Cheshire East Local Plan, where appropriate and subject to compliance with Policy TH4, Three Wilmslow Parks of the WNP.

The Borough Council’s criteria for providing affordable housing states that all residential developments of 15 or more dwellings (or 0.4 ha) in towns like Wilmslow should provide at least 30% affordable units. Market and affordable homes should be indistinguishable and achieve the same high quality design.

EXPLICATORY

12.12. This Policy sets out the housing mix requirements to address Wilmslow’s housing needs. Calculations of housing need will depend on the figures highlighted in Cheshire East’s Housing Needs Audit (2013). There are creative ways of providing a mix of housing within the character of an existing area, and such approaches would be supported by the WNP.

12.13. In all cases, residential developments must satisfy a range of housing requirements to accommodate first time buyers, whether they are young people, families, elderly or disabled, to ensure a mixed and sustainable community. The response received from the community during consultation strongly supported this approach, particularly the provision of homes for first time buyers and homes for the elderly.

Evidence Base Documents:
• Cheshire East Strategic Housing Market Assessment 2013 Update
• Cheshire East Design Guide 2017
• Building for Life 12, 2012

Cheshire East Local Plan Policies:
• SD2 Sustainable Development Principles
• SCA Residential Mix
• SC5 Affordable Homes
• SE1 Design
13. EMPLOYMENT AND RETAIL POLICIES

13.1. These policies are designed to provide guidance for existing and growing business and employment uses within the town whilst recognising changing future demand and encouraging smaller entrepreneurial companies. Feedback from the Neighbourhood Plan consultations demonstrated support for smaller start-up businesses and new technologies coming to the town and the vibrancy that they bring. It is recognized that there is the need for the possible adaptation of existing office premises to suit the developing market.

13.2. Appropriate opportunities to convert Wilmslow’s office spaces for residential and other commercial uses should be taken. This should not detract from the existing character of the Town Core and Shopping Core but should improve the street scene, and can be achieved by ensuring ground floor spaces are occupied by retail or office uses with strong active frontages.

13.3. Wilmslow’s existing office spaces can be categorised into three types. Each of these types is considered in subsequent policies:

• Larger purpose built 3-4 storey premises within the Town Core. Such offices include properties along and to the rear of Alderley Road and Water Lane.
• Purpose built offices immediately outside the Town Core – principally along the A538 Altrincham Road and the Royal London site on Alderley Road.
• Smaller office space sitting above high street premises within the Town Core – principally Alderley Road, Water Lane, Church Street and Grove Street.

Policy E1: Reuse of Existing Employment Land

Where planning permission is required, the conversion of office, car showrooms and other commercial land and premises for other employment uses is supported. Schemes which provide the following will be strongly supported:

• Units for smaller businesses and startups that can be used for a variety of employment types
• A mix of uses with employment as the predominant land use

EXPLANATORY

13.5. Wilmslow is fortunate to contain a wealth of local businesses and employment opportunities. However, with the changing future demand for flexible office spaces, the community is keen to improve the vitality of the Town Core by encouraging small independent businesses and start-up companies. This will encourage the provision of flexible units which are able to meet a wide variety of potential commercial and office uses.

13.6. This policy refers to the 3-4 storey premises within the Town Core that are typically located along Alderley Road and Water Lane. This policy therefore sets out to prioritise this type of development.

Evidence Base Documents:
• Cheshire East Design Guide 2017
• WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
• SD2 Sustainable Development Principles
• EG1 Economic Prosperity
• EG5 Promoting a Town Core First Approach to Retail and Commerce
• SE1 Design
**Policy E2: Shop Frontages**

**Policy E2**

Where planning permission is required for the refurbishment or replacement of existing shop frontages and installation of new shop fronts, applicants must demonstrate how they have considered and addressed the following design criteria:

- Consideration of the architectural styles of adjoining buildings and shop fronts and the wider street scene, including where appropriate, contemporary design
- Fascias should be of a scale proportionate to the rest of the building; not obscure windows and other architectural detailing; align with other fascias in the parade. Box fascias and box lighting will not normally be permitted
- The subdivision and proportions of windows should relate to the character of the building and its neighbours
- Security shutters should be within the building. External metal shutters will not be supported
- Signage should respect the character of the individual building and adjoining properties
- Only one hanging sign should normally be permitted per shopfront

Development which improves the setting, operation and quality of frontages and surrounding public realm to the existing large retail units, will be strongly supported.

New and existing frontages should help define key routes into, and through, the Town Core through their design and public realm treatment.

The design of shop frontages should enhance the sense of place and local character in line with the Wilmslow Shop Front Design Guide (see Appendix 10) and the Cheshire East Design Guide.

**Explanatory**

13.7. An attractive and appealing Shopping Core is vital to the future success of Wilmslow if it is to respond to changing shopping habits. These policies support increased customer choice and a wider range of niche and independent shops alongside the high street multiples. The role of successful retail outlets providing employment and support to the local economy is recognised.

13.8. It is vital that this evolves in parallel with the wider improvement of the Town Core environment and an increase in related community, social, leisure and cultural activity. This policy therefore seeks to provide guidance for applicants when proposing development which will alter an existing frontage or create a new shop frontage. This involves ensuring designs complement neighbouring properties and take local character into account. The policy also seeks to ensure that signage and shuttering does not dominate the Town Core and is kept to a minimum to ensure it does not detract from the built form.

13.9. The policy finishes by focusing on larger scale retail units (such as supermarkets) within the Town Core. It seeks to encourage alterations to these buildings and spaces and to consider how modifications would interact with the street scene, neighbouring buildings and areas of public space or public walkways.

**Evidence Base Documents:**

- Cheshire East Design Guide 2017

**Cheshire East Local Plan Policies:**

- SE 1 Design
- SE 7 The Historic Environment
The Neighbourhood Plan identifies four Wilmslow Neighbourhood Centres (see Proposals Map) which include:

- Chapel Lane – Local Centre
- Davenport Green – Neighbourhood Parade
- Dean Row – Local Centre
- Lacy Green – Neighbourhood Parade

Applications which improve connectivity for walking and cycling between these centres and the Town Core will be supported.

Proposals for retail, leisure, community, and health uses will be supported in these areas, subject to meeting the following criteria:

- They maintain the scale and character of the surrounding area
- They do not negatively impact on residential amenity, through noise, smells, servicing or effluent
- They do not reduce the overall provision of car parking in these centres

The loss of retail uses within these areas will equally be resisted. Retail development (Use Classes A1 – A5) in excess of 75sq/m (gross) outside Neighbourhood Centres will be resisted, unless as part of an allocated strategic site to meet an identified localised need.

**Chapel Lane**

Applications within the Chapel Lane Neighbourhood Centre which seek to enhance the appearance of shop fronts and public realm, in addition to ensuring improved access for all users, will be strongly supported.

Proposals for improved signage helping visitors to identify and find Chapel Lane as a Neighbourhood Centre will be supported.

**Dean Row**

Applications within Dean Row which can demonstrate that they will serve nearby planned residential growth (either via provision of convenience retail or medical services) and improve the existing infrastructure and environment of the Local Centre, will be supported.

**EXPLANATORY**

13.10. This policy aims to protect existing Neighbourhood Centres and encourage the provision of compatible facilities of benefit to the local community. The WNP is supportive of these centres, their additional uses and contribution to the wider Wilmslow community. The Policy supports their stronger interaction with the developing Town Core. In particular, Chapel Lane, with its range of independent shops, can play an important role complementing the Town Core and meeting the expressed desire for a wider variety of independent shops. This Policy resists retail development outside the Town Core, Local and Neighbourhood Centres. The aim is to ensure a cluster of retail uses in and adjacent to these centres, such as the A34 gateway to Wilmslow and to avoid their degradation through permitting large retail functions away from them.

13.11. The threshold for retail development is based on the size of unit that is permitted to open past 4pm on a Sunday. This is considered to be the scale appropriate to serve residential areas outside the Town Core or Neighbourhood Centre.

**Evidence Base Documents:**
- WNP Emerging Policies Consultation October 2017

**Cheshire East Local Plan Policies:**
- PG 2 Settlement Hierarchy
- EG 1 Economic Prosperity
- EG 5 Promoting a Town Core Approach to Retail and Commerce
14. TOWN CORE USES

14.1. These policies aim to address key concerns raised by residents during the consultation, whilst anticipating and accommodating the likely future changes to the Town Core. They seek to identify the relevant current and future anticipated housing, retail and office space and market needs and changes, reflecting residents' views to provide a framework for implementation both in the short and long term.

14.2. Enhancement of the railway station and its facilities is sought by the WNP to improve this service further and at the very least, to ensure that the existing service provision is maintained. The policies in this section also seek support for a new transport hub at the railway station, to promote sustainable transport means and to better link up the existing networks of cycleways, footpaths, and bus routes.

14.3. It is evident that people desire greater variety of communal experience and activity in their town centres. This is evidenced in Wilmslow by mounting community pressures and interests for accommodating a new cinema and other cultural entertainment and community spaces. Many changes are taking place in town centres; high street retail is changing due to increasing on-line competition. It is anticipated that future centres will become an increasing focus for community-based interaction as pure retail functions are modified.

14.4. Two facilities which serve the community and its leisure requirements well, include the Wilmslow Library and the Wilmslow Guild. Both have particularly strong support and should be recognised as significant assets in the town. The Rex Cinema was a much-loved leisure facility that served the community well for many years but it closed in 1995. For many people, including the 'Rex Revival Group', the return of the Rex (ideally in its previous location or elsewhere within the Town Core boundary), is a foremost ambition. A cinema in the heart of the town would act as an attractive catalyst for associated community, dining and leisure related activity.
Aerial view of the town core highlighting key initiatives merged (Artist’s Impression)

1. Improve long stay car parking
2. Protect and enhance Wilmslow’s Green Gateways
3. Evolve library to further strengthen the community hub
4. New cinema and supporting restaurants in the heart of the town
5. Increase Town Centre living
6. Evolve Bank Square Artisan Quarter
7. Create new public event spaces
8. Evolve business premises to satisfy future demands
9. Enhance pedestrian routes throughout the Town Centre
10. Further improve the station as Wilmslow’s main transport gateway
Policy TC1: Visitor Facilitation

**POLICY TC1**

Applications for new overnight accommodation (Hotels, Bed and Breakfasts) within the Town Core boundary, along key bus routes, or within close proximity to the railway station, will be strongly supported. The provision of hotel, conference and event facilities within the town would be supported, subject to compliance with other development plan policies.

Proposals which seek to strengthen visitor facilities in Wilmslow will be looked upon favourably when they:

- Promote the reinstatement of a visitor centre
- Encourage initiatives which seek to enhance tourism and visitor facilities and increase the profile of Wilmslow’s historical assets
- Encourage the use and enhancement of existing spaces for temporary events and activities such as Popup Stores and Street Markets and outdoor community events

**EXPLANATORY**

14.5. Wilmslow’s excellent local, regional, national and international transport links, particularly the proximity to Manchester Airport, the London-Manchester train route and the potential of HS2, delivers a diverse range of visitors to Wilmslow. The town plays a key role in Cheshire East, acting with Crewe and Macclesfield as one of the key hubs for business employment and tourism. Employers are attracted by Wilmslow’s surrounding natural environment, the range of Town Core amenities and the well qualified business and professional catchment population.

14.6. In addition, Wilmslow has the benefit of some significant local history and open spaces which attracts visitors and interest groups. Notably, Lindow Man, Rev. Brownwell Evans’ Romany history, Alan Turing’s legacy and the Three Wilmslow Parks residential areas, are major features of the town. Initiatives are ongoing to further heighten the profile of these assets. Despite this, Wilmslow currently has limited visitor facilities and overnight accommodation.

14.7. The objectives of this policy are to ensure that initiatives which strengthen the profile of the local history with subsequent increases in visitor numbers, are supported. In addition, it is important that visitors are encouraged to stay in the town longer and enjoy facilities which are easily accessible by walking, cycling and public transport and experience the benefits of using the town as a convenient base to explore the wonderful surrounding countryside and wider regional attractions. This policy supports the provision of a visitor centre within the Town Core. It is intended that this would be provided in the Community Hub, as identified by Aspiration A5, Community Hub.

**Evidence Base Documents:**

- Historic England’s National Heritage List for England (NHLE)
- WNP Emerging Policies Consultation October 2017
- Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
- Cheshire East Council’s Open Space Survey 2012

**Cheshire East Local Plan Policies:**

- EG4 Tourism
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SE7 Historic Environment
- SE1 Design
- SD2 Sustainable Development Principles
Policy TC2: Evening Activity

**EXPLANATORY**

14.8. This policy supports an increased level of appropriate evening activity in the Town Core, contributing to a more active, welcoming, and safer night-time experience. The Town Core has a much stronger daytime economy than in the evening. A busier Town Core in the evenings would help to overcome some adverse perceptions that the Town Core is unwelcoming and help further support local businesses. Increasing housing in the Town Core, where it is compliant with Policies H1 and H5, would increase evening footfall and activity.

14.9. A number of respondents expressed their disappointment at the demise of the Rex Cinema and would welcome a similar scale facility back in the heart of the town. A wider variety of facilities to attract younger people into the town is also widely supported. The potential for future regeneration of the library into an attractive ‘Community Hub’ would also bring additional people into the Town Core during both daytime and evenings. Such a community hub should contain flexible spaces and meeting facilities so that a wide variety of activities can be accommodated for all ages.

14.10. Equally, as highlighted in the Cheshire East Local Plan Wilmslow Town Strategy, the encouragement of additional housing in the Town Core would be productive in increasing evening footfall and adding vibrancy to the town. Previously developed sites and windfall opportunities should focus on the creation of smaller dwellings to cater for the increasing demand of young people to purchase or rent first homes and to cater for the increased number of older people requiring downsizing.

**Evidence Base Documents:**

- WNP Emerging Policies Consultation October 2017
- Concreting Over Our Towns, Town and Country Planning Association, October 2012

**Cheshire East Local Plan Policies:**

- EG4 Tourism
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SE7 Historic Environment
- SE1 Design
- SD2 Sustainable Development Principles
- EG1 Economic Prosperity
Policy TC3: Conversion of Office Spaces in the Town Centre

POLICY TC3

Where planning permission is required for developments within the Town Core boundary (as identified on the Proposals Map), applications which propose the conversion of larger 3-4 storey purpose-built office premises and office space above retail premises to residential uses, will be supported.

Proposals seeking to convert existing first and upper floor office spaces to residential use in the designated Shopping Core (as identified on the Proposals Map), must be supported by the retention of ground floor retail, commercial, or office uses providing a strong active frontage, supporting a strong, attractive Town Core.

Applications in the Town Core for the conversion of office space to residential use, may be subject to relaxed parking standards, where appropriate.

EXPLANATORY

14.11. The community is keen to establish a vibrant Town Core and to create an active daytime and night time economy. This will be assisted by converting larger purpose office premises and smaller office space to residential use, focusing development within the Shopping Core. To retain the existing strong active frontage in the Shopping Core, applications to convert into residential uses must be supported by ground floor retail or office uses that provide a strong active frontage on the street scene.

14.12. This policy therefore sets out to ensure that applications for the conversion of office spaces to residential use will retain the character of the Shopping Core.

Evidence Base Documents:

- Cheshire East Design Guide 2017
- Building for Life, 2012
- WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:

- SD2 Sustainable Development Principles
- EG1 Economic Prosperity
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SE1 Design
Within Wilmslow’s Shopping Core (as identified on the Proposals Map), new retail development of the following Use Classes will be permitted, where planning permission is required;
• A1 Shops
• A2 Financial and Professional Services
• A3 Restaurants
• A4 Drinking Establishments

Within the Main and Secondary Town Centre Shopping Frontages (as identified on the Proposals Map), non-retail uses (A1-A5) will not be supported in ground level units, unless a proposed alternative can be demonstrated which will enhance the vitality of the Town Core and provide an active frontage. Clustering of hot food takeaway (A5) uses will not be supported within the Main Shopping Frontage.

Applications which seek to encourage a diverse and vibrant Town Core will be supported, where they comply with other development plan policies.

It supports proposals, including new build and alterations, which seek to enhance the quality of Wilmslow’s shopping experience, generate attractive active frontages, respect Policy PR2 Servicing, and create upper level occupied uses, in line with Policy TC6 Town Core Housing.

EXPLANATORY

14.13. The town is fortunate to have three large stores, Waitrose, Sainsbury’s and Hooper’s, which act as ‘anchors’ to the main shopping route along Alderley Road and Grove Street. However, a significant percentage of visits to these stores are for that sole destination and not to the wider Shopping Core. This is partially down to the very nature of some of the visits such as a large family shop but also the limited variety of shops, the relatively unattractive public spaces and the congested crossing points along the way.

14.14. This policy therefore sets out to define and consolidate the existing Shopping Core, support the existing large stores, define preferred uses, encourage a diversity of shops and ever-increasing integration with the other Town Core activities. Wilmslow’s Shopping Core (see Proposals Map), is defined by those premises along Alderley Road, Water Lane, Grove Street, Church Street and fronting Green Lane.

14.15. The policy also identifies Main and Secondary Frontages where non-retail uses will not be permitted within ground floor units. The intention of this policy is to avoid the fragmentation of the Core High Street due to conversion from ground floor retail units to residential and other non-retail units. This will be permitted outside the Main and Secondary Shopping Frontages. A5 (hot food takeaway) uses will not be encouraged within the identified Main Shopping Frontage.

Evidence Base Documents:
• Cheshire East Design Guide 2017
• Building for Life 12, 2012
• WNP Emerging Policies Consultation October 2017

Cheshire East Local Plan Policies:
• SD2 Sustainable Development Principles
• EG1 Economic Prosperity
• EG5 Promoting a Town Core First Approach to Retail and Commerce
• SE1 Design
View towards the extended library and the new community hub (Artist’s Impression)
Wilmslow Town Council will seek to establish a new community focus within the town. Improved connections between the various community facilities in Wilmslow will be looked upon favourably.

Wilmslow Town Council will work with potential developers to establish a multi-purpose facility in the centre of the town, focused on the existing library site, with flexible spaces which would allow for the provision of performance (a cinema), arts, music, and community activities together with teaching, display and meeting opportunities. Such a building would reinforce the Community Hub and the aspiration for improved links to other community focused buildings within the Parish. Potential connectivity could be extended to education centres such as schools and the Wilmslow Guild alongside any potential future local centres at Lacey Green, Summerfield’s and Dean Row. This central location will be near the Rex Cinema which announced its reopening during the production of the WNP.

To promote pop-up activities and markets, spaces for temporary tenting and/or permanent structures for pop up artisan activities should be considered on Bank Square Garden. This will consolidate the Town Council’s ambition of creating Bank Square as an Artisan Quarter, thus catering for a variety of temporary planned events, bringing activity to the space and the surrounding area.

**EXPLANATORY**

14.16. The Town Council is keen to establish a series of ‘quarters’ within the Town Core (see map below). This includes a ‘Community Hub’ in the heart of the town by creating a multipurpose facility to accommodate a variety of uses such as for arts, music and community activities.

