



# Whaley Bridge Neighbourhood Plan 2022-2032

Pre-Submission Version 16 May 2022



**VISION4WHALEY**

Our Neighbourhood Plan Working Towards a Brighter Future



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Photos front and back provided by kind courtesy of Mark Lomas,  
others by Martin Thomas and Carol Maycock

# Introduction



# 1. Introduction

## 1.1 Background

The Whaley Bridge Neighbourhood Plan (Vision4Whaley) has been prepared by Whaley Bridge Town Council to guide the future development of the Neighbourhood Area. The Plan seeks to positively address climate change, protect the natural landscape, encourage heritage-led regeneration and support communities of the Neighbourhood Area now and in the future.

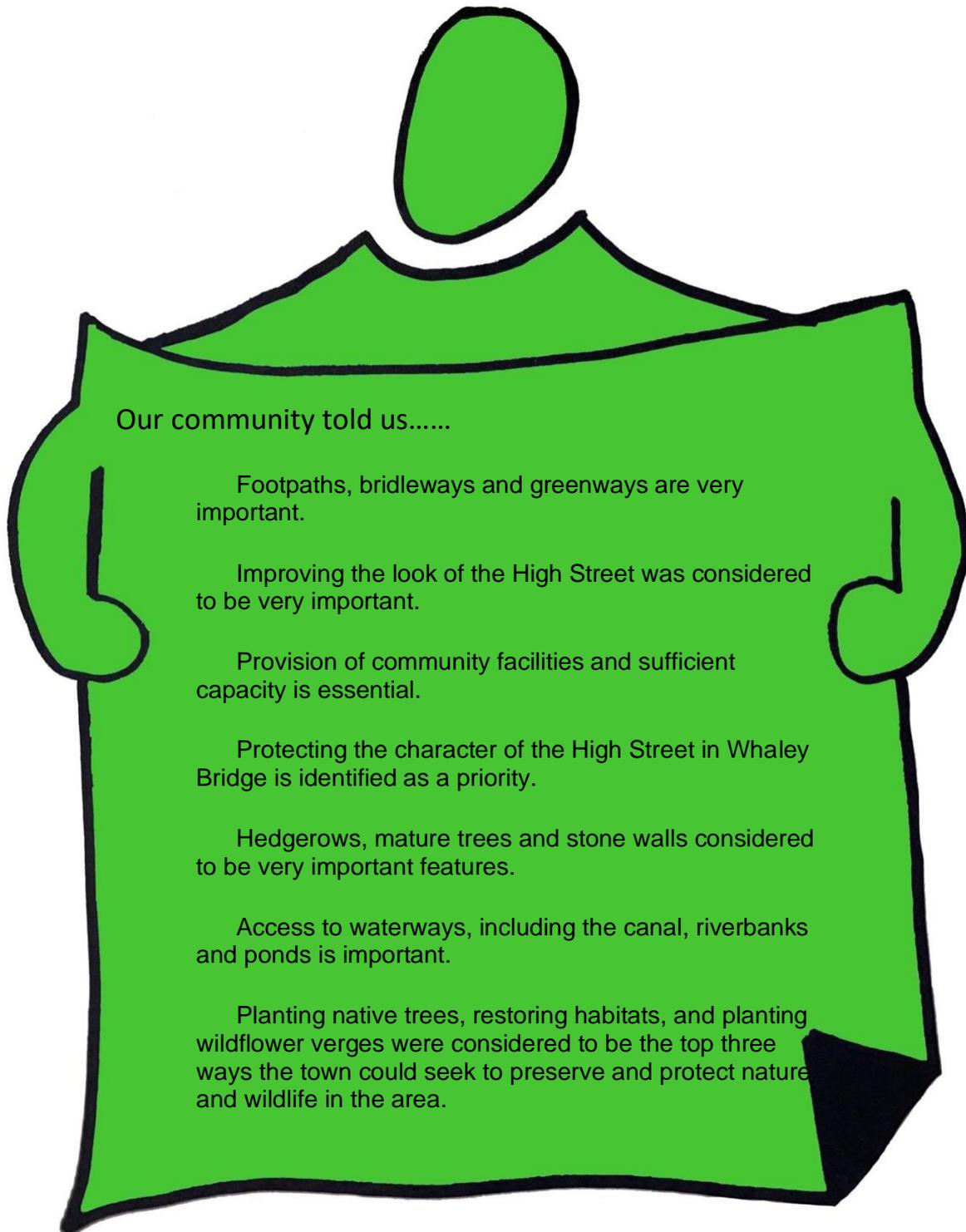
The Vision4Whaley Neighbourhood Plan guides future development, focused on the themes of town centre regeneration, residential development, employment, design, natural landscape, green space, heritage, transport and other matters.

Vision4Whaley encompasses the historic town of Whaley Bridge as the urban focus with Furness Vale and a range of smaller rural settlements within the Neighbourhood Area. The Neighbourhood Plan responds to the challenges these communities face, adapting to changing needs and a changing economic environment.

The Neighbourhood Plan is based on analysis of data and of evidence; previous plans; and the views of the community. The Neighbourhood Plan Steering Group formed in September 2018 and the early community engagement began in Summer 2019. Building upon the early community engagement, the themes for the Neighbourhood Plan emerged, providing insight into local issues of importance to the community. Further engagement included a householder questionnaire in June 2020 and focused consultation on proposed Local Green Space in 2021.

The Neighbourhood Plan has also been supported by a range of technical reports including design codes, that together with the community engagement have informed the structure of the plan and its policies. Throughout the engagement and preparation of the plan Vision4Whaley have kept people informed and engaged via <https://www.vision4whaley.org.uk/> and social media.

A summary of the key finding from community engagement are reflected on the following page.



## 1.2 Status of the Neighbourhood Plan

Once made, a neighbourhood plan forms part of the statutory development plan for the area, together with the adopted Peak District Core Strategy and High Peak Local Plan. Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan policies unless material considerations indicate otherwise.

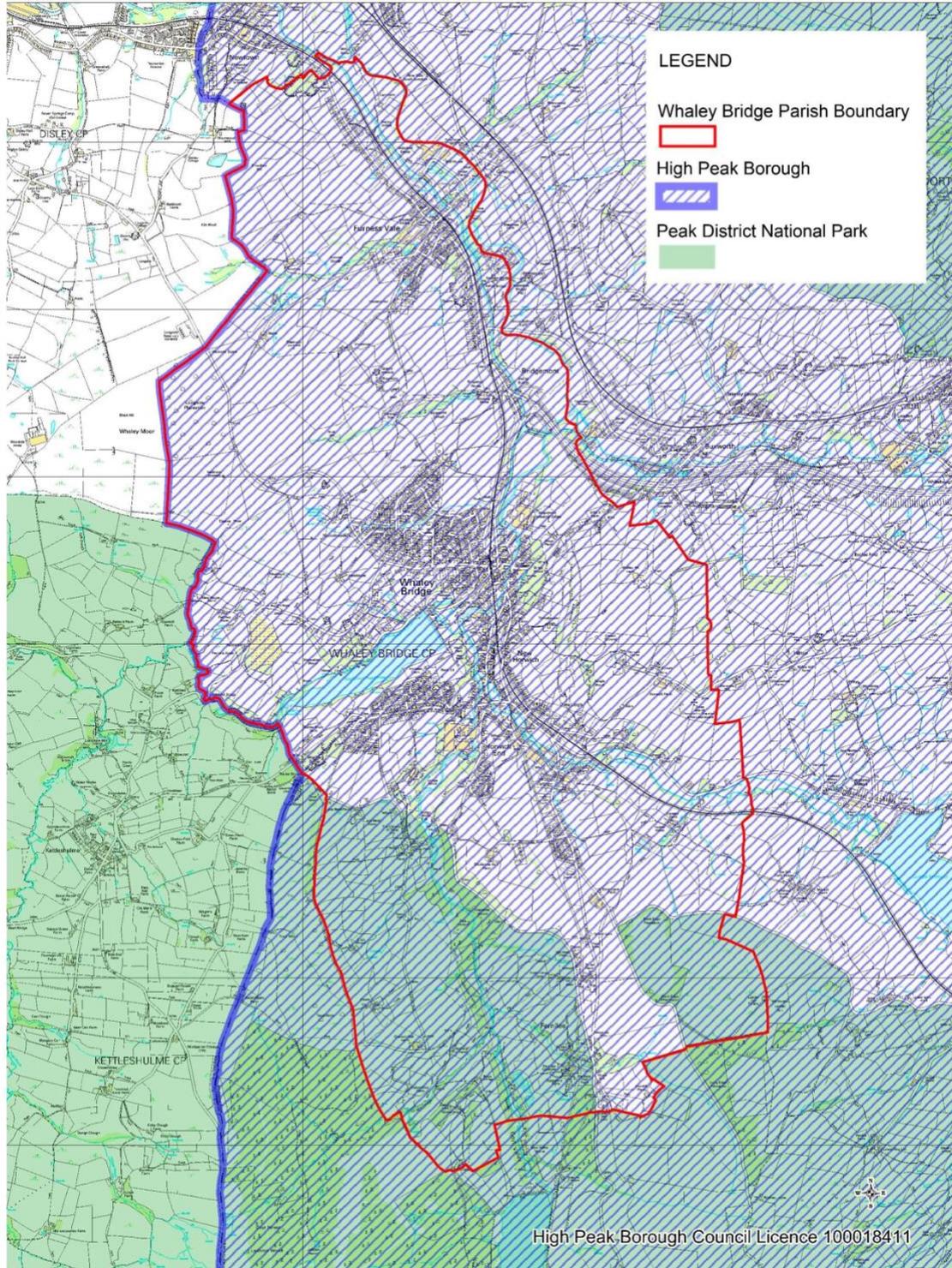
The Neighbourhood Plan will be in force until the end of 2032 or until an updated plan is made before that date. The Plan will be reviewed regularly to assess whether an update is necessary.