14.17. For a relatively small town, Wilmslow has a wide range of well supported cultural activities, examples being the Wilmslow Guild’s 92nd annual prospectus of courses and lectures from Archaeology to Yoga, the Green Room’s theatre presentations, the Wilmslow Symphony Orchestra’s concerts and the Arts Society Wilmslow programme, to name a few.

14.18. Respondents to the Neighbourhood Plan Questionnaire wished to see the range of activities widened to promote local markets and pop up activities, as well as developing the town’s social and cultural strands.

**Evidence Base Documents:**
- Cheshire East Council’s Open Space Survey 2012
- WNP Emerging Policies Consultation October 2017
- Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)

**Cheshire East Local Plan Policies:**
- SE1 Design
- SC1 Leisure and Recreation
- SD2 Sustainable Development Principles
- EG4 Tourism
- SC2 Indoor and Outdoor Sports Facilities
- SE6 Green Infrastructure
Improved parking and pedestrian environment to southern end of boulevard with enhanced link to library (Artist’s Impression)
POLICY TC5

Applications which seek the creation of, or provide contributions towards, a ‘transport hub’ at the existing railway station in Wilmslow will be supported, in line with other policy within the WNP.

The development of a ‘transport hub’ should consider the following aspects:

- Accessibility for people of all ages and abilities
- Provision of access to public and private buses, bicycles, taxis and cars
- Provision of suitable cycling and pedestrian routes from the hub into the Town Core which also link with the existing cycle and pedestrian network. Where this concerns cycling, schemes must accord with Policy TA5 Cycling in Wilmslow
- Reconfiguration of the station car park to remove short term parking from the station forecourt
- Establishment of bus stops in the forecourt for public and company buses
- Provision of safe cycle storage
- Provision of adequate drop off facilities for private cars and taxis

Support will be given to applications which seek the modernisation of the existing railway station and maintain and improve local and long distance rail services whilst also recognising the strong desire for additional long stay parking.

EXPLANATORY

14.19. A variety of modes of transport is used by the working population in Wilmslow, including; buses, trains, cars and cycles. In addition to those working, there are many other transport users in the town, including shoppers, business customers, school children, long distance train travelers, passengers for Manchester Airport and other visitors, all of whom require a choice of effective transport.

14.20. Wilmslow has a successful business centre and a vibrant residential community. However, commuting is currently not sustainable for all workers. There is a relatively even split between the number of people commuting in and out of Wilmslow for work. The creation of a ‘transport hub’ would go some way to improving sustainable transport access for commuters in and out of the town, as well as other town users.

14.21. Presently, there is a range of transport services available in Wilmslow, in particular the long distance direct train service to London, which is regarded as an extremely valuable connection. However, the facilities available to link transport modes within the town are not sufficiently joined up, and the development of a transport hub would go some way towards organising these links more effectively. The railway station site is considered to be the most suitable location for such a hub due to the pivotal links it provides to the wider region.

14.22. Due to the restrictive size of the site, and therefore the challenges on delivery, the WNP supports novel solutions for the development of this hub. With the introduction of the new HS2 rail route, there could be a risk that services from Wilmslow Railway Station are reduced. The WNP therefore seeks to improve and maintain existing rail provision to ensure that the same level of service is available to Wilmslow’s residents and visitors.

14.23. Residents have expressed a desire for the railway station itself to be improved, stating that the facilities within it are limiting and its overall appearance is worn.

Evidence Base Documents:
- WNP Emerging Policies Consultation October 2017
- CEC Emerging Local Transport Plan

Cheshire East Local Plan Policies:
- PG 1 Overall Development Strategy
- IN 1 Infrastructure
- IN 2 Developer Contributions
- EG 4 Tourism
- CO 1 Sustainable Travel and Transport
- CO 2 Enabling Business Growth Through Transport Infrastructure
- CO 4 Travel Plans and Transport Assessments
Policy TC6: Town Centre Housing

**POLICY TC6**

Applications which propose residential use within the Town Core, as defined on the Proposals Map, will be supported where they meet at least one of the following criteria:

- Provide new units through conversion of existing office or commercial space
- Create living space above new and existing ground floor retail units
- Provide rental units suitable for first time buyers and those wishing to downsize
- Within the Town Core the reuse and/or conversion of buildings is preferred to demolition and replacement, excluding the Key Town Core Sites

Schemes which result in the loss of ground floor retail space for residential use will not be supported. Low density development is not considered an appropriate nor efficient use of land within the Town Core. Only medium and higher density schemes which make best use of the land available, will be supported.

All new Town Core residential development should meet all of the following criteria:

- Proposals should complement the existing character of the building and vicinity through appropriate scale and mass, including building height
- Proposals which negatively impact a heritage asset will not be supported
- Proposals should respect the existing building line and enclosure of the street scene
- Proposals which create or enhance existing amenity space will be supported, while those which result in the loss of public open space will not be supported
- Proposals which provide units suitable for older people, the disabled or units suitable for first time buyers, will be supported
- Proposals which do not make provision for all users will not be supported, i.e. schemes which are not accessible for the majority of potential occupants
- Parking is to be provided in line with Policy TA1 Residential Parking Standards or Policies KS1 – 7 of the WNP

**EXPLANATORY**

14.24. This policy seeks to encourage an increase in the number of people living at the heart of Wilmslow in order to support the objective to make Wilmslow a thriving Town Core.

14.25. While it is up to individuals to decide where they live, Town Core apartments are attractive to young families and young professionals, older people looking to downsize and disabled people. All have different needs to be accommodated. Accessibility standards for all users must be considered.

14.26. This policy seeks medium and higher density residential development in the Town Core. Medium density development is considered to be approximately 40 dwellings per hectare (dph). Higher density is considered to be approximately 50 dph. The WNP does not support suburban character in the Town Core. Therefore, detached and semi-detached units are unlikely to be acceptable.

14.27. This policy should be read along with Policy H1 Approach to Housing Delivery, especially pertaining to the changing face of retailing and the possibility of retail premises within the town becoming available for change of use to dwellings.
15. PUBLIC REALM IN THE TOWN CORE

15.1. In contrast to that of its neighbours, Wilmslow is fortunate to have areas in the Town Core which can accommodate specialist outdoor activities such as The Artisan Market. Attractive public ‘squares’ are however, lacking, and consideration should be given to a new indoor artisan facility, as is seen in Altrincham.

15.2. An important issue for Wilmslow Town Core is the impact of traffic and in particular, the volume of east-west through movement. It is anticipated that this may be slightly reduced, at least in the shorter term, once the Airport Link Road is fully operational. However, it is extremely important for the future success of the Town Core that highway and related public realm improvements create a more attractive and safer environment for pedestrians.

15.3. The policies within this section seek to improve the public realm environment for those who use the Town Core through careful consideration of design and use of outdoor space, servicing for commercial Town Core uses and crucially, green infrastructure and pedestrian movement.

15.4. The Town Council will work with Cheshire East, relevant independent groups, Implementation Groups and the Private Sector to coordinate and implement short and long-term actions to improve the vitality of the Town Core. Input from owners, users and developers, is needed to help assess the centre’s ability to accommodate change and also to work with the Implementation Group to attain this. In view of the significant scale of planned residential growth within Wilmslow’s catchment, the town has the potential, with the WNP’s vision, to attract additional visitors to the advancement of local businesses.

15.5. Appendix 11 includes drawings which illustrate the existing public realm, including key streets and other components. These should be considered in conjunction with the following policies.
Improved public realm environment and pedestrian connections along the Rex frontage (Artist’s Impression)
Policy PR1: Public Realm

POLICY PR1

Applications for the redevelopment of identified Town Core sites (see Policies KS1-6), will be supported where they bring forward improvements to the public realm (see Appendix 11 for key streets). These may include:

• Improved accessibility and parking for disabled, mobility scooter and wheelchair users
• Pedestrian friendly schemes such as appropriate and carefully designed shared surfaces, notably access and parking zones
• Integration of proposed green routes and cycle ways
• The protection of existing, and creation of a new network of linked public spaces and pedestrian routes, which includes planting trees and new landscaped areas – see Appendix 11
• Creation of an enclosed open area which can be used for markets or other temporary activities

Development that results in the net loss of green space within the Town Core, will be required to create a replacement of similar value.

In addition, consideration will be given to managing traffic speeds and introducing weight limitations along the routes through the Town Core, in conjunction with policy TA2 Congestion and Traffic Flow.

EXPLANATORY

15.6. The public realm of a Town Core is the public space between its building and landscape frontages which contain a centre’s roads, on-street parking, street furniture, footpaths, cycleways and public spaces. The quality and the character of the public realm is an important feature of a centre’s visual attractiveness for all its users. This policy aims to develop and improve this important aspect of Wilmslow’s centre.

15.7. The centre has many assets which will help to maintain its attractiveness to both residents and visitors. It is relatively compact and with proposed changes to pedestrian/vehicle priorities, it will become an effective ‘walkable centre’. The different scales and character of the centre’s roads reflect their previous functions prior to the implementation of the north-south bypass. For example, Alderley Road benefits from its tree-lined avenue and offers the opportunity for provision of an enhanced multi-use / multi-user space. The avenue is currently deteriorating and requires long term management with a vision for improvement to also transform the character of the adjacent ‘service road’. The road’s associated spaces are used for accommodating the monthly Artisan Market which could be complemented in future by a new permanent indoor space for market and related activities.

15.8. The centre accommodates for example, local art shows and in the past, motor shows and work of the town’s specialist community groups, such as Incredible Edible. The High School is centrally located, and aspects of the town’s retail functions benefit accordingly. Cheshire East has a programme for developing community hubs in six Town Cores, including Wilmslow. The WNP proposes a new public square and opportunities for building expansion, reinforcing and interlinking the centre’s community functions.

15.9. Excluding Grove Street, the primary function of the centre’s road network is to accommodate vehicular movements and, in many cases, on-street parking. Currently there are no special speed controls, vehicle weight limits or control and timing of service arrangements, other than for limited periods in Grove Street. As a consequence, the pedestrian experience along the main central retail spine is poor and interrupted. Crossings at key locations in the centre are currently controlled to favour traffic movements and flows. This adversely impacts the quality of the public realm and the experience of locals and visitors alike.

15.10. Changes to the centre’s main junctions will also involve the introduction of appropriate shared surface areas together with improved management of servicing and are aimed at achieving subsequent reductions of traffic speed and deterrence of larger vehicles from using the centre’s roads.

Evidence Base Documents:
• WNP Emerging Policies Consultation October 2017
• Emerging Cheshire East Local Transport Plan
• Department for Transport, Local Transport Note 1/11 October 2011
• Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)

Cheshire East Local Plan Policies:
• SE1 Design
• SES Trees, Hedgerows and Woodland
• CO1 Sustainable Travel and Transport
Aspiration A6: Public Realm Strategy

The Town Council and all relevant groups are keen to develop a Public Realm Strategy which will be developed in two phases and which takes into consideration other relevant WNP policies.

The prime aims of phase 1 (see Appendix 11) are to:
• Greatly improve the ease of pedestrian access along the centre's retail spine
• Revamp and greatly improve the visual attractiveness of Grove Street's setting and frontages
• Improve existing and create new, Public Spaces
• Deter unwanted vehicular use from using the centre
• Expand the range of community functions and improve the connections between the existing and new components of the Community Hub
• Test ideas for greatly improving the longer term character of the main components of the centre's public realm
• Gain a better understanding of the consequences of the ongoing radical changes in a Town Core's functions
• Continue to attract and develop new activities which arise because of the scale and character of the centre's public realm
• Aid the improvement of the existing service arrangements in the centre

The prime aims of phase 2 actions are to maintain the benefits of the variation in the scales of the centre's access routes, but importantly, to create a public realm with a strong visually unifying idea i.e. creating avenues of light and green. This will help to create a visually integrated and unified public realm setting for the likely changes in the functions of the centre.
• Aim to make the centre a more desirable place within which to live, work and recreate
• Create convenient opportunities for accommodating changes in demand for a range of Town Core parking needs
• Assess the need for introducing additional actions aimed at deterring the centre's use by unwanted vehicles

EXPLANATORY

15.11. The above strategies will need to be advanced by the Town Council with the support and involvement of Cheshire East Council and the relevant interest groups in the town and its centre. The Town Council and Wilmslow's residents will develop this strategy to identify and address weaknesses in the town's public realm and create a framework to improve pedestrian routes and public spaces benefiting the long-term improvement of the Town Core environment. This requires pedestrian connections and key routes between the station, main shops and local attractors, to be as safe, appealing and convenient as possible.

15.12. Many service areas are visible from the main shopping streets and detract from the visual appearance of Wilmslow. Improvements to these areas will significantly improve the street scene in Wilmslow’s Town Core.

Evidence Base Documents:
• Historic England’s National Heritage List for England (NHLE)
• Wilmslow Civic Trust Local Listing
• WNP Emerging Policies Consultation October 2017
• Emerging Cheshire East Local Transport Plan
• Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
• Concreting Over Our Towns, Town and Country Planning Association, October 2012

Cheshire East Local Plan Policies:
• EG4 Tourism
• EG5 Promoting a Town Core First Approach to Retail and Commerce
• SE7 Historic Environment
• SE1 Design
• SD2 Sustainable Development Principles
• EG1 Economic Prosperity
Policy PR2: Servicing

**POLICY PR2**

Proposals for development within the Town Core boundary and within any Wilmslow Neighbourhood Centres at Chapel Lane, Lacey Green and Dean Row (identified in Policy E3 Wilmslow Neighbourhood Centres), are required to ensure that unsightly servicing areas are avoided by means of building orientation, design or landscaping schemes.

Proposals that improve the visual qualities of existing areas will be supported (see Appendix 11). Within the Town Core, proposals which lead to public realm improvements and screening at the following key locations will be looked upon favourably:

- The rear of Grove Street shops which back onto Green Lane
- The rear of the Grove Street and Water Lane shops which back onto Grove Way (although Grove Way is a dedicated service road it also accommodates office use and is used for residential access to Grove Avenue)
- The rear of the Alderley Road shops which back onto Sainsbury’s car park and the Library
- The rear of Tesco backing onto Green Lane

### EXPLANATORY

15.13. The day to day delivery of goods to shops and restaurants, together with waste collection, is a fundamental requirement for any high street. Typically, larger stores will have screened dedicated loading bays to manage the goods handling process and for smaller shops goods delivery may take place from either the rear or front of the premises, subject to the nature of vehicle access.

15.14. The ambition of a more accessible and attractive Town Core is welcomed by Wilmslow’s residents who support the desire to improve the appearance of key routes and buildings. A major thrust of this initiative will be the improvements to retail service areas (goods delivery and waste collection points) serving the high street shops, together with improved coordination in the timing of servicing activity. In a number of prominent cases, service areas are in full view of pedestrians and inevitably impact upon the quality of the Town Core environment. A prime example is the highly visible service bay on the corner of Alderley Road and Green Lane. In addition, a significant number of service areas back on to the most popular Town Core car parks.

15.15. Many service areas are visible from the main shopping streets and detract from the visual appearance of Wilmslow. Improvements to these areas will significantly improve the street scene in Wilmslow Town Core.

### Evidence Base Documents:
- Historic England’s National Heritage List for England (NHLE)
- Wilmslow Civic Trust Local Listing
- WNP Emerging Policies Consultation October 2017
- Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
- Concreting Over Our Towns, Town and Country Planning Association, October 2012

### Cheshire East Local Plan Policies:
- EG4 Tourism
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SE7 Historic Environment
- SE1 Design
- SD2 Sustainable Development Principles
- EG1 Economic Prosperity
Potential for a transformed Alderley Road/Green Lane junction with residential apartments overlooking the new public space (Artist’s Impression)
Aspiration A7: Retail Servicing

In parallel with the longer-term improvements to Wilmslow’s public realm, Wilmslow Town Council will work to introduce a Town Core management plan defining vehicle servicing principles, encouraging servicing at appropriate times and locations, defining vehicle types (size and weight) and appropriate shared servicing areas.

EXPLANATORY

15.16. There is currently only limited guidance for the management of servicing in Wilmslow with time restrictions applying to Grove Street and the control of the barrier access. The larger stores typically carry out their servicing within slightly extended trading hours to minimise disruption for local residents.

15.17. This Aspiration should be implemented in line with Policy PR2 Servicing and Policy PR1 Public Realm, in particular for Grove Street, to develop an improved servicing strategy in parallel with other initiatives. This would encourage shop owners to undertake servicing between specific times, fully use existing service bays and reduce vehicle presence within the public realm. These improvements require a joint initiative between the Town Council and Town Core business groups to develop a servicing strategy to put the improvements in place.

Evidence Base Documents:
- Historic England’s National Heritage List for England (NHLE)
- Wilmslow Civic Trust Local Listing
- WNP Emerging Policies Consultation October 2017
- Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
- Concreting Over Our Towns, Town and Country Planning Association, October 2012

Cheshire East Local Plan Policies:
- EG4 Tourism
- EGS Promoting a Town Core First Approach to Retail and Commerce
- SE7 Historic Environment
- SE1 Design
- SD2 Sustainable Development Principles
- EG1 Economic Prosperity
All development proposals (excluding householder applications) should seek to improve pedestrian connectivity through the Town Core, promoting a safe and accessible pedestrian network, integrating new and existing neighbourhoods with the Town Core and key facilities in Wilmslow.

Proposals seeking improvements in the following areas (see Appendix 11) will be supported:

- Public realm improvements to Grove Street and connections from Bank Square and Alderley Road
- Public realm improvements to adjacent streets and spaces
- More convenient and attractive pedestrian crossing points, particularly to Alderley Road, Water Lane and Hawthorn Lane
- The integration of improved pedestrian routes relating to green routes and cycleways subject to other Neighbourhood Plan policies – specifically A4 Public Realm Strategy and TA5 Cycling in Wilmslow

15.18. Strong, convenient pedestrian movement is the lifeblood of any Town Core, driving activity for businesses and customers in the shops. Wilmslow’s residents have identified the town’s absence of quality public space and poor public realm, consequently hindering pedestrian connectivity. Several respondents have cited the unappealing environment in Grove Street, the town’s primary pedestrianised shopping street. In addition, the volume of through traffic in the heart of the town, especially the east-west movement, is a barrier to convenient pedestrian connections.