A plan of the Neighbourhood Area is shown on the following page.



## Plan of the Neighbourhood Area

The Neighbourhood Area marked in red on the following plan was designated 24<sup>th</sup> October 2013.



# Context



## 2. Context

### 2.1 Strategy for Sustainable Growth

The Vision4Whaley Neighbourhood Plan seeks to achieve sustainable physical and economic development and growth. This is achieved through the heritage-led regeneration policies, WB-G1 Town Centre and Economy and WB-H3 Transhipment Shed and Canal Basin.

The Plan does not undertake housing site allocations, leaving this to the adopted High Peak Borough Local Plan. However, it does seek to increase the residential population of the Town Centre, improving its vitality (policy WB-G3 Residential Development).

The natural environment is also a key priority of the Vision4Whaley Neighbourhood Plan. The plan seeks to protect the green and blue infrastructure through Local Green Space designations, policy WB-H2 Peak Forest Canal. The wider natural environment and its assets are protected through policies WB-E3 Natural Environment and WB-E4 Rural and Landscape Character Natural Environment.

Sustainable and innovative design including high energy performance and low carbon development is supported through policy WB-E1 Sustainable Design. The plan promotes a balanced and sustainable range of transport through policies supporting the existing path network and canal infrastructure. Policies WB-H2 Peak Forest Canal, WB-T1 Transport and Movement and WB-T2 Paths also seek to support this strategic objective.

The historic environment including Whaley Bridge's designated and non-designated heritage assets are protected, with policies encouraging sensitive reuse.

The AECOM 'Design Guidance and Code for Whaley Bridge' has informed most of the policies, including specific policies for key settlements. The aim has been to create sustainable mixed-use neighbourhoods, with local facilities and good connections, including for pedestrians and cyclists.

The policies are intended to augment those in the adopted Peak District Core Strategy and High Peak Local Plan, setting requirements more specific to Whaley Bridge.

### 2.1 Our Neighbourhood Area

An historic industrial town set within the wider rural area, the gateway to the Peak District, Whaley Bridge has many assets that contribute to the rich and diverse natural landscape and built character of the area.

The Neighbourhood Area is partly within the Peak District National Park, which lies to the south east and south west. Predominantly settlements are focused within the Goyt valley, with the main settlement of Whaley Bridge, an historic market town, and Furness Vale adjoining. There are also smaller settlements set within the Neighbourhood Area, including Bridgemont, Fernilee, and Taxal.

A key characteristic of the Neighbourhood Area is the natural landscape and topography. These key features have shaped and informed the growth and development of the area. The following



plans extracted from the AECOM Whaley Bridge Design Codes, illustrate the distribution of settlements and highlight the key landscape features.



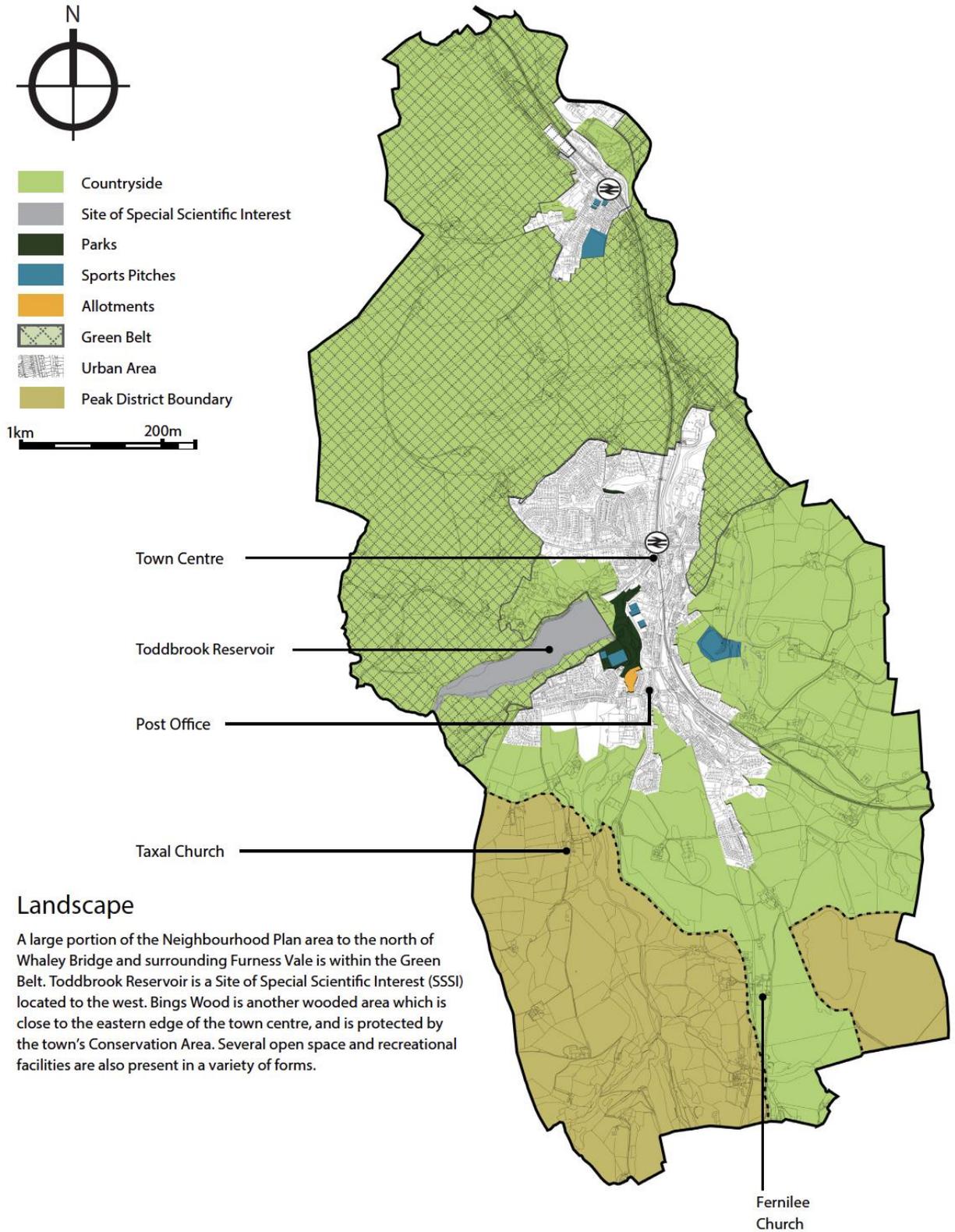
Whaley Bridge Settlement Context



(Whaley Bridge Design Codes, AECOM, 2021)



### Whaley Bridge Landscape



### Landscape

A large portion of the Neighbourhood Plan area to the north of Whaley Bridge and surrounding Furness Vale is within the Green Belt. Toddbrook Reservoir is a Site of Special Scientific Interest (SSSI) located to the west. Bings Wood is another wooded area which is close to the eastern edge of the town centre, and is protected by the town's Conservation Area. Several open space and recreational facilities are also present in a variety of forms.

*(Whaley Bridge Design Codes, AECOM, 2021)*

Whaley Bridge is well connected with the arterial A6 road to the north. Furness Vale and Whaley Bridge are the gateway to the Peak District National Park from Stockport and Manchester which lie to the north-west. The Neighbourhood Area also includes rail stations at Furness Vale and Whaley Bridge; however, the first mechanised railway began in Whaley Bridge, over the Pennines to Cromford Mills - a World Heritage Site.