15.19. This policy seeks to instigate a network of public footpaths connecting key sites of public realm improvement, working alongside Aspiration 4 Public Realms Strategy, of the Wilmslow Neighbourhood Plan. This will encourage sustainable methods of travelling through Wilmslow, improving residents’ health and wellbeing, traffic congestion and the visual character of the town.
Aspiration A8: Greening the Town

ASPIRATION A8

The Town Council will continue to work with Cheshire East and key stakeholders to explore delivery of the following initiatives:

- Developing a greener Town Core environment suitable for all ages and abilities with improved accessibility in line with other WNP policies
- Identifying specific areas within the Town Core where greening will have a significant positive impact. Such an area is the highly prominent junction between Alderley Road and Green Lane where a ‘pocket park’ could visually transform the space and provide an attractive feature seen from a variety of approaches
- In support of Aspiration A3 Servicing, encouraging green screens to help shield unsightly service bays and rears of shop units. A strong candidate for such an approach is the western side of Green Lane
- Working in parallel with the wider WNP environmental initiatives and defining and developing green links to the surrounding green amenities. Ultimately the Aspiration is to create a series of green focal points and spaces that are fully connected and integrated with the wider green network
- Identifying ‘prime specimens’, via a landscape assessment, which are a key green focus for the town and should be preserved and enhanced (this includes the identification of key vistas onto such features that must be maintained)
- Introducing more native species that, by their nature, provide a sustainable environmental approach
- Undertaking these initiatives in such a way as to deliver a consistent approach which is sustainable and manageable in the longer term

EXPLANATORY

15.20. Wilmslow is fortunate to have an attractive hinterland with easy access to the countryside and amenities. Although the Town Core itself has some existing green features, these are not all as well managed and as attractive as they could be. In addition, the typically unappealing nature of the public realm and hard paved areas, further detracts from the Town Core’s appearance.

15.21. The community strongly supports the Town Council’s desire to protect and enhance the Town Core’s existing green features. In addition to this, the Town Council wishes to work with specialists to identify areas where more green features could be introduced and which would be the most appropriate species for specific locations. In addition to the visual benefit of green features, the Town Council is keen to encourage the greening of the Town Core in sustainability terms. Increasing the amount of vegetation in the town would have a central role in attaining this. However, ensuring the correct species are used in these locations and effectively managed in the long term, is essential.

15.22. The Aspiration identifies Green Lane as an area which could benefit from new green features to visually improve the existing servicing zones. In addition, the Aspiration aims to create and enhance green links to, through and within the Town Core. Complementing these routes will be a series of green focal points, either as areas of vegetation or enhanced green spaces within the Town Core.

Evidence Base Documents:
- Good Practice Guide for Green Infrastructure, TCPA
- WNP Emerging Policies Consultation October 2017
- Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
- Concreting Over Our Towns, Town and Country Planning Association, October 2012

Cheshire East Local Plan Policies:
- EG4 Tourism
- SE7 Historic Environment
- SE1 Design
- SD2 Sustainable Development Principles
- EG1 Economic Prosperity
Aspiration A9: Digital Wilmslow

**ASPIRATION A9**

The Town Council is committed to working alongside local businesses, community groups and retailers to enhance the digital and online presence of the Town Core and its offer, in order to increase shoppers and visitors into the town to enhance its vibrancy. This will include exploring the following projects:

- Developing a mobile ‘app’ or series of ‘apps’ for the town, seeking to showcase what is available in the town including shops and special offers, leisure activities and events
- Developing a new Town Core website to showcase events and activities and offer visitor information
- Exploring the introduction of free Wi-Fi service throughout the Town Core, including charging stations and interactive screens in partnership with cafes, bars and restaurants
- Promoting and exploring the introduction of interactive public art, lighting and music within the Town Core
- Promoting and championing the delivery of high speed broadband throughout the town

**EXPLANATORY**

15.23. There is much reported about the changing nature of Town Cores from being places of convenience shopping, to a greater reliance on specialist retail, leisure, tourism and food and drink uses, as the impact of online shopping grows. This is already evident in some areas of Wilmslow Town Core. Encouraging people to visit the Town Core is exceptionally important to encourage its vitality and vibrancy. Consequently, the Town Council and local retailers and businesses must embrace this change of the nature and role of the Town Core.

15.24. Much of this cannot be delivered solely through development proposals and the planning system, but it is intrinsically linked. Therefore, this Aspiration sets out a series of mini-projects or strategies which will integrate the physical Town Core and its offer with digital media platforms (the internet, mobile apps etc.) to ensure that it can benefit from the changing nature of shopping habits.

**Evidence Base Documents:**

- 100 Ways to Help the High Street, Association of Town & City Management (ATCM)

**Cheshire East Local Plan Policies:**

- EG1 Economic Prosperity
- EG4 Tourism
- PO3 Digital Connections
16. KEY OPPORTUNITY SITES

16.1. With the lifespan of the Neighbourhood Plan Policies stretching 10-15 years, it is important that long term consideration is given to strategic sites which may undergo significant change or redevelopment in the coming years. WNP respondents have expressed the desire for the improvement of particular sites together with the prioritisation of development on brownfield sites. The reasons for the consideration of these sites include:

- Possible or probable vacation of the site or change of land use over the lifespan of the Neighbourhood Plan
- A significant level of comment regarding the site from respondents
- The site is located in a prominent position and/or frames an important ‘gateway’ approach to the Town Core
- The site sits in close proximity to Wilmslow Railway Station, a crucial transport hub for the town

16.2. This section of the document defines these key sites and establishes an outline brief for any future development. Applications will be required to set out how they have considered the site development criteria. Schemes which fail to meet the required development criteria are not likely to be acceptable. This section of the Neighbourhood Plan focuses on what can be influenced through the planning system. Once ‘made’ these Neighbourhood Plan policies will be accompanied by a Town Core strategy and action plan produced by the Town Council which will encompass more detail.

16.3. Each Policy contains:

- A map illustrating the key features, constraints and opportunities for each site
- A summary of the key considerations affecting each site. These typically include issues such as land use, residential density, key building lines, massing, landscape treatment and parking provision. These have been considered in setting out the policy for each site
- A cross reference to other Neighbourhood Plan policy requirements that will influence the design. These include in particular environmental policies and the approach to green space

16.4. The following six sites have been identified and their boundaries can be found on the Proposals Map:

- Police, Fire and Ambulance Stations, Hawthorn Street, Wilmslow, SK9 5HQ (Policy KS2)
- British Legion, Grove Avenue, Wilmslow, SK9 5EG (Policy KS3)
- Parsonage Green, Green Lane, Wilmslow, SK9 1LD (Policy KS4)
- Library and South Drive Car Park, Wilmslow, SK9 1NW (Policy KS5)
- Broadway Meadows Car Park, Wilmslow, SK9 1NB (Policy KS6)
- Station Car Parks, Wilmslow, SK9 1BU (Policy KS7)

16.5. It is anticipated that approximately 200-250 new residential units can be accommodated within the Town Core. This is however, subject to schemes meeting the design criteria set out within each of the following policies, and other relevant policies within the WNP. The primary aim of these policies is to improve the aesthetics of key sites within the Town Core, to improve retail and commercial offer, improve parking provision and finally, to accommodate housing for first time buyers and those wishing to downsize.
Policy KS1: Key Sites

POLICY KS1

The redevelopment of Town Core sites identified on the Proposals Map is supported subject to compliance with the relevant site-specific Policy (KS2 – 7) and the following criteria;

• Parking is to be provided in line with policies TA1 and TA4, unless otherwise stated
• Retention and creation of new routes for walking and cycling, including connection with the wider network
• A design approach sympathetic to surrounding built form and setting in both scale and materials which embraces innovative design and high standards of environmental performance
• Green infrastructure assets such as mature trees and hedgerows to be retained; if loss is unavoidable their loss is to be mitigated

Schemes which deliver additional public parking will be looked upon more favourably.

EXPLANATORY

16.6. This policy sets the overarching design principles which should guide development on all the identified Town Core sites. This includes provision of parking in line with the Neighbourhood Plan unless the site-specific policy considers an alternative provision due to proximity to the town’s transport facilities and local services. The importance of walking and cycling routes and their integration and improvement through the design of each site is also highlighted as an overall theme.

16.7. The policy requires applicants to demonstrate through each planning application that the proposed design complements and is sensitive to the context of each site. It is recommended that for each application a study of the local scale and mass of surrounding buildings is undertaken to ensure that the emerging design is compatible with the setting.

Cheshire East Local Plan Policies:
• MP1 Presumption in Favour of Sustainable Development
• PGI Overall Development Strategy
• EG5 Promoting a Town Core First Approach to Retail and Commerce
• SC4 Residential Mix
• SE1 Design
Policy KS2: Police, Fire and Ambulance Stations

**POLICY KS2**

The comprehensive redevelopment of these three neighbouring sites is supported subject to the following design principles, (see Map KS2):

- Provision of a high density residential development comprising a mix of starter homes, affordable housing and homes appropriate for those wishing to downsize
- Recognition of the importance of the Altrincham Road/Alma Road as a gateway to the Town Core
- Retention, and where appropriate enhancement, of the existing accesses to the site, off Beech Lane and Alma Lane
- Retention of the Little Lindow open space
- Preservation of the overall provision of green space
- Provision of a children’s play facility
- Consideration and incorporation of the change in levels across the site within design proposals
- Compliance with the building lines on Hawthorn Street, Beech Lane and Alma Lane
- The principal frontage of the properties must face onto the adjacent street and the Little Lindow open space
- Perimeter curtilages and landscape should complement existing street frontages
- Preservation of all mature trees to Altrincham Road and Hawthorn Street frontages
- Preservation of the desire line and footpath across Little Lindow
- Parking to be provided on site and hidden from view from Little Lindow (internal courtyards and undercroft parking preferred; limited forecourt parking will be permitted)
- A small increase in scale may be acceptable to some buildings subject to acceptability of massing studies. This however, does not apply to buildings bordering the site curtilage. A potential increase in scale subject to acceptability of supporting massing studies.

**EXPLANATORY**

16.8. This is a highly visible site on an important gateway to the town overlooking Little Lindow Green. The Police Station site is already largely redundant with the further prospect of the Fire and Ambulance Stations being relocated in coming years. This area commands an important position alongside Little Lindow fronting the busy gateway from the A538 Altrincham approach and comprises three elements; the Police, Fire and Ambulance Stations.

16.9. In the eventuality of one or more of these sites becoming available for redevelopment, the Neighbourhood Plan will support high quality residential development with an appropriate level of on-site parking and access via existing vehicle entry points. Creative parking solutions such as undercroft parking will be supported where they are considered to meet high design standards and make efficient use of the land available.
16.10. It is considered that the following building heights would be appropriate in the following locations; two storey properties to front Alma Lane, two to three storey dwellings along Hawthorn Street and Beech Lane and three to four storey dwellings to front Little Lindow and within the main body of the site complementing existing properties on Altrincham Road.

16.11. It is important that a high quality, landscaped open public space is maintained. The Neighbourhood Plan would support a development that provides parking provision, both for residential use and for short stay public users accessing local shops and businesses, hidden below a regenerated and landscaped Little Lindow Green overlooked by the new residential accommodation.

16.12. It is vital that appropriate and high quality proposals are brought forward. The open space itself is lacking any distinctive character and is largely under utilised. Access to the existing uses is currently via Altrincham Road, Alma Lane and Beech Lane. The site is surrounded to the South, North and West by housing and the Town Core to the east. Redevelopment will bring more activity to the space, further improve the quality of the immediate environment, reduce traffic impact on the Town Core, and help support local businesses to the western end of Water Lane.

16.13. This policy requires that a comprehensive masterplan is produced for the site which shows how it could relate to its surroundings and could encompass high density residential development, associated works and parking whilst maintaining and enhancing the Little Lindow green space.

Cheshire East Local Plan Policies:
- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design

Policy KS3: British Legion

The comprehensive redevelopment of this site providing high quality residential units, is supported subject to the following design principles (see Map KS3):

- Provision of a high density residential development which retains a significant open green space and respects the main building line of existing properties on the north side of Grove Avenue
- Scale and massing should reflect that of the adjacent residential properties
- Where appropriate, vehicle access to the rear of the site should be off the existing driveway on Grove Avenue, with parking provided to the rear or within an undercroft
- Parking on the forecourt off Grove Avenue will be acceptable, providing a minimum 50% of this space is soft landscaped, all hardstanding to be of permeable construction
- Maximising the role of the site as a new focal point and attractive asset to the town
- Perimeter curtilage and landscape treatment should complement the existing street frontage including mature tree planting on the line of the existing trees

Schemes which accommodate a small roundabout or turning facility at the junction with Grove Way in order to facilitate possible future two-way traffic along Grove Avenue, will be looked upon favourably.
EXPLANATORY

16.14. This is a significant site close to the Town Core’s Shopping Core. The view towards it from passing pedestrians in Grove Street, is an important connecting vista. The open space of the bowling green provides an attractive viewpoint and backdrop from the Grove Street approach. Therefore, in the eventuality of redevelopment of this site and associated change of use being brought forward, it is important that development of an appropriate scale and quality is delivered. Residential use here will support the objective of bringing extra life and activity to the heart of the Town Core. Improvements to the Grove Avenue and Grove Way junction will bring added visual benefit and support the wider WNP Highway and Town Core servicing objectives.

16.15. In the event of this site being vacated by the British Legion, the WNP would support a sympathetic residential development which complements adjacent residential properties whilst retaining an attractive green frontage. Any development must be of a high design quality with the scale, proportions and materials augmenting existing residential properties on Grove Avenue.

16.16. Any redevelopment of the site should accommodate a small roundabout or turning facility with the objective of removing residential access traffic from the Grove Way service road.

Cheshire East Local Plan Policies:
- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design
The comprehensive redevelopment of this site providing a mix of uses is supported subject to the following design principles (see Map KS4):

- Compliance with the existing building lines along Alderley Road and Green Lane
- Some adjustment to the rear building line may be possible (subject to amenity of existing residents)
- The new façade must present an active ground floor frontage to Alderley Road and Green Lane (with consideration of both daytime and night time activities): external shutters to shopfronts will not be permitted
- Commercial uses, including class A1, A2, A3, A4 and B1 small business, will be supported
- Residential use is supported on the upper floors subject to provision of starter homes (apartments) and homes appropriate for downsizing
- Servicing to the ground floor units must be fully concealed in line with Policy PR2 Servicing
- Proposals which bring forward a single point of servicing from the eastern end of the site will be preferred
- The following building heights will be considered acceptable in the following locations; three storeys to the Alderley Road frontage, up to four stories to the Alderley Road and Green Lane corner, stepping down in scale along the Green Lane return
- On-site grade level parking will not be acceptable. However, given the significance of the site and its limited footprint, contributions to off-site parking (see Policy KS6 Broadway Meadows Car Park), will be considered
- Proposals must embrace the public realm to the curtilage of the buildings providing a new focal point at this important junction

EXPLANATORY

16.17. The poor appearance of this site in such a prominent Town Core location generated a significant number of adverse comments from WNP respondents. Given its landmark location on Alderley Road, future complete redevelopment of this unattractive block would be welcomed, together with the enhancement of the adjacent public realm.

16.18. This is one of the most prominent sites in the Town Core. The appearance of the block is dated and some units consequently remain difficult to let. The Alderley Road and Green Lane corner, one of the most visible in the town, currently features a bland elevation, the building’s plant and equipment and an unsightly loading bay. Given the level of criticism of this site, the ambition of the Neighbourhood Plan is to anticipate the possibility of a future redevelopment worthy of this prime location. This would include improvement to the adjacent public realm and related access points.

16.19. Redevelopment proposals bringing forward residential units above a continuous active ground floor frontage, including the return frontage onto Green Lane, will be supported. Massing studies should be part of any planning approval process to demonstrate the suitability of the scheme but, given the landmark nature of the site, massing of three stories and possibly 4 (in part) may be acceptable. Proposals that do not achieve the appropriate high design standards will be resisted. In relation to on-site parking provision, particular consideration needs to be given for this strategic site.

Cheshire East Local Plan Policies:

- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design
Policy KS5: Library and South Drive Car Park

POLICY KS5

The comprehensive redevelopment of this site to create a new community hub is supported subject to the following design principles (see Map KS5):

- Any development must not result in a net loss of grade level spaces to the existing main car park
- Existing site access points must be utilised
- The creation of a new public space linking a community hub with Alderley Road will be supported
- A high-quality design solution must reflect and respect local landmarks
- Adaption, alteration or redevelopment of the existing library building will be supported
- Mature trees within the library curtilage must be preserved

EXPLANATORY

16.20. The library is an important facility and its convenient central location is appreciated. The Neighbourhood Plan needs to address the possibility of potential changes to the function of the library over the course of the next 10-15 years. Significant support has been given to enhanced community facilities in the heart of the town catering for all ages.

16.21. The Neighbourhood Plan supports the principle of cultural partnerships and proposals that would regenerate the library through the integration of other community uses, encouraging both daytime and evening activity. The adjacent car parking serves the library, local shops and the significant volume of traffic accessing the Sainsbury’s store. The future redevelopment of the library site should not lead to a net loss of grade level parking provision in the adjacent car parks.

16.22. This policy aims to protect the library site as an important community focus and encourage cultural partnerships providing a range of community facilities.

16.23. This policy supports the objective of strengthened daytime and evening community activity and the adaptation of the library site to accommodate a wide range of community facilities, including a library, café, arts shop, visitor Information point, crèche, meeting / workshop rooms and small multipurpose auditorium. These facilities could also be available to the High School and the Wilmslow Guild.

16.24. An additional ambition is the creation of a much improved public space linking the new community hub to the activity on Alderley Road. This significant objective responds to the goal of enhancing Wilmslow’s public spaces and generating improved pedestrian links.

Cheshire East Local Plan Policies:

- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design
Policy KS6: Broadway Meadows Car Park

**POLICY KS6**

The comprehensive redevelopment of this site for a mixed use, carpark-led scheme is supported subject to the following design principles (see Map KS6):

- Include high density residential development incorporating starter homes, affordable homes and homes appropriate for downsizing, which supports expansion to the car park
- Access to the site should be from the existing access point off the Leisure Centre approach road
- Proposals must connect to the pedestrian route running to the east of the site with its direct approach to the station
- All mature trees to the northern boundary with the cricket field must be preserved
- Encroachment on the wedge of land between the car park and railway line would be supported – providing adequate tree surveys / landscape assessment are submitted and mitigating measures taken, preferably on the site
- Any interim development of a multi-level car park should consider ‘future proofing’ the design to allow for a change of use to incorporate residential development
- Development should respect the current location and aspect of existing residential properties adjacent to the site
- Any redevelopment of the site should achieve a minimum of 180 additional long stay public spaces with an optimum target of 280

**EXPLANATORY**

16.25. This is a large car park and its proximity to both the Town Core offices and station make it popular for long stay users. It is frequently full by 9am most days.

16.26. Development proposals that bring forward a significant increase in parking provision, via decked or multilevel parking, together with complementary residential development, will be supported. The site has the potential for access via an enhanced path and cycleway connecting directly to the station.

16.27. The WNP supports the intention to significantly increase parking provision, through a decked or multilevel car park, to help satisfy the recognised demand for long stay office / commuter spaces. This in turn, will ease the pressure on visitors’ ability to find convenient short stay spaces. The Town Council will work with relevant partners to prepare traffic and parking studies to support a wider strategy for the town and key Town Core sites.

16.28. As part of the development proposals, new residential provision on the site would be supported in line with wider policies, including the principle of bringing added daytime and night time activity to the Town Core.

**Cheshire East Local Plan Policies:**

- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design
Policy KS7: Station Car Parks

POLICY KS7

The comprehensive redevelopment of this site providing a mix of uses, is supported subject to the following design principles (see Map KS7):

- Access to the site must be via the existing main concourse road and link
- On the lower site, a high density residential development incorporating starter homes, affordable homes and homes appropriate for downsizing, will be supported
- Parking provision for the lower site must be independent of Ladyfield Terrace and should be accessed via the upper site
- Pedestrian and cycle routes will link directly to the station and the wider town network
- Perimeter curtilages and landscape on Ladyfield Terrace should complement the existing street frontages and reflect the scale of adjacent buildings
- Taller properties will be permitted bordering the railway line with the potential of parking provision below
- Design proposals should incorporate the change in level across the site and the potential of decked parking on the upper level site

EXPLANATORY

16.29. The station is Wilmslow’s main transport hub and its local, regional and national rail connections are of central importance to the town. Over many years, long term parking on the site has been limited with commuters faced with the constant challenge of finding other long-term alternatives in the town. This in turn puts pressure on the Town Core traffic and wider parking demands.

16.30. Given the natural level changes on the site, proposals will be supported that bring forward a significant increase in parking provision through a decked or multi-level solution whilst also serving the local office demand. The station parking is in three distinct zones – limited bays on the station forecourt, the upper level rear car park and lower level rear car park. The latter area is also designated for permit parking. Part of the lower car park fronts onto Ladyfield Terrace and its small terraced properties. Proposals that bring forward appropriately scaled residential development on the lower site, together with associated on-site parking, will be supported.

16.31. This policy seeks to ease the significant shortfall of long-stay parking spaces at the station, whilst supporting the possibility of providing sustainable dwellings close to the town’s main transport hub. These proposals should be brought forward in parallel with other WNP initiatives, including the enhancement of the front forecourt into an attractive ‘point of arrival’ and convenient transport hub.

16.32. The over-demand for car parking at the station has long been identified, and spaces are normally occupied by early morning. Long-stay demand is further taken up through the adjacent office users. Overspill from the station car park results in greater pressure on other Town Core sites and surrounding residential areas. Rationalisation of parking across the station site will also assist the objective for an integrated transport hub. New residential provision supports the principle of bringing added daytime and night-time activity to the Town Core.

Cheshire East Local Plan Policies:

- MP1 Presumption in Favour of Sustainable Development
- PG1 Overall Development Strategy
- EG5 Promoting a Town Core First Approach to Retail and Commerce
- SC4 Residential Mix
- SE1 Design
Aspiration 10: Next Steps and Implementation

Aspiration A10

In order to progress the WNP’s vision a dedicated Working Group will be established to work with local partners and evolve the next stages of the strategy. The group will also monitor the quality of proposals coming forward. It will be made up of Council Members, CE representatives, members of the WNP team and other advisors bringing together a range of skills and experience. Of particular importance to the Group will be the regeneration of key brownfield sites and initiatives that strengthen the vitality of the high street.

EXPLANATORY

16.33. Queries have been raised through the consultation process regarding the Plan’s overall ambition and method of delivery, particularly related to public realm, parking infrastructure and the key sites. The boulevard with its mature trees, by way of example, is a valued asset to the town and one that must be protected for the enjoyment of future generations. A series of studies is required to survey the existing trees to establish their condition and longevity, evolve a long-term protection and management strategy, develop a high-quality public realm and lighting design and establish and define a funding, implementation and phasing strategy.

16.34. The Working Group will establish a hierarchy of town-wide priorities that can be targeted over the lifetime of the Plan. These will include parking, public realm and lighting strategies that will help inform decision making in the coming years. A particular priority is likely to be the public realm within the main shopping core and improvements to routes connecting the town centre’s ‘Community Hub’.

16.35. In addition, it is anticipated that the Group’s role will evolve to support an improvement in the quality of the built environment encouraging higher quality contemporary design proposals to be brought forward.
17. MONITORING AND REVIEW

Monitoring

17.1. The finalised Neighbourhood Plan for Wilmslow will form part of the development plan for Wilmslow’s parish area and will be subject to Cheshire East Council’s Annual Monitoring Report regime. An Annual Monitoring Report contributes to the provision of mechanisms for monitoring and review that are relevant to the Neighbourhood Plan policies, although it does not require any additional indicators to be studied. The WNP policies sit within the context of the strategic policies of the Local Plan.

17.2. Consequently, it is considered that the existing monitoring arrangements for the strategic policies of the Local Plan: Part 1, and any developed within Part 2, will be sufficient for most of the Neighbourhood Plan policies.

17.3. It may be necessary for Wilmslow Town Council, in conjunction with Cheshire East Council, to monitor specified indicators or to agree to a certain time period for review. These indicators will establish whether the policies are having the desired outcomes and will highlight policies requiring immediate or timely review to align them with their original purpose.

17.4. These indicators include (monitoring of these elements may not be in a quantitative format):

- The design quality and framework within the strategic sites
- Development of the key Town Core opportunity sites, within the Town Core
- Provision of community infrastructure, including education places, health provision and improved access to a range of public open spaces

17.5. Subsequently, key indicators from approved planning applications and relevant policies (although other policies in the Plan should also be taken into account) covering applications only within Wilmslow, relating to the Neighbourhood Plan are (but not limited to):

- Revisions to national policy and guidance
- Revisions to the Local Plan or its evidence base
- The list of heritage assets in the Parish (set out under Policy TH3 Heritage Assets and Appendix 6) should any new sites or structures be required to be added to the lists of both designated and non-designated heritage assets
- Changes to Local Green Spaces in Wilmslow, as set out under Policy CR3 Local Green Spaces

Review

17.6. The Neighbourhood Plan has been prepared to guide development up to 2030. This is in line with the Cheshire East Local Plan Strategy (2010-2030).

17.7. There are a number of circumstances under which a partial review of the Neighbourhood Plan may be necessary. These may include a revision of existing local planning documents or if the policies highlighted for review are not adequately addressed in the Objectives set out for the Neighbourhood Plan.

17.8. Any changes to the Wilmslow (Neighbourhood Plan) and Town Core (Cheshire East) boundaries will also trigger a review of the Neighbourhood Plan. Constituency changes or parliamentary boundary changes may also warrant a review.

17.9. In all cases, Wilmslow Town Council and associated partners should consider undertaking a partial review of the Neighbourhood Plan in 5 to 6 years from adoption (around 2023-2024) and then a full review should be no later than 2028.
18. PROPOSALS MAPS

Proposals Map 1 - Local Green Spaces (by type)
19. LANDSCAPE CHARACTER ASSESSMENT: PURPOSE, BACKGROUND AND METHODOLOGY

An Introduction to the Wilmslow Landscape Character Assessment (WLCA)

Context

19.1. Over half the area covered by the Wilmslow Neighbourhood Plan consists of open countryside, a resource which is highly prized by both residents and visitors. The rural landscape provides the town with vital services such as food production and flood regulation, opportunities for sport and recreation and as a setting for the town itself. Wilmslow’s countryside includes a rich variety of wildlife habitats and the connection between these at the landscape scale is critical to sustaining ecological function.

19.2. The local importance of the countryside resource is highlighted by a recent joint study between the National Trust and Cheshire East Council (Widger, 2016) which explored notions of ‘significance’ and ‘spirit of place’ at the landscape scale in the northern part of Cheshire East (including Wilmslow).

19.3. The following themes emerged from a wide-ranging consultation:

1. Views and landscapes are very highly valued by residents who recognise a rich mosaic of different landscape character areas and places of special interest and delight.
2. Accessibility of urban and rural places and the relationship between urban and rural supported by transport links, are valued.
3. Sense of insecurity about how peaceful the area will be in future and potential for loss – people see this as a countryside under pressure.

19.4. The joint study concluded that a ‘Quality of Place’ approach should sit at the heart of place-making strategies.

19.5. The Wilmslow Landscape Character Assessment (Wilmslow LCA) is a systematic review of the character and condition of the countryside resource around the town of Wilmslow. It provides a key part of the evidence base and directly informs a number of policies within the Plan. Cheshire East Council encourages the use of landscape character assessment in neighbourhood planning and they have prepared a Landscape and Settlement Character Toolkit to support that (Cheshire East Council, 2016).

19.6. The Wilmslow LCA not only forms a significant part of the evidence base behind the Neighbourhood Plan and its policies but is also an important aspect of the operation of these policies – especially Policies NE1, NE2 and TH2.

Method of Working

19.7. The Wilmslow Landscape Character Assessment has been prepared by members of the Neighbourhood Plan team with technical support and guidance from Countryside, a leading landscape consultancy who specialise in this area of work. The Wilmslow LCA was based upon a Stage 1 Landscape Assessment which involved a workshop and desk study followed by extensive field work in the countryside around the town to characterize and categorize the landscape and build up a photo gallery of each character area.

19.8. The Cheshire Landscape Character Assessment (Cheshire County Council, 2008) provided the template for this work. This recognised four principal landscape character types in the countryside around Wilmslow. This is shown in Table 2, which includes a representative photograph of each of the 4 landscape character types, together with a list of key characteristics.

19.9. During 2017, the Neighbourhood Plan team made a series of survey visits to all parts of the countryside. They confirmed and fine-tuned the landscape character areas for Wilmslow and produced a Landscape Character Map. This resulted in nine Wilmslow-specific landscape character areas. How these relate to the four types identified in 2008 is also shown in Table 2.
19. LANDSCAPE CHARACTER ASSESSMENT continued

19.10 The nine Landscape Character Areas (LCAs) are named after places within Wilmslow or, for the river valley landscapes, take the name of the river which runs through them. Where an LCA straddles the boundary between two administrations (e.g. the River Dean between Wilmslow and Handforth and the Whitehall Brook between Wilmslow and Alderley Edge) the assessment covered both sides of the boundary. Where the LCA is partially in Wilmslow but continues for some distance over the boundary, the Landscape Character Map shows the whole character area, but the description focuses mainly on the Wilmslow section (e.g. Lindow Moss, which extends into Mobberley, Great Warford and Chorley).

19.11 The landscape assessment paid special attention to the way in which landscape features (rivers, tree cover and open space) permeated the built-up area, so providing visual and ecological continuity, and actual or potential visitor access. Thus, the River Bollin landscapes were reconfigured to create a new landscape character area for central Wilmslow (the Wilmslow Bollin LCA) and in a similar way between Wilmslow and Handforth (the Upper Dean LCA).

19.12 The fieldwork by the Neighbourhood Plan team also assessed landscape condition. Landscape condition is concerned with ‘the physical state of the landscape, and about its intactness from visual, functional and ecological perspectives. It also reflects the state of repair of individual features and elements which make up the character in any one place’ (Swanwick, 2002). For each character area this was summarised in the form of analysis which documented the strengths, weaknesses, opportunities and threats. The survey information was brought together in a Landscape Character Area Profile. This approach was developed jointly with Countryside in a pilot project on the Wilmslow Bollin Landscape Character Area.

The Landscape Character Area Profile

19.13 The Landscape Area Profiles are intended to provide a full picture of the character and condition of each Landscape Character Area in Wilmslow. These are included in the full Wilmslow Landscape Character Assessment which accompanies this Neighbourhood Plan.

19.14 There are nine Landscape Character Areas identified and shown on the Landscape Character Map which include:
- A1 Upper Dean
- A2 Lower Dean
- A3 Upper Bollin
- A4 Wilmslow Bollin
- A5 Lower Bollin
- B1 Chonar
- B2 Morley
- C1 Dean Row
- D1 Lindow Moss

19.15 Each LCA profile includes information on:
- Landscape Character – a formal description of the character area, together with a map and a list of the ‘key characteristics’ of the landscape
- Landscape Ecology – a brief description of the ecological structure, habitats and wildlife present, noting especially areas designated for their nature conservation importance such as Sites of Special Scientific Interest (Lindow Common) and Local Wildlife Sites (as recognised in the Cheshire East Local Plan, Policy SE3), together with potential Local Wildlife Sites. Cheshire Wildlife Trust provided maps and supporting documentation on nature conservation sites and priority habitats.
- Landscape History – a brief account of the way in which the changing pattern of land use through time has shaped the landscape. Key sources included early maps such as the 1842 tithe maps, the 1st edition maps of the Ordnance Survey for 1872, the Cheshire Historic Landscape Characterisation (Cheshire County Council, 2007), Listed Buildings and the Sites and Monuments Record and a variety of books and other publications. The reference collection of the Wilmslow Local History Library was particularly helpful, especially the very clear transcriptions of the 1842 tithe maps from original sources by the Wilmslow Historical Society, 1998.
- Spirit of Place – a statement of what it is that makes an area special and distinctive, drawing out the way it is used and valued by the people of Wilmslow
- Summary and Prospectus – three interlinked sections which summarise what makes the area special (Celebrated Landscape), the forces for change, especially where this is detrimental to character and/or condition (Changing Landscape) and opportunities to improve
the structure and function of the landscape for both people and wildlife (Landscape Opportunities). This information has fed directly into policy development within the Wilmslow Neighbourhood Plan.

- These topics or themes are directly related to the policies in the Neighbourhood Plan to ensure ease of use and reference for those working with the Neighbourhood Plan and the Wilmslow LCA.

### Policy Context

19.16. The NPPF gives considerable weight to conserving the natural and historic environment, and the conservation of the intrinsic character and beauty of the countryside is a core planning principle. Landscape Character Assessment is recognised as a valuable aid to achieving these objectives and recent guidance from Natural England expresses very well the benefits of a landscape focus:

19.17. ‘Our landscapes are extremely important to us, they are part of our cultural heritage. With sympathetic planning, design and management they offer an opportunity to provide a more harmonious link between man and the natural world, for the benefit of both. Sensitive, informed and integrated approaches should help us all to conserve, enhance, restore and regenerate landscapes that are attractive, diverse and publicly valued, showing that environmental, social and economic benefits can go hand in hand.’ (Natural England, 2014)

19.18. The Cheshire East Local Plan recognises the importance of landscape and Policy SE4 states that ‘all development should conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes’ Cheshire East Council, 2017).

19.19. In September, 2018 Cheshire East Council published the draft Site Allocations and Policy Document, part 2 of the Local Plan. Policy ENV3 further emphasises the need to protect landscape character. This is supported by a new Cheshire East Landscape Character Assessment (Land Use Consultants, 2018a). The Neighbourhood Plan Team liaised closely with Cheshire East Council during the development of the Wilmslow LCA, meeting with a senior officer of Cheshire East Council in November, 2017 to discuss the compatibility of ongoing work commissioned by CEC with the locally based Wilmslow LCA for the Wilmslow Neighbourhood Plan. The meeting concluded that the two approaches are highly compatible, with both using the same underlying classification of landscape types and areas.

19.20. The Cheshire East LCA is strategic in nature and focuses on landscape Character Types. The Wilmslow LCA operates at the neighbourhood scale and looks in detail at individual Landscape Character Areas. The Wilmslow LCA has incorporated the overall vision and landscape strategy of the Cheshire East LCA and adopted its terminology for Landscape Character Types.

19.21. The Cheshire East Local Plan gives particular weight to the notion of Landscape Designation Areas where the landscape is given additional protection (Policy SE4). These are defined in the Cheshire East Landscape Designation Review (Land Use Consultants, 2018b). The Bollin Valley, including the Lower Dane, has been identified as a locally designated landscape. This, together with draft SADPD Policy ENV4 for River Corridors, gives further weight to the Neighbourhood Plan’s emphasis on conserving and strengthening the river valley landscapes.

### Key References

- Cheshire County Council (2007) Cheshire Historic Landscape Characterisation
- Cheshire County Council (2008) Cheshire County Landscape Character Assessment
- Cheshire East Council (2016) The Cheshire East Neighbourhood Plan Landscape and Settlement Character Toolkit
- Natural England (2014) An Approach to Landscape Character Assessment
- Land Use Consultants (2018a) Cheshire East Landscape Character Assessment
- Land Use Consultants (2018b) Cheshire East Local Landscape Designation Review
- Wilmslow Landscape Character Assessment, Wilmslow Neighbourhood Plan, Submission Draft, 2018
19. LANDSCAPE CHARACTER ASSESSMENT continued

LCA Map

Wilmslow Neighbourhood Plan
Landscape Character Assessment
May 2018

- Neighbourhood Plan Boundary
- Landscape Character Types
  - Higher Farms and Woods
  - Lower Farms and Woods
  - Mossland
  - River Valley
  - Urban
- Landscape Character Area
  - A1: Upper Dean
  - A2: Lower Dean
  - A3: Upper Bollin
  - A4: Wilmslow Bollin
  - A5: Lower Bollin
  - B1: Chorlton
  - B2: Morley
  - C1: Dean Row
  - D1: Lindesay

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Ordnance Survey 00001646
Table 2 – Landscape Character Types and Associated Characteristics

<table>
<thead>
<tr>
<th>Landscape Character Types</th>
<th>Landscape Characteristics</th>
<th>Typical Photograph of the Typology within Wilmslow</th>
<th>Wilmslow Landscape Character Areas within this type</th>
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</table>
| **River Valley**          | • Steep sided river valleys  
• Meandering river courses  
• High levels of woodland along the river and tributary valleys, of which a significant proportion is ancient woodland  
• Tributaries in wooded cloughs  
• Grassy banks – including acid grassland  
• Bridges and viaducts  
• Isolated h | ![Typical Photograph](image1) | • A1 Upper Dean  
• A2 Lower Dean  
• A3 Upper Bollin  
• A4 Wilmslow Bollin  
• A5 Lower Bollin |
| **Lower Farms & Woods**   | • Low lying gently rolling topography  
• Hedgerow boundaries and standard trees in a mix of medieval and post-medieval reorganised fields (irregular, semi-regular and regular up to 8ha) but with a loss of boundaries leading to formation of large fields and a large proportion of fences adding to this impression.  
• Horsiculture – fenced horse paddocks.  
• High density of woodland – blocks, coverts and riparian  
• Medium settlement density - mix of dispersed farms and nucleated hamlets/ villages  
• Mosses and some meres resulting from glacial deposits  
• Large number of water bodies | ![Typical Photograph](image2) | • B1 Chonar  
• B2 Morley |
## Landscape Character Types

### Higher Farms & Woods
- Gentle rolling and moderate undulating topography
- A mix of medieval and post-medieval reorganised fields (irregular, semi-regular and regular up to 8ha)
- Hedgerow boundaries and hedgerow trees
- High density of woodland – blocks, coverts and riparian
- Predominantly low density dispersed settlement.
- Ponds
- Small mossland areas

### Mossland
- An accumulation of peat in water-logged depressions and hollows associated with glacial deposition.
- Oligo-fibrous soils with a high suitability for horticulture when drained.
- A distinctive field pattern, typical of the enclosure of mosslands – long linear moss-rooms.
- Areas of broadleaved woodland – alder, birch & oak.
- Heathland with birch and scrub regeneration.
- Peripheral settlement that has encroached upon the former extent of the moss.
- Place names that are indicative of peat e.g. Moss Lane.
- Leisure facilities e.g. playing fields, cricket grounds.
- Landfill sites.
20. POLICY OVERVIEW

20.1 An assessment of the Neighbourhood Plan policies against the eight objectives set out in Section 4 is seen in Table 1. A tick indicates where the policies and aspirations strongly support an objective and where unticked, a policy may still partly contribute towards that objective.