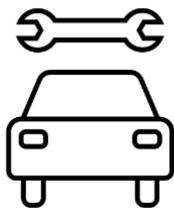
There are also connections to the waterways network via the Peak Forest Canal offering a traffic free route through the Neighbourhood Area linking many of the smaller settlements with the historic market town.

Key characteristics of the Neighbourhood Area and our community are illustrated on the following page.

2011 Census Data



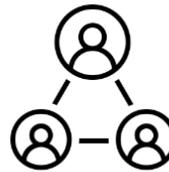
Largest employing industries:



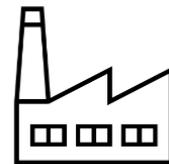
Wholesale and retail trade; repair of motor vehicles and motor cycles  
14%



Education  
12%



Human health and social work  
12.5%



Manufacturing  
14.3%

Usual resident population:



49.8%

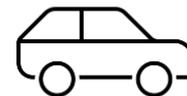


50.2%

Car or van availability:

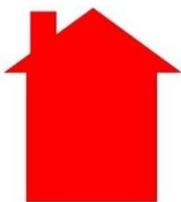


No cars or vans in household  
14.4%



1 car or van in household  
42.6%

Dwellings, household spaces and accommodation type:



Detached  
33.1%



Semi-detached  
27.9%



Terraced  
30.5%



Apartment  
5.7%



Apartment converted or shared house  
1.3%



Apartment in a commercial building  
1.5%

## 2.2 Vision

Whaley Bridge in 2032 will be a sustainable and thriving local community meeting the needs of all generations. The distinctive local environment, unique character and naturally beautiful surrounding countryside will be preserved and enhanced.

Winner from the postcard competition



by Georgina, then aged 8

## 2.3 Aims

The aims of the Neighbourhood Plan are:

- To meet the diverse needs and aspirations of all of the community in terms of housing, local facilities and economic opportunity.
- To attract investment, visitors, employment and sustainable development, to meet the needs of local residents and businesses.
- To maintain or enhance the unique historic, built and natural character of different parts of the area.
- To promote creative and sustainable design.
- To preserve or enhance habitats, wildlife and biodiversity.

# Policies





## 3. Policies

### 3.1 Overview

The following policies are supported by analysis of key issues, national and local policies and relevant evidence documents.

The structure of the following policies is as follows:

**Purpose** (what the policies in the chapter seek to achieve)

**Planning Rationale** (concise summary of the thinking behind the policies)

Then each individual policy is structured as follows:

**The policy** (requirements for development proposals to meet)

**Interpretation** (notes on how the policy should be used)

## 3.2 Employment and Housing

### Purpose

To support local growth, to meet the social and economic needs of Whaley Bridge's local community.

### Planning Rationale

The National Planning Policy Framework (NPPF) July 2021 Chapter 2 deals with sustainable development.

Sustainable development has economic, social and environmental objectives, set out in Paragraph 8.

Paragraph 11a) states:

*“all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;”*

Chapter 6 of the NPPF deals with building a strong, competitive economy and the need to create conditions for businesses to invest, expand and adapt.

This includes consideration of economic and investment strategy, infrastructure, and flexibility to changing practices.

*“planning policies should ... set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth ...”*

Chapter 7 refers to the role that town centres play at the heart of local communities. Planning policies should define town centres and primary shopping areas and 'promote their long-term vitality and viability, allowing them to 'grow and diversify'. The role of residential development in supporting vitality is also highlighted.

The High Peak Local Plan, adopted April 2016, identifies Whaley Bridge as one of three small town centres in the Central Area, recognising that as competitive town centres they are characterised by a range of uses providing customer choice and a focal point for the local community, focused on the variety of units including local town centre shops.

The focus is on maintaining and enhancing their vitality and viability through supporting a range of appropriate retail, leisure, cultural and business development appropriate to the role and function of a small market town. This approach is reinforced by Policy E5 Regenerating an Industrial Legacy, which deals with the redevelopment of opportunity sites and buildings within Whaley Bridge town centre, supporting a range of uses to encourage mixed use development within the town centre.

In relation to community facilities including sports and recreation, Policy CF4 Open Space, Sports and Recreation Facilities provides a framework to protect and maintain key assets. It also strongly supports development that enhances existing open space recognising the importance these spaces make to health and well-being.