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<td>Policy TA5: Cycling in Wilmslow</td>
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<td>Aspiration A4: Public Transport</td>
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<tr>
<td><strong>Community, Leisure and Recreation Policies</strong></td>
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<td>Policy CR1: Community Facilities</td>
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<td>Policy CR2: Indoor Leisure Facilities</td>
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<td>Policy CR3: Local Green Spaces</td>
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<td>Policy CR5: Health Centres</td>
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<td><strong>Managing Growth</strong></td>
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<td><strong>Housing Policies</strong></td>
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<td>Policy H1: Approach to Housing Delivery</td>
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<td>Policy H2: Residential Design</td>
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<td>Policy H3: Housing Mix</td>
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<td><strong>Employment and Retail Policies</strong></td>
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<td>Policy E1: Reuse of Existing Employment Land</td>
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<td>Policy E2: Shop Frontages</td>
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<td>Policy E3: Wilmslow Neighbourhood Centres</td>
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</table>
## Town Centre Policies

### Town Centre Uses

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
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<tbody>
<tr>
<td>TC1:</td>
<td>Visitor Facilitation</td>
</tr>
<tr>
<td>TC2:</td>
<td>Evening Activity</td>
</tr>
<tr>
<td>TC3:</td>
<td>Conversion of Office Spaces in the Town Centre</td>
</tr>
<tr>
<td>TC4:</td>
<td>Retail Development</td>
</tr>
<tr>
<td>A5:</td>
<td>Community Hubs</td>
</tr>
<tr>
<td>TC5:</td>
<td>Railway Station Hub and Upgrade</td>
</tr>
<tr>
<td>TC6:</td>
<td>Town Centre Housing</td>
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### Public Realm the Town Centre

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PR1:</td>
<td>Public Realm</td>
</tr>
<tr>
<td>A6:</td>
<td>Public Realm Strategy</td>
</tr>
<tr>
<td>PR2:</td>
<td>Servicing</td>
</tr>
<tr>
<td>A7:</td>
<td>Retail Servicing</td>
</tr>
<tr>
<td>PR3:</td>
<td>Pedestrian Movement in the Town Centre</td>
</tr>
<tr>
<td>A8:</td>
<td>Greening the Town</td>
</tr>
<tr>
<td>A9:</td>
<td>Digital Wilmslow</td>
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### Key Sites

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
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<tbody>
<tr>
<td>KS1:</td>
<td>Key Sites</td>
</tr>
<tr>
<td>KS2:</td>
<td>Police, Fire and Ambulance Stations</td>
</tr>
<tr>
<td>KS3:</td>
<td>British Legion</td>
</tr>
<tr>
<td>KS4:</td>
<td>Parsonage Green</td>
</tr>
<tr>
<td>KS5:</td>
<td>Library and South Drive Car Park</td>
</tr>
<tr>
<td>KS6:</td>
<td>Broadway Meadows Car Park</td>
</tr>
<tr>
<td>KS7:</td>
<td>Station Car Parks</td>
</tr>
<tr>
<td>A10:</td>
<td>Next steps and Implementation</td>
</tr>
</tbody>
</table>
Appendices
21. APPENDIX 1 – CORE DOCUMENTS LIST

100 Ways to Help the High Street, Association of Town & City Management (ATCM) available online at: http://www.100ways.org.uk/index.php
A New Vision for Wilmslow Moss (Transition Wilmslow), available online at: http://www.wilmslow.co.uk/news/article/9709/a-new-vision-for-lindow-moss
Active Design: Planning for health and wellbeing through sport and physical activity, Sport England
Building for Life 12
Cheshire East _HawthornLane Conservation area appraisal
Cheshire East _St.Bartholomews Conservation area Appraisal
Cheshire East Community Hubs (2014) – Wilmslow (Resilient Communities Appendix C)
Cheshire East Council Sustainable Modes of Travel to Schools strategy (SMOTS)
Cheshire East Council, Cycling Strategy 2017-27
Cheshire East Council, Local Transport Plan, Final Strategy (2011-2026)
Cheshire East Council’s Open Space Summary Report-Wilmslow 2012
Cheshire East Design Guide- Volume 1
Cheshire East Design Guide- Volume 2
Cheshire East Green Space Strategy
Cheshire East Infrastructure Delivery Plan (Update 2016)
Cheshire East Local Plan Appendix C Parking Standards
Cheshire East Local Plan Strategy (CELPS)
Cheshire East Neighbourhood Plan Landscape & Settlement Character Toolkit (2016)
Cheshire East Playing Pitch Strategy
Cheshire East Playing Pitches Strategy and action plan
Cheshire East SEA Screening Assessment
Cheshire East Strategic Housing Market Assessment 2013 Update
Cheshire Historic Landscape Characterisation 2007
Cheshire Landscape Character Assessment, Introduction to Methodology 2008
Cheshire Science Corridor Enterprise Zone Prospectus
Department for Transport, Local Transport Note 1/11 October 2011
Driving sustainability in new homes: a resource for local authorities, UKGBC
Eastern Cheshire CCG, Five Year Strategic Plan
Good Practice Guide for Green Infrastructure, TCPA
Historic England’s National Heritage List for England (NHLE), available online at: https://historicengland.org.uk/listing/the-list/
Lindow Moss, Transition Wilmslow
https://transitionwilmslow.co.uk
Making Better Places: Autonomous vehicles and future opportunities report(WSP)
Morley Green Heritage Survey
Mersey Forest Tree cover map
https://www.merseyforest.org.uk/about/the-forest-in-your-area/
The 6Cs Design Guide
The Green Space Factor and Green Points, TCPA, June 2011
The Three Wilmslow Parks: Development in Established Residential Areas 2004
Wilmslow Area Cycling Map and Guide, Cycle Wilmslow
https://www.cyclewilmslow.org.uk/
Wilmslow Civic Trust Local Listing
https://www.wilmslowcivictrust.org.uk/
WNPG Consultation Register
Wilmslow Emerging Policies Report
Wilmslow Landscape Character Assessment, details can be viewed on website:
https://transitionwilmslow.co.uk/tag/landscape-character-assessment/
Wilmslow Draft Neighbourhood Plan- Regulation 14
Regulation 14 Feedback and Recommendations
22. APPENDIX 2 - CHESHIRE EAST LOCAL PLAN STRATEGY SITE ALLOCATION MAP
<table>
<thead>
<tr>
<th>Site Name</th>
<th>Site Area (Ha)</th>
<th>X</th>
<th>Y</th>
<th>Selection Criteria Code</th>
<th>Selection Criteria/Habitats</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOLLIN VALLEY, WILMSLOW PARK TO MOTTRAM BRIDGE</td>
<td>48.78</td>
<td>387184</td>
<td>380624</td>
<td>H2, H7, H17, H18, H20, H21, H25, H26, S2, S4, S7, S13</td>
<td>Wet Woodland, Neutral Grassland, Coastal &amp; Floodplain Grazing Marsh, Fens, Swamps &amp; Reedbeds, Ponds &amp; Ditches, Rivers, High Value Hedges, Accessible Natural Greenspace, Birds, Dragonflies &amp; Damselflies, Freshwater Fish, Vascular Plants</td>
</tr>
<tr>
<td>BURELHYURST WOOD</td>
<td>9.3</td>
<td>381366</td>
<td>381995</td>
<td>Not Surveyed</td>
<td>Broadleaved Semi-natural woodland, neutral semi-improved grassland, scattered scrub, neutral unimproved grassland</td>
</tr>
<tr>
<td>DOBBIN BROOK CLOUGH</td>
<td>5.37</td>
<td>385212</td>
<td>383310</td>
<td>H1, H11, H24</td>
<td>Lowland Mixed deciduous woodland, Semi-improved grassland, Wildlife corridors/Buffers</td>
</tr>
<tr>
<td>HALL WOOD HANDFORTH AND RIVER DEAN BANKS</td>
<td>14.11</td>
<td>386712</td>
<td>382619</td>
<td>H1, H2, H20, H21</td>
<td>Lowland mixed deciduous woodland, Wet woodland, Ponds &amp; ditches, Rivers</td>
</tr>
<tr>
<td>HOLLY BANK WOOD</td>
<td>7.1</td>
<td>381876</td>
<td>383263</td>
<td>H1, H5, H7, H25</td>
<td>Lowland mixed deciduous woodland, Veteran &amp; Ancient Trees, Neutral grassland, High value hedges</td>
</tr>
<tr>
<td>HOOKSBANK WOOD AND BOLLIN OXBOWS</td>
<td>22.32</td>
<td>381153</td>
<td>382591</td>
<td>H24</td>
<td>Lowland mixed deciduous woodland, Wet woodland, Neutral grassland, Wildlife corridors/Buffer</td>
</tr>
<tr>
<td>LINDOW END</td>
<td>8.16</td>
<td>382348</td>
<td>379647</td>
<td>H1, H7</td>
<td>Lowland mixed deciduous woodland, Neutral grassland</td>
</tr>
<tr>
<td>LINDOW MOSS AND MORLEY GREEN HEATH</td>
<td>23.59</td>
<td>382131</td>
<td>381651</td>
<td>Not Surveyed</td>
<td>Broadleaved semi-natural woodland, neutral semi-improved grassland, improved grassland, neutral unimproved grassland, single species dominant swamp</td>
</tr>
<tr>
<td>LINDOW MOSS WOODS &amp; NEWGATE</td>
<td>29.5</td>
<td>382534</td>
<td>381503</td>
<td>H1, H7, H24</td>
<td>Lowland mixed deciduous woodland, Neutral grassland, Wildlife corridors/Buffers</td>
</tr>
<tr>
<td>OVERSELEY FORD BRICKWORKS AND EMBANKMENT</td>
<td>2.45</td>
<td>381382</td>
<td>383036</td>
<td>H1, H7, H20</td>
<td>Lowland mixed deciduous woodland, Neutral grassland, Ponds &amp; ditches</td>
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<tr>
<td>OVERSELEY WOOD</td>
<td>4.84</td>
<td>381818</td>
<td>383362</td>
<td>Not Surveyed</td>
<td>Broadleaved semi-natural woodland</td>
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<tr>
<td>RIVER DEAN, BANKS AND MEADOWS</td>
<td>20.14</td>
<td>384571</td>
<td>382567</td>
<td>Not Surveyed</td>
<td>Broadleaved semi-natural woodland, Scrub, Unimproved neutral grassland, Semi-improved neutral grassland, Tall ruderal, Running water</td>
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<tr>
<td>SALTERSLEY MOSS</td>
<td>34.68</td>
<td>382378</td>
<td>380718</td>
<td>Not Surveyed</td>
<td>Broadleaved semi-natural woodland, Dry &amp; wet modified bog, Raised peat bog, Semi-improved acid grassland</td>
</tr>
<tr>
<td>STYAL WOODS</td>
<td>46.34</td>
<td>383326</td>
<td>382877</td>
<td>Not Surveyed</td>
<td>Neutral semi-improved grassland, broadleaved semi-natural woodland, mixed plantation woodland, coniferous plantation woodland</td>
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<tr>
<td>WILMSLOW CARRS</td>
<td>12.95</td>
<td>384079</td>
<td>381809</td>
<td>H24, H26, S13</td>
<td>Lowland mixed deciduous woodland, Marshy grassland, Fens, swamps, bogs &amp; reedbeds, Rivers, Wildlife corridors/ Buffers, Accessible natural greenspace, Vascular plants</td>
</tr>
<tr>
<td>WOOD NEAR VALLEY HOUSE</td>
<td>3.25</td>
<td>381408</td>
<td>382792</td>
<td>H1, H2, H7, H24</td>
<td>Lowland mixed deciduous woodland, Wet woodland, Neutral grassland, Wildlife corridors/Buffer</td>
</tr>
</tbody>
</table>
24. APPENDIX 4 – GREEN LINKS MAPS
New Footpath Routes

1. Twinnies Bridge to Bank House Farm
   A new footpath from Twinnies Bridge along the south side of the River Bollin to Restricted Byeway 22 at Bank House Farm.

2. Dean Valley: Stanneylands Road (at Linney’s Bridge) to Manchester Road
   A new multi-user public footpath from Linneys Bridge along the River Dean to Manchester Road. This footpath would include a new footbridge which would join the currently undesignated footpath which runs from Manchester Road through Dobbins Brook to Sagars Road, Handforth.

3. Dean Valley: Dean Road to Deanwater Bridge, Wilmslow Road
   A new public footpath from Dean Road through Hall Wood to PROW Wilmslow FP 134 across the A34 Bridge to the junction of Wilmslow PROW FP76 and Wilmslow PROW FP 78 and thereafter following the south side of the River Dean to the Deanwater Bridge, Wilmslow Road.

4. Dean Row: Heathfield Farm
   A new multi-user footpath from Browns Lane to link with Wilmslow PROW FP2 and Wilmslow PROW72.

5. Wilmslow High School to Whitehall Roundabout at Harden Point
   A new multi-user path through Strategic Development site LPS54 to the Whitehall roundabout and thereafter via the pedestrian crossing across the A34 to Wilmslow PROW FP 47 and Alderley Edge PROW FP8

Footpath Routes for Improvement

1. Dean Valley: Styal Road to Stanneylands Road (Linney’s bridge)
   The upgrading of the existing path along the River Dean to a new multi-user path together with a bridge over the River Dean to link with a new multi-user path to the picnic site on Stanneylands Road.

2. Station Road to Wilmslow High School
   The upgrading of Wilmslow FP62 and Wilmslow FP63 to Wilmslow High School to multi-user footpaths.

Proposed Safe Crossing Locations

Vardon Bridge- Adlington Road (A5102)
Twinnies Bridge-Styal Road (BS166)
Linney’s Bridge –Stanneylands Road
# 26. APPENDIX 6 – HERITAGE ASSETS LIST AND MAP

## National Heritage List for England (NHLE)

### Grade 1

<table>
<thead>
<tr>
<th>National Heritage List for England (NHLE)</th>
<th>Heritage Asset</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Church of St Bartholomew</td>
<td>Early-16thC for most of the Church, built on an earlier site.</td>
</tr>
</tbody>
</table>

### Grade 2*

<table>
<thead>
<tr>
<th>National Heritage List for England (NHLE)</th>
<th>Heritage Asset</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dean Row Unitarian Chapel</td>
<td>c.1795: similar to Knutsford &amp; Macclesfield</td>
</tr>
<tr>
<td>Friends’ Meeting House, Alt. Rd</td>
<td>1830: Flemish-bond on stone plinth</td>
</tr>
</tbody>
</table>

### Grade 2

<table>
<thead>
<tr>
<th>National Heritage List for England (NHLE)</th>
<th>Heritage Asset</th>
</tr>
</thead>
<tbody>
<tr>
<td>19, 21, 23 Manchester Road</td>
<td>Former fustian cutters’ cottages</td>
</tr>
<tr>
<td>31 Manchester Road</td>
<td>Former weaver’s cottage: now a shop</td>
</tr>
<tr>
<td>9, 11, 15, 17 Manchester Road</td>
<td>1790: Stamford Terrace</td>
</tr>
<tr>
<td>Barn: 15m W. of Little Stanneylands</td>
<td>Early-17thC: timber-framed structure</td>
</tr>
<tr>
<td>Barn: 30m from Chonar Farmhouse</td>
<td>Once part of Denton Old Hall. Origin 15thC</td>
</tr>
<tr>
<td>Bridge over R. Bollin on Manchester Rd</td>
<td>1834: 2nd Br. for M’cr/Wilmslow Turnpike</td>
</tr>
<tr>
<td>“Briercot”, Adlington Rd, Dean Row</td>
<td>Late-18thC silkweaver’s cottage</td>
</tr>
<tr>
<td>Eastern Railway Viaduct</td>
<td>1842: by J. Buck for M’cr &amp; Birmingham Rlwy</td>
</tr>
<tr>
<td>Gates/Gateways at Hawthorn Hall</td>
<td>Mostly 19thC onwards, but piers late-17thC</td>
</tr>
<tr>
<td>Faulkner’s Farmhouse, Prestbury Rd</td>
<td>1773 Flemish-bond brickwork on stone plinth</td>
</tr>
<tr>
<td>Finney Green Cottage, Manchester Rd</td>
<td>Prob.early-17thC, but 18thC outshot + later changes</td>
</tr>
<tr>
<td>Former font, St. Bart’s Churchyard</td>
<td>Late medieval, restored: present pos’n 19thC</td>
</tr>
<tr>
<td>Fulshaw Hall</td>
<td>1684 &amp; additions. Painted sandstone dressings</td>
</tr>
<tr>
<td>Gate Lodge &amp; Wall, Wilmslow Park</td>
<td>Highly decorative</td>
</tr>
<tr>
<td>Gatehouse, Wilmslow Park</td>
<td>Listed for group-value with above</td>
</tr>
<tr>
<td>“George &amp; Dragon”, Church Street</td>
<td>Former Georgian PH (now pt of Pareto Law)</td>
</tr>
<tr>
<td>Hawthorn Hall &amp; pts of front walls</td>
<td>1698 with earlier traces</td>
</tr>
<tr>
<td>Heald House Farmhouse, Morley Grn</td>
<td>Early-19thC: Flemish-bonded brickwork</td>
</tr>
<tr>
<td>Hough Hall Farmhouse, Prestbury Rd</td>
<td>1691 &amp; additions. English garden-wall bond</td>
</tr>
<tr>
<td>Asset Name</td>
<td>Description</td>
</tr>
<tr>
<td>------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Laburnam Cottage, Dean Row</td>
<td>From farmhouse to PH to house</td>
</tr>
<tr>
<td>Lease Farm Cottage, Morley Green</td>
<td>17thC &amp; additions. Timber frame &amp; brick plinth</td>
</tr>
<tr>
<td>Little Stanneylands</td>
<td>17thC farmhouse &amp; stables. Several additions.</td>
</tr>
<tr>
<td>Lychgate, St Bartholomew’s Church</td>
<td>1904: in memory of Rector Bates</td>
</tr>
<tr>
<td>Memorial sundial at Dean Row Chapel</td>
<td>c.1870: in memory of the founders</td>
</tr>
<tr>
<td>Old Rectory, Station Road</td>
<td>Late-18thC &amp; additions (now a Steakhouse)</td>
</tr>
<tr>
<td>“Oaklands”, Fulshaw Park</td>
<td>17thC farmhouse. Timber frame &amp; stone plinth</td>
</tr>
<tr>
<td>Oversley Ford Br. (nr. Airport tunnels)</td>
<td>Early-19thC</td>
</tr>
<tr>
<td>Pownall Hall, King’s Road</td>
<td>Early-19thC + alterations by Boddingtons, 1880s</td>
</tr>
<tr>
<td>“Rose Cottage”, Stanneylands Rd</td>
<td>1733, but with 20thC alterations</td>
</tr>
<tr>
<td>Royal London’s Staff Restaurant</td>
<td>1890: Fmr stables/coach house to Fulshaw Hall</td>
</tr>
<tr>
<td>Sundial at St Bart’s Churchyard</td>
<td>Late-17thC, Sandstone</td>
</tr>
<tr>
<td>“The Dower House” (of Pownall Hall)</td>
<td>18thC: From farmhouse to Estate Office to residence.</td>
</tr>
<tr>
<td>“Unicot”, Adlington Rd, Dean Row</td>
<td>Late-18thC silkweaver’s cottage</td>
</tr>
<tr>
<td>Vardon Bridge, Adlington Road</td>
<td>Late-18thC with later parapet</td>
</tr>
</tbody>
</table>