The Vision4Whaley Neighbourhood Plan supports the housing growth strategy and associated policies of the Local Plan. The policy also encourages community-led development which is not contained within the policies of the Local Plan.

The Peak District National Park Local Development Framework, Adopted October 2011 includes a range of policies that influence housing development within the area of the Peak District National Park in the Neighbourhood Area. Smaller scale settlements are within this area where these policies would also apply. The Neighbourhood Plan supports the growth strategy for the Peak District National Park.

Relevant policies to the Neighbourhood Plan include:

- Local Development Framework Policies HC1 New housing, HC2 Housing for key workers in agriculture, forestry or other rural enterprises, HC4 Provision and retention of community services and facilities, HC5 Shops, professional services and related activities, E1 Business development in towns and villages, E2 Businesses in the countryside
- Local Plan Policies S 2 Settlement Hierarchy, S 3 Strategic Housing Development, S 4 Maintaining and Enhancing an Economic Base, EQ 3 Rural Development, E 1 New Employment Development, E 4 Change of Use of Existing Business Land and Premises, E5 Regenerating an Industrial Legacy, E 6 Promoting Peak District Tourism and Culture, H 1 Location of Housing Development, H 2 Housing Allocations, H 3 New Housing Development, H 4 Affordable Housing, CF 1 Retail and Town Centres, CF 2 Primary Shopping Frontages, CF 3 Local Infrastructure Provision, and CF 4 Open Space, Sports and Recreation Facilities.

In a changing climate the resilience of Whaley Bridge High Street is focused on maintaining a vital and viable centre serving the needs of people within the town and Neighbourhood Area. Responding to the challenges brought by Covid-19 and other factors the High Street Task Force, (an alliance of place making experts) explored the impact of these factors and identified 25 priorities that ‘local place leaders and place leaders’ should be focused on.

Many of these are echoed through the place-based policies of this plan. With reference to Whaley Bridge’s High Street, the following High Street Task Force priorities and their component factors are addressed:

Priority	Component Factors
Retail Offer	Retailer offer; retailer representation
Vision and Strategy	Leadership; collaboration; area development strategies
Experience	Centre image; service quality; visitor satisfaction; familiarity; atmosphere

Appearance	Visual appearance; cleanliness; ground floor frontages
Non-retail Offer	Attractions; entertainment; non-retail offer; leisure offer
Walking	Walkability; pedestrianisation/flow; cross-shopping; linked trips; connectivity
Networks & Partnerships with Council	Networking; partnerships; community leadership; retail/tenant trust; tenant/manager relations; strategic alliances; centre empowerment; stakeholder power; engagement
Accessibility	Convenience; accessibility
Diversity	Range/quality of shops; tenant mix; tenant variety; availability of alternative formats; store characteristics; comparison/convenience; chain vs independent; supermarket impact; retail diversity; retail choice
Markets	Traditional markets; street trading
Recreational Space	Recreational areas; public space; open space
Liveable	Multi/mono-functional; liveability; personal services; mixed use
Redevelopment Plans	Planning blight; regeneration
Functionality	The degree to which a centre fulfils a role – e.g. service centre, employment centre, residential centre, tourist centre
Innovation	Opportunities to experiment; retail Innovation

(source, High Street Task Force Priority 25, <https://www.highstreettaskforce.org.uk/frameworks/25-vital-and-viable-priorities/>, accessed 02/02/2022)

Many of the priorities are delivered not only through the policies in this section but throughout the policies in the plan.

Through the community engagement, priorities for Whaley Bridge High Street were identified. Improving the look of the High Street was considered to be very important to 41% of respondents and important to 45% of respondents to the Community Questionnaire.

COVID-19 lockdowns and restrictions are likely to have longer-term implications in terms of changes in demand for workspace and live-work patterns. This includes need for flexible workspace close to the areas where people live.

The Town Council has consistently supported Whaley Bridge High Street and together with the policies in the Vision4Whaley Neighbourhood Plan, seek to promote heritage-led regeneration of significant heritage assets and support the diversity and sustainability of the High Street and its uses.

Community facilities has consistently been a theme emerging through the community engagement. As the population increases within the Neighbourhood Area it is important for the health and well-being of our current and future communities that there is a balanced range of facilities. This includes protecting key outdoor spaces valued by the communities that use them.

The policy on residential development recognises the opportunities for more urban development around the town and identifies design parameters for small scale infill. It also supports community-led development and self-build. The design aspects need to be applied together with more detailed design requirements set out in other policies.