**CEC Locally-listed Assets**

<table>
<thead>
<tr>
<th>Asset Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 &amp; 46, Carrwood Road</td>
<td>1930s: Art Deco style</td>
</tr>
<tr>
<td>5 &amp; 12, Albert Road</td>
<td>Victorian villas</td>
</tr>
<tr>
<td>“Rex” buildings</td>
<td>1936: Art Deco (built as Theatre/Cinema/ Dancehall, but later bar/restaurant &amp; retail uses)</td>
</tr>
<tr>
<td>“Coach &amp; Four” Bar/Restaurant</td>
<td>Originally a late-Georgian farmhouse</td>
</tr>
<tr>
<td>95-97 Alderley Road</td>
<td>Early-Georgian (now tailor’s) + Victorian house</td>
</tr>
<tr>
<td>2 &amp; 4 Bank Square/Swan Street</td>
<td>Late Vic. corner (ex-Bank) and inter-War (HSBC) Bank</td>
</tr>
<tr>
<td>Western Railway Viaduct</td>
<td>Early 1900s: Built for the Styal line</td>
</tr>
<tr>
<td>20, 40 &amp; 48, Chapel Lane</td>
<td>Early/mid-Vic cottages (W. of “Carter’s Arms”)</td>
</tr>
<tr>
<td>“Boddington Arch” (at Carrs Park)</td>
<td>Early-1930s: donated by H. Boddington, 1925</td>
</tr>
<tr>
<td>Fulshaw Cross (at “King’s Arms” R’bt)</td>
<td>Modern Cross on an old stone base</td>
</tr>
<tr>
<td>Address</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
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</tr>
<tr>
<td>Fulshaw Park</td>
<td>15, 16 &amp; 17, Fulshaw Park Chorlton Ho., Rostherne, Inglewood: 3 styles</td>
</tr>
<tr>
<td>Gravel Lane</td>
<td>4 &amp; 6 Gravel Lane (at Nursery Lane) Early Victorian cottages</td>
</tr>
<tr>
<td>Grove Street</td>
<td>Barclay’s Bank, Grove Street 1960 “Riverboat” design</td>
</tr>
<tr>
<td>Hawthorn Lane</td>
<td>Old Post Office, Hawthorn Lane Early-1900s: now used as a PO sorting office</td>
</tr>
<tr>
<td>Knutsford Road</td>
<td>34 Knutsford Road c1900: former farmhouse</td>
</tr>
<tr>
<td>Knutsford Rd</td>
<td>105-107 and 140-142, Knutsford Rd 18thC thatched cott. &amp; early-19thC semi-cotts (opp)</td>
</tr>
<tr>
<td>Knutsford Road</td>
<td>72-76, Knutsford Road c1900: terrace of 3 large houses (now Appts)</td>
</tr>
<tr>
<td>Pump House</td>
<td>Fulshaw Cottage/Pump House Pump Ho. 17thC former farmhouse, converted to Gentleman’s residence in 1860s</td>
</tr>
<tr>
<td>Manchester Road</td>
<td>Milestone, Manchester Road 18thC: located 4m. South of garden to No. 51</td>
</tr>
<tr>
<td>King William</td>
<td>Cottages opposite “King William” PH Renovated row of Victoria cottages</td>
</tr>
<tr>
<td>King William</td>
<td>“King William” PH Early 19thC</td>
</tr>
<tr>
<td>Nursery Lane</td>
<td>St Anne’s Fulshaw School, Nursery La Built in 1890s</td>
</tr>
<tr>
<td>Station Road</td>
<td>3, 5, 7 &amp; 9 on Station Road Former row of Victorian cottages (now retail)</td>
</tr>
<tr>
<td>Twinnies Road Br.</td>
<td>Pownall Bridge (nr. Twinnies Road Br.) Arch span was built in 1820s</td>
</tr>
</tbody>
</table>

**Wilmslow Trust: Proposed Amendments & Additions (2015)**

<table>
<thead>
<tr>
<th>Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church Street</td>
<td>Fmr Bank Chambers/PO (Church Street) Late-Victorian redbrick, leading from Bank Sq.</td>
</tr>
<tr>
<td>Altrincham Rd</td>
<td>Old Meeting Houses, off Altrincham Rd 3 Cottages where Quakers met 1693-1831, incl. “Penn House”</td>
</tr>
<tr>
<td>Nursery Lane</td>
<td>St Anne’s Church, Nursery Lane 1876: Gothic style, with decorative brickwork.</td>
</tr>
<tr>
<td>Knut. Rd</td>
<td>Church of St John Evangelist, Knut. Rd 1873-5: early work of architect, JW Beaumont</td>
</tr>
<tr>
<td>Stormy Point/Moor Lane</td>
<td>VR Postbox, Stormy Point/Moor Lane Cast iron wall box: sole Vic. box in Wilmslow</td>
</tr>
<tr>
<td>Fulshaw Park</td>
<td>“The Observatory”, Fulshaw Park 1866: at “Elmhurst” – design by Waterhouse for Alfred Fryer, Quaker sugar refiner</td>
</tr>
<tr>
<td>Altrincham Road</td>
<td>Waters’ building, Altrincham Road 2013: Modernist (UK) HQ for Waters Corp. Mass Spectrometry Division</td>
</tr>
<tr>
<td>Altrincham Road</td>
<td>Morland House, Altrincham Road 1970s design by Donald Frazer Crane as car showroom (now HQ, Morris Homes)</td>
</tr>
<tr>
<td>Cliff Road</td>
<td>Wilmslow Parish Hall, Cliff Road 1981: on site of Chancel La. School: 1868-1960</td>
</tr>
<tr>
<td>Water Lane</td>
<td>Preston’s Jewellers, Water Lane 1930s: Art Deco – former Electricity showroom</td>
</tr>
</tbody>
</table>
“Copper Folly”, 43 Adlington Road Home of Alan Turing: 1950 until death in 1954

United Reform Church & Rooms From 1846: architect, J. Rogers (Alderley Edge)

Blackbrook Cott & bldgs, Donkey La Late-17thC workers’ cotts, then Gent’s resi, 19thC

Sacred Heart & St Theresa’s RC Church 1914: architect, W. Gillow (of furniture family)

“The Corn Mill”, Bollin Walk/M’cr Rd Flour/feedstuffs production (1245-1949), powered by thro’ a channel from a weir higher on R. Bollin. Present building is mid-Georgian.

Lindow Moss (contig. with Mobberley) See Policy TH2 Unique peat moss of historic importance. Also the site of 1984 discovery of “Lindow Man”.

Recommendations for Further Submissions

Wilmslow Trust is always alert to heritage issues, and – from time-to-time – will submit supplementary lists to Cheshire East of assets for possible addition to the CEC Local List

The following recommendations are drawn from the Morley Green Heritage Survey (2017):

Barn at Morley Green Farmhouse Typical style and orientation to the road

(Former) URC / Primary School 1869: key in local non-conformist religious History (now offices)

“Pear Tree Cottage”, Mobberley Road Features a storage loft above the doorway.

“Oak Farm House”, Morley Green Rd Fine brickwork details in the older part

“The Old Post House”, M’ley Green Rd Original PO: reminder of Morley Green’s past

“Ivy Cottage”, Morley Green Road In original state, and a gateway to Morley Green

“Shady Grove House”, Dooleys Lane Presumed Farmhouse: date stone 1742 – but window detail similar to listed 19thC Heald House Farmhouse

Barn at Bank House Farm, off Alt. Rd The base of the barn is local sandstone – one of only a handful in the district.

Statutory Conservation Areas

There are 5 principal zones:

- The core area around the Church of St Bartholomew, including the Memorial Gardens and Stamford Terrace (on Manchester Road);
- The Highfield Estate (on Dean Row Road), built in 1921 to provide “Homes for Heroes”;
- Hawthorn Lane and the Hawthorn Hall Estate;
- Bollin Hill Crescent;
- The Lower Bollin Valley (South of Manchester Airport), straddling the Parish boundary, and bordering on Styal Estate land owned by National Trust.

“Three Wilmslow Parks” See Policy TH4

(CEC’s) Supplementary Planning Guidance governs Development in Established Residential Areas, covering:

- Fulshaw Park
- Pownall Park
- Wilmslow Park

The location and boundaries of the Conservation Areas and the “Three Wilmslow Parks” are shown on the accompanying map.
Fulshaw Park

Location/extent of area
Fulshaw Park is situated to the southwest of Wilmslow town centre and occupies a triangular area bounded by the B5086 Knutsford Road to the west, the former A34 Alderley Road to the east and Davenport Green to the south. Fulshaw Hall, which is a Grade 2 listed property, lies to the east across the former A34 and does not fall into the Fulshaw Park area.

Historic background
The last character change occurred during the latter half of the 20th century. At that point the Victorian houses were gradually sold and demolished to provide redevelopment opportunities. A covenant attached to each original Victorian plot of land prevents more than one access point being created onto either Fulshaw Park or Fulshaw Park South. As a direct result each Victorian driveway gave rise to a cul-de-sac with new, large, detached one and two storey houses leading off, thereby increasing the density but honouring the covenant. Whilst the area remains residential in nature, the character and density of the housing altered dramatically. Only a few Victorian houses have survived in Fulshaw Park, though the older properties, which were generally on smaller plots, still remain.

General character
Fulshaw Park is essentially a quiet residential area that has many mature trees and landscaping, creating green tunnels of foliage over the roads in places. Dwellings are mostly 2-storey detached houses, but there are also examples of 3-storey dwellings, purpose-built apartments, detached bungalows and dormer bungalows, semi-detached houses and apartments formed by subdividing large detached properties. They are from a mixture of periods and occur in groups with some having direct access onto the road and some being accessed via a cul-de-sac.

Landscaping
The hard and soft landscaping features are an important part of the character of Fulshaw Park. To the north of the area many of the mature trees are evidence of the area’s rural and farming character, prior to the 19th century phase of development, as they lie on the original field boundaries. Other trees are reminders of the large parkland gardens of the Victorian houses.

Most of the eastern side of Fulshaw Park still consists of open, grazed fields with their dense hedgerows and mature trees, but the remaining land has now been absorbed into domestic curtilage. The area to the southwest, built at a later date, retains some of the original field trees, but the density of the housing outweighs the landscaping. Since the roads are not tree-lined in this area, the soft landscaping begins with the gardens of the houses and is often therefore low in height and density.

In the north of the Fulshaw Park area the original roadside boundaries of the 19th century houses are mostly still evident. The roads are lined by dwarf brick- or stonewalls with hedging or large shrub planting to accompany them. The boundary walls to the east side of the road Fulshaw Park are more imposing being 2 metres and over in height. These walls are made of weathered brickwork or coursed stonework with a stone coping. In this area mature trees near the roadside, but within the gardens, overhang the road from both sides forming tunnels of foliage.

Grain of the area
Much of the development of Fulshaw Park follows the boundaries of the original field system. Since generally only one or two fields were sold off at one time, the straight roads were placed in the centre and houses placed to either side. This results in the frontages of a particular development being set out at regular intervals whilst the rear gardens vary in length according to the inherited field boundary. Another effect of this piecemeal approach to development is that particular roads have particular details, so that the extent of each new development can be clearly ascertained.

The density of each development varies but generally the higher densities are found in the south of the area with the compact detached houses. In the northern section the housing remains detached but is larger with larger gardens, with a consequent lowering of the density. In the more recent larger developments such as Ashford Road and Westminster Drive, the form of the development is more informal because the road layout is curved, not straight.

Roofs
The Victorian and pre-Victorian houses all have either stone or blue slate roofs, some with lead ridges and hips. The roof forms vary between the simple dual-pitched gable ended roofs of the pre-Victorian era to the more complex forms of the Victorian villas.

The Victorian properties often have decorative purlin ends, bargeboards and eaves brackets to open rafters. These all provide a high level of detail at both eaves and verge level that is not seen on the more recent buildings of the area.

The post-Victorian buildings tend to have simple roof forms with dual-pitched roofs to the main buildings
and, sometimes, flat roofs to single storey areas such as porches and garages. Pantiles, rosemary tiles or modern tiles in a variety of colours, cover the pitched roofs. The colour variation occurs between developments more than within a development.

**Walls**

The construction of the pre-Victorian buildings is either half-timbered or brick. The brick buildings have been rendered or are now painted white and the timber-framed buildings have black painted timbers and either white render or white painted brick panels.

The Victorian buildings that have survived are all of brick construction but may be fully or partially rendered. ‘Inglewood’ on Fulshaw Park South has red tile hanging, red stone detailing and banding to the brown/white mottled main brick. In addition this house has mock-Tudor timbering to the upper part of the dwelling. This particular detail has been picked up on some of the recent housing developments further down Fulshaw Park South.

**Chimneys**

Due to the age of the properties in Fulshaw Park most have at least one chimney. They are of simple brick construction with oversailing brickwork or other simple brick detailing to the stack. Stacks finish at a height just above the ridgeline except for the Victorian chimneys, which are much higher.

**Dormer windows**

Only a few houses have dormer windows in Fulshaw Park and these are mainly later additions. Where dormers have been added they are to the side elevations to provide light to first floor rooms. Dormers have not been inserted to make use of the loft space of 2-storey dwellings. Dormers have generally only been employed on the 1930’s housing where the roof has been brought down to a ground floor eaves level at the side. Often these dormers have neat, hipped roofs but occasional examples of flat roofed dormers are found. The smaller, hipped dormers are more successful on this style of dwelling.

**Windows**

Fulshaw Park has housing with many different window styles, shapes and materials. This is mostly due to the diverse periods of development in the area. The Victorian houses have timber sash windows whilst the older, smaller properties have small-paned cottage-style windows. The 1960-70’s period houses and bungalows have large picture windows to the ground floor and often long landing windows over the front door. Many of the 1930’s and 1950’s house-types incorporate a front-elevation, 2-storey bay projection with windows to ground and first floor. These bays have a simple tile hung infill panel at first floor with occasional examples having decorative shaped tiles incorporated.

Bay windows are also a feature on the semi-detached 1940’s housing in the southern part of the area. These are only single storey with a hipped roof and in more recent years some roofs have been extended and incorporated with the front porch roof. Two details used on the 1950’s dwellings over the front doors are the oriel window and the corner window. The oriel window incorporates a simple, moulded, wooden bracket to support the projecting window and its flat roof. The corner window wraps round the corner of the dwelling using a cantilevered lintel to the window head.

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**Pownall Park**

**Location/extent of area**

Pownall Park is situated to the northwest of Wilmslow town centre and stretches north from Altrincham Road (A538) to The Carrs. The western edge abuts an Area of Special County Value whilst the eastern edge abuts the Hawthorn Lane Conservation Area.

**Historic background**

In about 1833 James Pownall had Pownall Hall built as his family home. It was set within its own parkland, which included the Park, Carr Wood and Paddocks. Between 1886 and 1890 a later owner, Henry Boddington, made major alterations to the house and upgraded a farm cottage to the rear of the Hall to be the estate office. This building was later to become a residence called Gorsey Gate and was the dower house for Henry’s widow. Both buildings are now Listed at Grade 2* and 2 respectively.

**General character**

Pownall Park is a residential area built in the 1930’s in the grounds of Pownall Hall, which is now a school. It consists mostly of 2-storey, detached houses with an occasional pair of semi-detached houses or a detached bungalow. The estate is a leafy suburb with wide boulevards, grass verges, mature planting and dwellings that have been little altered from their original house type.

**Road layout**

All estate roads (Carrwood Road, Pownall Road, Broad Walk, Alton Road and Gorsey Lane) were built as boulevards with a minimum of 40 feet between front boundaries and minimum 5 ft pavements with grass verges to either side of the roadway. All these roads still retain this layout with trees set within the verges.
The remaining areas of the estate have some of the same house types and style but a slightly different ambience. Though the main roads are boulevards and wide they do not all have the grass verge between the road and footpath. In addition there are a number of cul-de-sacs with smaller road widths and no verges. The trees however are still present though generally to the back edge of the footpath.

**Landscaping**

The density and maturity of the landscaping in Pownall Park is an important characteristic of the area, though it varies from east to west. The area to the west of Gorsey Road has generally fewer mature trees, more open boulevards and less dense garden planting. To the east of Gorsey Road the trees are very mature with more luxuriant garden planting and they give a greater feeling of enclosure to the street.

Apart from the trees within the verges, large, mature trees are prevalent within both the front and back gardens of many of the dwellings, especially in the area to the east of Gorsey Road and backing onto The Carrs and Carr Wood.

The front boundaries of the dwellings mostly have dwarf random-stone walls to a height of about 300mm with hedging or mixed planting above or behind. In general the driveways are open to the road with no gates or security fencing, thus allowing the dwelling to be more connected to the street. The area of hard landscaping to the front of the dwellings is generally kept to a minimum and is therefore not a dominant feature of the area.

**Grain of the area**

The 1932 conveyance sets out the housing densities to be used and where. The northern section of Pownall Park along Carrwood Road and down to the beginning of Hawthorn Lane was built at a density of 4 dwellings per acre with a minimum dwelling size of 20,000 cu.ft. Dwellings of 18,000 cu. ft. were built along Pownall Road to the junction with Broad Walk at a density of 5 per acre. Well Field, which lies to the south of Broad Walk near the junction with Hawthorn Lane, had dwellings of 15,000 cu. ft. or more at a density of 6 per acre, and finally Alton Road and the remaining section of Broad Walk were lined with 12,000 cu. ft. dwellings at a density of 8 per acre.

**Roofs**

Roofs on Pownall Park houses have simple forms and are generally dual-pitched with gable or hip ends. The roofing materials used are rosemary plain tiles or pantiles in a mellow red or brown/grey colour. The ridge tiles are half-round with the hip tiles being either half-round or bonnet-type and of the same colour as the main roofing material. Those dwellings with a simple rectangular plan tend to have exposed rafter ends and open eaves giving a more rustic character to the elevations. The dwellings with a more complicated plan tend to have closed eaves, fascia boards and simple bargeboards to the gables.

Two of the major house-types have distinctive roof forms. Both have large gables to the front elevation, one with the roof coming down to eaves level at first floor level and the other having a wide truncated hip form. These styles are mostly found in the eastern part of the Park. There are a small number of dwellings in the Modernist style with original flat roofs and parapets on Kings Road. Some of these have recently had pitched roofs constructed over the original flat roof with an unfortunate effect on the character of the houses.

**Walls**

Dwellings are constructed from a small range of brick types, varying in colour from brown to mellow red to pale red. White painted smooth render is also widely utilised with brick detailing to the window jambs, door openings and often the corners of the building in an irregular quoin detail.

The gable ends are given a variety of treatments; mock-Tudor timbering, herringbone brickwork and very wide rustic timber horizontal boarding, which is stained or left unpainted.

**Chimneys**

Being built in the 1930’s, the dwellings of Pownall Park all have at least one chimney and usually two are present. They are of simple brick construction with oversailing brickwork detailing to the top of the stack. Stacks finish at a height just above the ridgeline.

**Dormer windows**

These are rarely used on houses in Pownall Park and are all later additions to the original simple roofscape. Both flat roofed and pitched roof dormers have been inserted in only a few houses, but all look out of character with the surroundings. Proposals for new housing or extensions should preferably not incorporate dormer windows.

**Windows**

The majority of windows in Pownall Park houses are white painted timber casements with leaded light single glazing, generally in a rectangular pattern. Some windows follow the same basic design but do not have the leaded glazing. Manufacturing technology of these frames now allows a smaller frame size and cross section.
White upvc window frames are becoming more prevalent in Pownall Park. Where these have been installed they manage not to stand out too much when compared with dwellings that retain their original timber windows.

The larger dwellings in the Park often have a feature arch-headed window with a small amount of stained glass. These windows are located on the front elevation to the first floor. The arch motif is also seen over two ground floor windows, but this is in the form of a brick arch with herringbone brick infill over a square-headed window. The two forms of decorative window are not seen on the same house type.

Another form of feature window, the long staircase window, is seen mostly on the medium-sized houses. Many examples remain unaltered but some have been replaced with a different window style in the same opening. Some house-types incorporate a front-elevation, 2-storey bay projection with windows to ground and first floor. These bays have a simple tile hung infill panel at first floor, though occasional examples have decorative shaped tiles incorporated.

**Wilmslow Park**

**Location / extent of area**

Wilmslow Park is situated to the east of Wilmslow town centre. It is an area bounded by Macclesfield Road, the A34 by-pass and A5102 Adlington Road. All roads and developments leading off Wilmslow Park South and Wilmslow Park North are within the area covered by this guide.

**Historic background**

Originally named Bollin Park, the Wilmslow Park area was private parkland in the late 19th century. The public had regulated pedestrian access to this parkland mainly via a gatehouse adjacent to South Lodge and probably via Bollin Mill, which previously stood on the western boundary of the area, adjacent to the site of the new roundabout on the A34 bypass. By the end of the 19th century Bollin Mill and a few large detached houses and grounds had access directly off the road running between South Lodge and East Lodge.

During the 20th century the Victorian dwellings were gradually sold off, demolished and replaced by cul-de-sacs of detached houses on much smaller plots of land. The only remaining Victorian or pre-Victorian buildings are the two Lodges, Hillside, which lies behind East Lodge, and four pairs of large semidetached dwellings along Macclesfield Road that back onto the Bollin Valley.

**General character**

Wilmslow Park is a heavily wooded area that is purely residential. It has a mixture of developments from several periods of the 19th and 20th centuries. Most dwellings are medium-to-large detached houses on plots of varying sizes, but there are also terraced town houses, semi-detached Victorian 3.5 storey houses, detached bungalows and purpose-built apartment blocks.

All these different house-types are laid out either side of the rural Bollin Valley with its meandering river, open cattle fields, wooded valley margins and public footpaths. The relationship between the natural and manmade landscape is very important. The landscaping blocks out the view of the surrounding dwellings from the river valley.

The entrances to the Park are denoted by 19th century lodge buildings and, at South Lodge, large stone gateposts. As each Victorian dwelling within the Park was sold off for development, a cul-de-sac was formed. These individual developments have their own character, but all have a dense backdrop of mature trees and undergrowth stemming from the original field boundaries and grounds of the Victorian era.

**Landscaping**

Magnificent, mature trees, shrub undergrowth and open grazing to either side of the River Bollin, characterise the Wilmslow Park area. These areas of natural landscaping occur most extensively along Wilmslow Park South, Daveylands, Cow Lane and along the valley.

Much of the Victorian road boundary remains intact. This generally consists of coursed, rustic stonewalls with projecting rustic stone copings, though the entrance wall at South Lodge is constructed of red and blue brick in bands with a red brick angled coping. Even when there is a well-defined boundary, dwellings in Wilmslow Park do not tend to have either decorative or security gates.
Grain of the area
Along the original Wilmslow Park Road, generally only one Victorian property was sold off at one time. This resulted in the cul-de-sac roads being placed at the centre of the plot with the houses positioned either side. This results in the frontages of a particular development being set out at regular intervals whilst the rear gardens vary in length according to the inherited property boundary. One effect of this piecemeal approach to development is that particular roads have particular details, so that the extent of each new development can be clearly ascertained.

Redevelopment of these houses has begun with some being subdivided into apartments and the provision of an extra dwelling in the grounds. For the most part this development has preserved the character of the immediate area.

Not all development has been of the cul-de-sac pattern. Both along Macclesfield Road and within the Park there are individual houses of varying periods set on their own plots. These plots are mostly of a generous nature but are not of a size suitable for sub-division and redevelopment.

Roofs
The Victorian dwellings all have blue slate roofs with the South Lodge having a dual coloured slate roof set out in decorative bands. The purlin ends on the gables have been decorated with moulding but the bargeboards are relatively plain. The roof forms are of a dual-pitched gable-ended design.

The post-Victorian buildings tend to have simple roof forms with dual-pitched roofs to the main buildings and, sometimes, flat roofs to single storey areas such as porches and garages. Pantiles, rosemary tiles or modern tiles, in a variety of colours, cover the pitched roofs. The colour variation occurs between developments more than within a development.

Walls
Most dwellings in the Wilmslow Park area are of brick construction, though the colour and type of brick varies considerably between developments. The heads and cills of openings, quoins and string courses are occasionally picked out with a brick detail, but generally only on the smaller more recent developments or on the Victorian buildings. Rendered walls and infill panels are a common feature and are sometimes accompanied by mock-Tudor timber detailing with render or herringbone brickwork infill.

Chimneys
Apart from the Victorian dwellings, most of the buildings have simple low brick chimney-stacks with a rectangular cross-section and minimal detailing. The Victorian properties have taller and more ornate chimneys with many more flues and decorative brickwork.

Dormer windows
A variety of dormer window styles are found in Wilmslow Park. Generally they have pitched roofs with either a gable or hipped end, however instances of flat roofed dormer windows can be found. The dormers are not later additions to the dwellings to make use of extra space; they were part of the original design intention. Many examples of their use are on dormer bungalows or similar instances of the eaves-line being brought down to first floor level. Dormers have not been inserted to make use of the loft space of 2-storey dwellings.

Windows
The various different development periods in the Wilmslow Park area have each produced a different window style. The large, pre-Victorian house and the Victorian properties all have timber sliding sash windows, but the older building has a smaller pane-size. The Victorian dwellings have either 1/1 or 2/2 sashes.
28. APPENDIX 8 - CYCLE STRATEGY

Key:
- Cycling suggested quiet road routes
- Cycling Traffic Free (Poor Surface)
- Cycling On-Road Cycle Lanes
- Proposed Cycle Paths
- Cycling Traffic Free (Good Surface)

Objective - Upgrade RB27 to allow enhanced cycle access to Styal Mill
Objective - Reinstated introduce street lighting along Altrincham Road, where currently not lit
Objective - Complete missing section of cycle path on A538 north of Water Lane
Objective - Link Kings Road with Altrincham Road Cycle Path with upgraded existing footpath
Objective - Create alternative path to avoid #1 steps
Objective - Formalise status of cycle path from Parish Hall to first bridge
Objective - Provide alternative cycle path to avoid #2 steps
Objective - Upgrade footpaths around primary schools to allow for cycling to school
Objective - Link HS23 with Wivelslow High School via railway station
Objective - Link High School via Royal London site to Alderley Edge at Whitehall Roundabout
<table>
<thead>
<tr>
<th>Projects</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a Altrincham Road Cycle path*</td>
<td>Complete missing link from Waters to Nanmoss Lane.</td>
</tr>
<tr>
<td>1b Altrincham Road / Kings Road*</td>
<td>Create link – possible upgrade of existing footpath or create new multi user path alongside road.</td>
</tr>
<tr>
<td>1c Altrincham Road lighting*</td>
<td>Reinstat / introduce street lighting where not lit.</td>
</tr>
<tr>
<td>1d Off Altrincham Road, Restricted Byway RB22*</td>
<td>Upgrade to enhance cycle access to Styal Mill.</td>
</tr>
<tr>
<td>2 Styal Road, Worms Hill B5166*</td>
<td>Create alternative multiuser path to avoid forty-one steps.</td>
</tr>
<tr>
<td>3 Summerfields to Town Centre FP68*</td>
<td>Provide alternative cycleable multi-user path to avoid eighty-one steps.</td>
</tr>
<tr>
<td>4 Continuation of FP68 via Rail Station to High School*</td>
<td>Link FP68 via Toucan crossing of A538 spur road to Ladyfield Terrace and land to rear of Rail Station via existing Pelican crossing and Wilmslow Leisure Centre to existing upgraded footpath alongside railway to High School.</td>
</tr>
<tr>
<td>5 Link High School to Alderley Edge via Royal London*</td>
<td>Form a multi-user path from the High School via Royal London site and Whitehall roundabout towards Alderley Edge.</td>
</tr>
<tr>
<td>6 Manchester Road B5166 and B5358</td>
<td>Create on road cyclepath / shared footpath from River Bollin to Styal Road. Reconfigure Blue Bell junction with advanced stop. Repaint cyclepath road markings for full length of road. Enforce prohibition of parking on designated cycleway, Highway Code 240.</td>
</tr>
<tr>
<td>7 School links*</td>
<td>Upgrade / extend existing routes between primary schools and catchment areas. Encourage all schools to introduce a Travel Plan to reduce car journeys as CEC Sustainable Modes of Travel to School Strategy (SMOTS).</td>
</tr>
<tr>
<td>8 Browns Lane</td>
<td>Remove kerbing locally to encourage unrestricted cycling.</td>
</tr>
<tr>
<td>9 Continuity of Cycling beyond Wilmslow</td>
<td>Liaise with adjacent Parish Councils / Neighbourhood Plans including:</td>
</tr>
<tr>
<td></td>
<td>Styal – Worms Hill, RB22; Handforth – Little Stanneylands development towards Handforth; Alderley Edge – Royal London to Alderley Edge; Manchester City / Trafford – link to Airport City and Hale Barnes.</td>
</tr>
<tr>
<td>10 Upgrade appropriate footpaths and redesignate as bridleways/multi-user paths.</td>
<td>Create an interlinked network for walkers, cyclists and other non-vehicular users and encourage pupils to cycle safely to school.</td>
</tr>
<tr>
<td>11 Create a Cycle Hub</td>
<td>Create a central Cycle Hub at the Rail Station to provide connectivity to the town, schools and other means of transport. Provide generous, safe, monitored cycle parking; integrate with Bike &amp; Go scheme.</td>
</tr>
<tr>
<td>12 Private roads</td>
<td>Ensure the continuation of cycling over private roads in the Parish. Upgrade Cow Lane to Restricted Byway to link with Summerfields and Heathfield Farm.</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>13 Carrs Greenway*</td>
<td>Formalise the status of Carrs Greenway path for cycling between the Parish Hall car park and first bridge.</td>
</tr>
<tr>
<td>14 Twenty’s Plenty</td>
<td>Introduce 20’s Plenty scheme in residential areas and within the town centre.</td>
</tr>
<tr>
<td>15 Weight limit</td>
<td>Introduce weight limit to exclude heaviest vehicles from the town centre. Redirect via A34 bypass and / or A555.</td>
</tr>
<tr>
<td>16 Pollution monitoring</td>
<td>Introduce real time monitoring stations at various locations including the junction of Alderley Road and Water Lane. Publish data for general public.</td>
</tr>
<tr>
<td>17 Cycling contra-flow</td>
<td>Consider contra-flow cycling on one-way streets where deemed safe e.g. Grove Avenue (existing arrangements) and Nursery Lane.</td>
</tr>
<tr>
<td>18 Future developments</td>
<td>Ensure that all future developments (residential, industrial, commercial, educational and leisure) respect cycling. Provide safe cycle access and connectivity to existing infrastructure. Developments include Royal London, Heathfield Farm, Little Stanneylands, Upcast / Cumber Lane.</td>
</tr>
<tr>
<td>19 Cycle parking</td>
<td>Provide safe access to and further secure, covered cycle parking at the Carrs, Bank Square, Rail Station / Bus exchange, Grove Street / Water Lane / Alderley Road, Library, Leisure Centre, offices, supermarkets and schools.</td>
</tr>
<tr>
<td>20 Safety</td>
<td>Create safer cycling in Wilmslow Parish by reducing vehicle speeds, limiting weight, introducing 1.5 metre passing distance signs at all entrances to the Parish, maintaining road surfaces to a high standard with no potholes or poor surfaces on main cycle routes, maintain all cycle lanes and advance stop lines so as to be clearly visible. Raise the profile of Everybody Sport &amp; Recreation Trust ‘Bikeability’ and Cycle Leader training schemes. Promote bike maintenance and commuter confidence / adult Learn to Ride programmes. Provide support to Cycle Wilmslow / Transition Wilmslow family bike rides.</td>
</tr>
<tr>
<td>21 Travel Plans</td>
<td>Require all planning applications comprising more than ten housing units or employing more than ten people to submit detailed travel plans.</td>
</tr>
<tr>
<td>22 Funding</td>
<td>Wilmslow Town Council / Cheshire East Council to actively seek funding for above projects from Central Government, Local Growth Fund, Access Fund (DfT) and where applicable from Section 106 and Community Infrastructure Funds (CIL).</td>
</tr>
</tbody>
</table>

* As shown on Key Projects Map.
### 29. Appendix 9 - Local Green Space Justification Table

Assessment of Open Spaces in Wilmslow against the criteria for protection as Local Green Spaces

The table below assesses the many greenspaces, specified in the Wilmslow Neighbourhood Plan for appropriateness for designations as Local Green Spaces, against the criteria for LGS set out in the NPPF. A total of 32 have been considered appropriate for protection as Local Green Spaces.

<table>
<thead>
<tr>
<th>Proposals</th>
<th>Name</th>
<th>Criteria 1: Proximity to Community</th>
<th>Criteria 2: Special Character</th>
<th>Criteria 3: Not Being Extensive Tracts of Land</th>
<th>Fulfilling LGS Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Map 1 Number</td>
<td></td>
<td>Beauty</td>
<td>Historic Significance</td>
<td>Recreational Value</td>
<td>Tranquility</td>
</tr>
<tr>
<td><strong>Public Parks and Gardens</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LGS 1</td>
<td>Memorial Gardens (Chancel Lane)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 2</td>
<td>Carrs Park East</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 3</td>
<td>Lacey Green Park (Barlow Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td><strong>Natural &amp; Semi-Natural Urban Green Space</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LGS 4</td>
<td>Carrs Park West</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 5</td>
<td>Lower Dean Valley</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 6</td>
<td>Wilmslow Park</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 7</td>
<td>Newgate Nature Reserve (Newgate Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>LGS 8</td>
<td>Lindow Common Racecourse Road</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 9</td>
<td>Carnival Field (Altrincham Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 10</td>
<td>Land Lane (Off Prestbury Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 11</td>
<td>Welton Drive</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Outdoor Sports Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LGS 12</td>
<td>Jim Evison Playing Fields (Altrincham Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>LGS 13</td>
<td>Rectory Fields (Leisure Centre)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>LGS 14</td>
<td>Clough Avenue (Lacey Green)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>AMENITY GREENSPACE</td>
<td></td>
<td></td>
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<td>-------------------</td>
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<tr>
<td>LGS 15</td>
<td>Morley Green Village Green</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 16</td>
<td>Romany Memorial Gardens (South Drive)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 17</td>
<td>Bank Square (Grove Street)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 18</td>
<td>Little Lindow (Altrincham Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</table>

<table>
<thead>
<tr>
<th>PROVISION FOR CHILDREN &amp; TEENAGERS</th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>LGS 19</td>
<td>Alveston Drive PG (Dean Row)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
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<tr>
<td>LGS 20</td>
<td>Browns Lane (Dean Row)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>LGS 21</td>
<td>Arthur Boon PG (Manchester Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 22</td>
<td>Colshaw Drive/Picton Close</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 23</td>
<td>Howty Close</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 24</td>
<td>The Pleasure (South Oak Lane)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 25</td>
<td>The Temp (Gravel Lane)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
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<tr>
<td>LGS 26</td>
<td>Thorngrove Drive</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 27</td>
<td>Little Lindow (Altrincham Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<td>Yes</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>ALLOTMENTS</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>LGS 28</td>
<td>Dean Row Allotments (Picton Dr.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>LGS 29</td>
<td>Cliff Road Allotments</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 30</td>
<td>Gorsey Bank (Altrincham Rd)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 31</td>
<td>Land Lane (Prestbury Rd.)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
<tr>
<td>LGS 32</td>
<td>Greaves Rd (Lindow Moss)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Yes</td>
</tr>
</tbody>
</table>
**Introduction**

The following guide sets out to define Wilmslow’s ambition for the retention and development of attractive shop frontages in order to increase the appeal of Wilmslow as a shopping destination. Incremental additions of poor quality frontages installed over time will have a detrimental impact and this must be avoided.

Shopping is an essential part of our lives and inevitably shops form a large part of our towns, cities and streetscapes. The design and appearance of shops has a huge impact on the appearance of individual buildings, streets, localities and in turn, our everyday environment as a whole. This impact can be positive, with attractive, lively and appealing streets, or all too commonly negative, being overly commercial and unsightly.

A single poorly designed shopfront is disappointing enough in isolation but grouped as a whole, similar ill-considered frontages can have a major impact on the high street and the appeal of that environment to customers. Equally, well considered shopfronts with sympathetic design, particularly in the context of older buildings, bring an attractive character to a shopping area, making it feel like a special destination.

It is equally important to consider the evening impact of the shopfronts, even after trading hours. Wilmslow Town Core should look as appealing as possible to both locals and people passing through the town at all times. Glaring illuminated signs, poorly lit frontages and inhospitable shutters all give a very negative impact.

These shopfront principles clearly apply to the Town Core but are equally appropriate to Wilmslow neighbourhood shopping areas including the Neighbourhood Centres at Dean Row, Chapel Lane and Lacey Green plus smaller community stores. Chapel Lane is a particularly important example where independent shops are concentrated.

**Design Principles**

The following section of the guide identifies the key elements of shop front design.

One of the primary considerations in achieving a well-designed shopfront is that it should be conceived as part of the whole building in which it is installed. The following design principles will be considered by the Planning Authority in determining the suitability of proposals for changes to shopfronts.

**Retention of Historic Features and Streetscapes**

Before an existing shopfront is discarded, consideration should be given to its condition, quality and relevance and why it may need replacing. Even if it has been altered, it may still be repairable, or original details may exist behind later cladding. Restoration of these would likely result in a shopfront that is more appropriate to the building and its location.

Where evidence or guidance for shopfronts is taken from neighbouring buildings, care should be taken to avoid repetition. If the shop forms part of a uniform row, it is likely that the shopfronts would have been the same. However, if the street is made up of diverse buildings of differing periods and styles, variety is needed between shopfronts to ensure interest, as the character of individual shopping areas often derives from irregularity.
Respect the Building

The following principles should be considered to maximise the potential of any new or modified shopfront proposal:

- The shopfront should be designed to complement the building of which it is part and not in isolation from it.
- The vertical emphases of the building in window lines, bays, or pilasters should be carried down to ground level through the shopfront to achieve a frontage with unity. This vertical emphasis also provides visual support for the building above rather than leaving it ‘floating’ above an over scaled shopfront.
- The shopfront should not extend the full width of the building. A pier of the main elevation material – brick or stone, should extend down to ground level at either side providing a visual enclosure to the shopfront but also relating it to the building above. Where this is not possible, pilasters should be used to provide this vertical emphasis.
- There should be a reasonable gap between the top of the shopfront and the cills of the first floor windows above to reduce the appearance of the shopfront having ‘chopped’ the building in two horizontally.
- The main elements of the shopfront should be in proportion to each other. Therefore if just the sign or stallriser is being replaced, or the whole frontage, this needs equal consideration.

The special character of a shopping street is derived from either the uniformity and strength of character or the integration of a variety of styles which produces distinctiveness and interest. The quality of the street as a whole needs to be considered as part of each shopfront proposal. The aim should be to complement and enhance the character of the street scene as well as the building itself. Respect for the appearance of the street will result in a better looking retail environment with resultant benefits for all stakeholders.

Materials

Shopfronts should generally be constructed from coated aluminium or timber allowing better quality and more refined detailing. Other high quality materials may be appropriate such as a fully glazed shopfront where appropriate.

Colour

The choice of colour for a shopfront for most high-street multiples is dictated by that store’s brand. Good shopfront design however, can determine the sensitivity with which that colour impacts onto the street.

Where colour choice is open, restrained shades tend to be more suitable whilst lighter colours tend to appear intrusive and also quickly look dirty and need more frequent maintenance.

Stone where intended to be exposed should retain its natural finish. If paint has been applied in the past and to remove this would result in damage, the masonry should be overpainted in a complementary colour.

Signs

Adequate signage is essential for successful retailing but the design and positioning of signs and advertisements will have a crucial effect on the character and appearance of buildings and streets, influencing their appeal.

Signs should be considered as an integral element of the design of a shopfront and not added as an afterthought. A well designed shop sign can provide individuality and identity without being discordant in the surroundings.

What to Avoid:

- The fascia should not obscure upper transom windows of the shopfront or decorative cornices which are intended to contain it.
- Existing stone or timber cornices or consoles should never be destroyed to accommodate new signage.

The use of plastic fascia signs is unlikely to be acceptable unless for temporary or ‘pop-up’ uses.

Although Consent to Display approval is not currently required for ‘Pop up Shops’, The Design Guide strongly recommends that these installations follow the general guidance within the document. This is not only to respect the core Design Principles put forward (see section 4.00) but also to recognise that customers are increasingly responsive to good design practice and appealing shop frontages.

Illumination

Illumination of fascias needs very careful consideration, as when poorly executed they can overpower the whole shop frontage.

Internally illuminated box signs will always require advertisement consent and the strident visual impact and obtrusive nature of the box needs careful consideration. Applications for projecting illuminated box signs which dominate the shopfront will not be looked on favourably within the main shopping core. Applications for such signs will not be permitted in Chapel Lane or on buildings of special character.
Care should also be taken to ensure that the extended hours of illumination of the illuminated box signs, beyond normal retail trading, are such that the signing does not disturb local residents.

**Canopies and blinds**

Canopies and blinds can be appropriate to Wilmslow’s shops and are an attractive addition to the high street when designed sympathetically. Individual shop canopies feature in the historic photos of the town.

Modern roller blinds or canopies can be acceptable where properly related to the building and if they do not obscure architectural detail. They will not be approved above first floor window cill level.

Plastic or glossy materials should generally be avoided.

**Security**

Shop owners are entitled to take measures to protect their premises against damage or theft. However, certain types of security fittings can have a detrimental effect on the appearance of individual businesses and can make a street more unwelcoming, especially at night time. Of particular concern is the visual impact of solid metal shuttering which (when closed) has a ‘deadening’ effect on the appearance of the street and may lead to antisocial consequences such as fly posting. External roller-type shutters also have bulky shutter boxes which visually cannot be easily incorporated into traditional shopfronts.

Any security designs should be considered as part of the overall design of the shopfront, rather than as ‘add-ons’, maintaining the visibility of the window display and protecting the character of the premises and the streetscape. In particular the following will be supported:

- Internal security screens that can be fitted behind the shop window.
- Vertically opening lattice or horizontally opening scissor types are acceptable. Solid or pinhole perforated shutter types will be rejected.
- Security (laminated) glass or similarly toughened glass products. Subdividing display windows into smaller panes can reduce breakage costs, and the use of mullions and transoms can complement traditional shopfront layouts.
The Planning Authority is willing to discuss individual cases with applicants and accepts that in a limited number of cases compromise on the design solution may be necessary. However, in general terms the following security measures should be avoided:

• External solid metal shuttering, fixed or retractable.

• External metal shuttering of the pinhole / perforated or punched-hole slat type.

• External metal shuttering with an external roller box or other bulky attachment (such as a large projecting fascia) which cannot be reasonably incorporated into the shopfront / fascia design without spoiling the appearance of the shopfront or building frontage.

Note that external fittings should not cover the stallriser or the pilasters, and associated fittings and fixtures should be designed to integrate with the shopfront frame. The paint colour and finish should complement the shopfront setting.

Access

When alterations are being made to a shopfront, the opportunity is available to improve access for all, with special consideration for those with disabilities and parents with prams.

The general principles are that steps should be avoided where possible, with ramps provided to shop floor level. Ramps, entrance areas and shop floors should have a non-slip surface. Tactile paving can be used to denote a change in level or steps, with handrails protecting level changes. Doorways should have a minimum opening of 850mm, ideally with doors capable of opening both ways but without obstructing the footway or over a step, and should be capable of being opened by people of limited strength or in wheelchairs. Frameless glass doors should be avoided, but where large areas of glass are used there should be a contrasting colour or appropriately marked.

Approvals

A Building Regulations application is likely to be required for the installation, alteration or modification of a shopfront. Together with access considerations, issues of structural support, means of escape and the choice of glazing will need to be determined.

Grove Street

Grove Street is Wilmslow’s principle pedestrianised shopping street and as such deserves specific mention within this guidance note. The character and ambiance of Grove Street was the subject of numerous comments from WNP consultees, two thirds of whom either disliked the Street’s environment or wished to see improvements. The factors determining the street’s current character are manyfold but a number of influences relate to the general poor quality of intrusive shopfronts and indeed to building frontages as a whole. Other than a few notable exceptions, the current shopfronts in Grove Street are generally over-scaled and do nothing to enhance the appeal of the street.

Over the years the street has undergone a variety of infill redevelopments, although it still contains some historic buildings of quality and one or two notable more modern interventions. However, many of the more modern facades are of low to very low quality and are well below the standard that you would expect on the town’s principal pedestrianised shopping street.

It is therefore very important that rigorous guidance is applied to future shopfront permissions for the street and, where possible, complementary improvements to the upper facades for the poorest quality frontages are encouraged. This could be as simple as redecoration of existing windows and the upper level brickwork or concrete panelling, in cases where low quality ‘common’ bricks have been used. Using a simple pallete of white or grey colours that complement other buildings in the street would be a simple but effective may of improving the street’s appearance. In the longer term this should be coupled with decluttering the street environment, improved surface finishes and enhanced ambient lighting.
**Design Principles**

Shopfront applications in Wilmslow will be supported where they respect and respond to the following Design Criteria.

**Design Principle 1**

Where traditional details are evident or likely to survive, the Planning Authority will seek the retention of these and their incorporation in the proposed modifications.

**Design Principle 2**

Proposals for new shopfronts or alterations to existing frontages should follow the following principles:

a) New shopfronts in existing buildings should be integrated with the form, style and character of the building façade and its neighbours, respecting its proportions and details and using materials appropriate to the building.

b) The proposals should incorporate the key elements of shopfront design proportionately and in relation to each other.

c) The proposals do not detract from the character or appearance of the shopfront or the streetscape.

d) Where a shopfront occupies more than one building or unit, the division between the two is identifiable and the fascia maintains this separation.

**Design Principle 3**

Proposals to display signs or advertisements should meet the following criteria:

a) The size, design and number of any advertisements respect the character, scale, design and location of the building and shopfront on which it is displayed, and the street scene.

b) The advertisement is properly related to and integrated into the shopfront which it serves.

c) With regard to more sensitive areas such as Chapel Lane and to buildings identified as having special character (to be identified on TC diagram) advertisements should not be internally illuminated and should not adversely affect the character or appearance of the special asset.

**Design examples**

See illustration on page 146

**Poor design examples**

1. Poor/illuminated sign
2. Over large sign
3. Inappropriate modern windows
4. Roller shutter & and poor shop front
5. Nasty brickwork
6. Inappropriate additional advertising
7. Large bland shop windows
8. Black painted render/blocks
9. No stallriser
10. External shutters i.e. boxes

**Good design examples**

1. Appropriate windows
2. Appropriate shopfront details
3. More balanced shop front with recessed door
4. Appropriate use of render/paint work
5. Projecting bay
6. Reverse of projecting bay/inset entrance
7. Traditional elements complement upper floors
8. Stallrisers
9. Small scale shopfronts
10. Accept modern design and enhance it
11. Features that reflect age/style of building
12. Character window cill and brick lintel
31. APPENDIX 11 - PUBLIC REALM STRATEGY
Affordable Housing
Affordable housing is sub-divided into three distinct types of housing:
• Social Rented
• Affordable Rented, and
• Intermediate Housing

Affordable Housing: Social Rented, Affordable Rented and Intermediate housing which is provided to eligible households whose needs are not met by the market and which will remain affordable unless the subsidy is recycled for alternative affordable housing provision.

Affordable Rented Housing: Housing which meets the Housing Corporation’s Design and Quality Standards (or replacement standards) and which is let by a Registered Provider of Social Housing to a person allocated that dwelling in accordance with the Council’s Allocation Scheme at a controlled rent of no more than 80% of the local market rent.

Intermediate Housing: Discounted Sale housing and Shared Ownership housing.

Social Rented Housing: Housing which meets the Housing Corporation’s Design and Quality Standards (or replacement standards) and which is let by a Registered Provider of Social Housing to a person allocated that dwelling in accordance with the Council’s Allocation Scheme at a rent determined through the national rent regime (Rent Influencing Regime guidance).

Biodiversity
The number and types of plants and animals that exist in a particular area or in the world generally, or the problem of protecting this. (Cambridge Dictionary)

Blue Infrastructure
Blue landscape elements are linked to water. They can be pools, ponds and pond systems, wadis, artificial buffer basins or water courses. (Green 4 Grey)

Development
Development is defined in planning terms under the 1990 Town and Country Planning Act. Broadly, it is considered to be ‘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, but not all, forms of development require planning permission.

Development Plan
A development plan is a document which details the overall strategy of the council for the proper planning and sustainable development of an area and generally consists of a written statement and accompanying maps. The plan usually includes the broad aims of the council for specific topics, e.g. housing, infrastructure, community facilities, which are reinforced by more detailed policies and objectives (Meath County Development Plan). A Neighbourhood Plan is statutorily part of the Development Plan and is used to determine planning decisions within the relevant area.

Eco Homes
‘A dwelling that uses materials and (perhaps) technology to reduce its energy needs and its impact on the environment’. Some definitions also include phrases like ‘environmentally friendly’, ‘sustainable materials’, ‘healthy living’. The idea could mean anything from a couple of solar panels to a house built entirely of reused tyres.’ (Homebuilding and Renovation)

Gateway
Main roads and routes into a settlement can be seen as gateways, as can significant junctions or sites on the edge of Town Cores.

Green Biophilic Points
Wilmislow’s Green Biophilic Points System is designed to encourage developments which deliver green and blue infrastructure as part of development for the benefit of local ecology and human wellbeing. These have been developed and refined through a study of similar schemes in the UK and Europe based on advice from the Town and County Planning Association. Applicants should demonstrate how they have incorporated as many of the points as possible into the design of their new development.
Green Infrastructure
Green infrastructure describes all green and blue spaces in and around our towns and cities. The term allows us to refer to, and consider the collective value of all these spaces at once. Component elements of green infrastructure include parks, private gardens, agricultural fields, hedges, trees, woodland, green roofs, green walls, rivers and ponds. The term covers all land containing these features, regardless of its ownership, condition or size.

Heritage Assets
A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

Huf Haus
‘HUF HAUS created the ‘FACHWERKHAUS (post and beam house) 2000’ in 1972 – a flagship design that would underpin the company’s architectural approach for years to come. Over 40 years later, ‘FACHWERKHAUS 2000’ has evolved to deliver energy efficient and sustainable homes, demonstrating the forward-thinking ethos integral to Huf Haus. https://www.huf-haus.com/uk/the-company/.

Infill Development
Use of land located within a built-up area that is currently not developed on for further construction, especially as part of a community redevelopment or growth management program.

Infrastructure
The term infrastructure refers to the basic physical organization of structures and facilities needed for the operation of a society or community.

Landscape Character Areas
These are single unique areas which are discrete geographical areas of a particular landscape type. Each has its own individual character and identity, even though it shares the same generic characteristics with other landscapes of the same type. (Natural England)

Landscape Character Types
These are relatively homogeneous in character. They are generic in nature in that they may occur in different parts of the country, but wherever they do occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation, historical land use, and settlement pattern. (Natural England)

Local Green Space
The National Planning Policy Framework (NPPF) introduced a new concept of a Local Green Space designation. This is a discretionary designation to be made by inclusion within a local development plan or neighbourhood development plan.

The designation should only be used where the land is not extensive, is local in character and reasonably close to the community and where it is demonstrably special, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife (NPPF Paragraph 99).

Policies within the local development plan or neighbourhood development plan for managing development within a Local Green Space, should be consistent with the policies protecting green belts within the NPPF (NPPF Paragraph 100). (English Heritage)

Local Plan
The Local Plan expresses the vision, objectives, overall planning strategy, and policies for implementing these, for the whole Borough. It is the policy against which development requiring planning consent in local authorities is determined.

Local Planning Authority (LPA)
A local planning authority is the local authority of council that is empowered by law to exercise statutory town planning functions for a particular area.
Localism Act
The Localism Act (2011) was a feature introduced by central government containing a number of proposals to give local authorities new freedoms and flexibility, devolving power from local government to the community level.

Locally Listed
A Locally Listed Heritage Asset is one that makes a positive contribution to its local character and sense of place because of its heritage value. Although such heritage assets may not be nationally designated or even located within the boundaries of a conservation area, they may be offered some level of protection by the local planning authority identifying them on a formally adopted list of local heritage assets. (Historic England).

Landscape Plan
The manner in which the landscape associated with development is to be treated.

Major Development
- 10+ dwellings / over half a hectare / building(s) exceeds 1000m²
- Office / light industrial – 1000+ m² / 1+ hectare
- General industrial – 1000+ m² / 1+ hectare
- Retail – 1000+ m² / 1+ hectare
- Gypsy/ traveler site – 10+ pitches
- Site area exceeds 1 hectare
- Minor Development 1-9 dwellings (unless floorspace exceeds 1000m² / under half a hectare
- Office / light industrial – up to 999 m²/ under 1 hectare
- General industrial – up to 999 m²/ under 1 hectare
- Retail – up to 999 m²/ under 1 hectare
- Gypsy/ traveler site – 0-9 pitches

The Moss Room
Distinctive narrow fields associated with historical peat extraction.

National Planning Policy Framework (NPPF) Guidance provided from central government for local planning authorities and decision-makers, on drawing up plans and making decisions about planning applications.

Neighbourhood Plans
A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Act 2004) which sets out specific planning policies for the parish which are the primary policies for determining planning applications within that parish.

Passiv Haus
‘Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are built with meticulous attention to detail and rigorous design and construction according to principles developed by the Passivhaus Institute in Germany and can be certified through an exacting quality assurance process’, http://www.passivhaustrust.org.uk/what_is_passivhaus.php.

Previously developed sites
Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. (NPPF)

Public Realm
The space between buildings comprising the highways land, footpaths and verges.

Recreation
Recreation includes many different activities; as a result a concise definition is difficult to establish. For the purposes of this Neighbourhood Plan, recreation can include but is not restricted to the following types of activity; spending time outdoors, informal games and play, walking and cycling, sporting activities.
**Ribbon Development**

The term ‘ribbon development’ refers to a line of houses built along existing highways (or railways or similar linear barriers), each being served by individual access. The land to the rear of the houses is not developed. The buildings can be positioned back from the road, staggered, set at different angles from the road, or left with gaps between them, and still be classed as ribbon development, as long as they are visually linked when viewed from the highway. (https://www.designingbuildings.co.uk/)

**The Salford Energy House**

“Built in 2011, this full sized two bedroom terraced house is built inside an environmental chamber which can replicate almost any weather conditions. It is fully furnished and packed with a vast array of sensors that can monitor a wide range of variables throughout the house and chamber.” https://www.salford.ac.uk/built-environment/laboratories-and-studios/energy-house

**Spirit of Place**

The unique, distinctive and cherished aspects of a place.

**Street scene**

Elements which comprise the street environment, including roadways, pavements, street furniture etc.

**Sustainability Appraisal**

‘A sustainability appraisal is a systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives’. (Ministry of Housing, Communities and Local Government)

**Sustainable Development**

The Bruntland Report provides the accepted definition of sustainable development as ‘Development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ (WCED, 1987). The principle of sustainable development may be broadly described as encompassing social, environmental and economic issues, and also entailing concern with intra-generational and inter-generational themes.

**Sustainable Urban Drainage (SUDs)**

A series of processes and design features to drain away surface water in a sustainable manner.

**Town Core**

The term used to describe Wilmslow town centre. The term is used to avoid confusion with the formally designated Town Centre as set out with Cheshire East Local Plan documents which covers a different area.

**Townscape**

The appearance and general ‘environment’ of a built-up area. – townscape, rather than landscape. This term can be used to describe: hamlets, villages, towns, and dense urban cities.

**Use Classes Order/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’. Examples of Use Classes, include Shops (A1), General Industry (B2) and Dwelling House (C3).

**Wilmslow Landscape Character Assessment**

The Wilmslow Landscape Character Assessment has been prepared by members of the Neighbourhood Plan team with technical support and guidance from Countryscape, a leading landscape consultancy which specialises in this area of work. The Wilmslow LCA was based upon a Stage 1 Landscape Assessment which involved a workshop and desk study followed by extensive field work in the countryside around the town to characterize and categorize the landscape and build up a photo gallery of each character area.

**Windfall**

The term ‘windfall sites’ is used to refer to those sites which become available for development unexpectedly and are therefore not included as allocated land in a planning authority’s development plan. (Environment, Transport and Regional Affairs, House of Commons)