## **WB-G1 Town Centre and Economy**

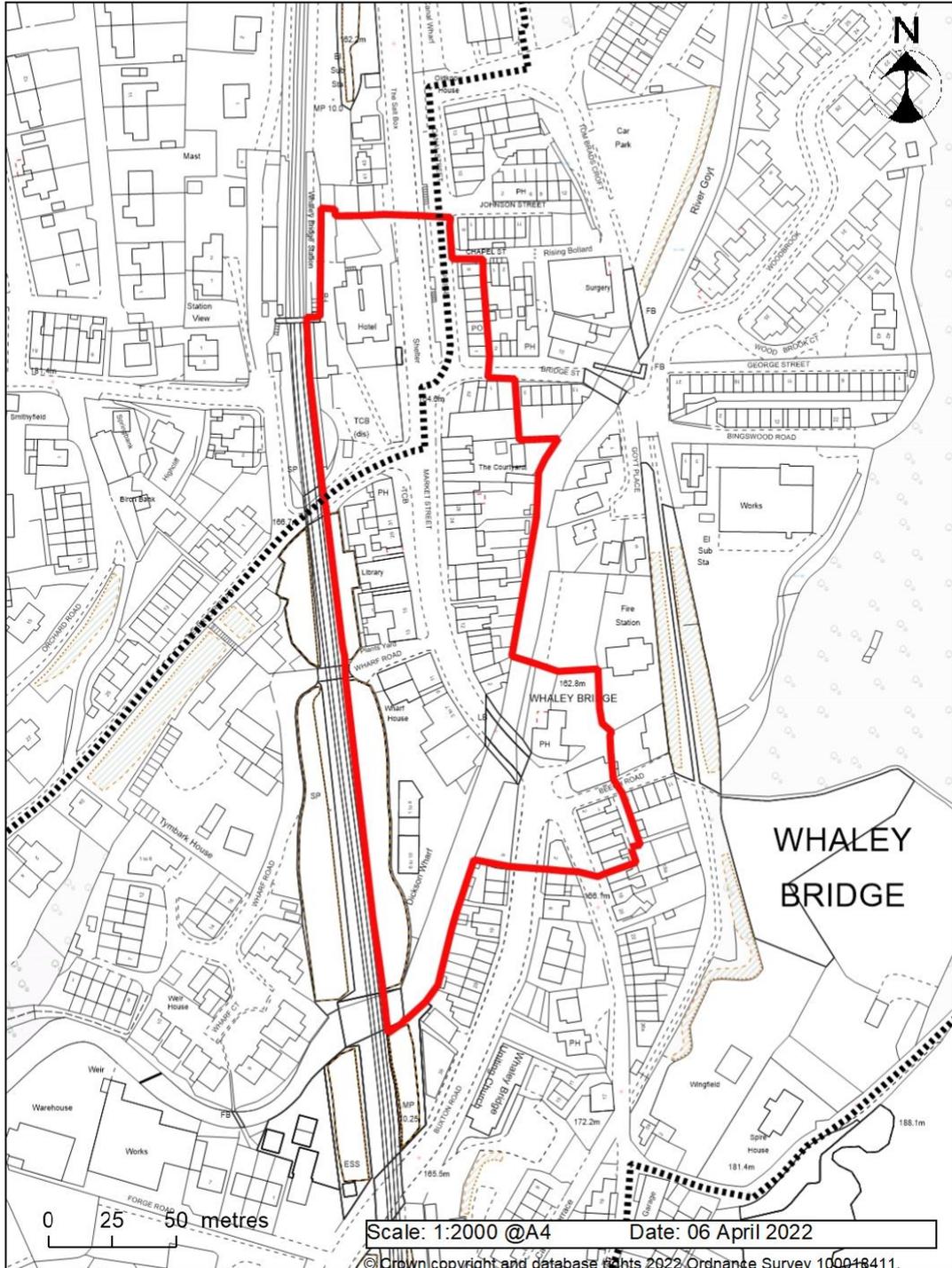
- 1. Retail, restaurants, cafes, cultural uses, visitor facilities or recreational uses and other uses open to the public will be supported within the defined Town Centre (see plan 'Defined Town Centre'). This includes changes of use from residential.**
- 2. Cultural uses, visitor facilities or recreational uses will be supported in locations outside of the Town Centre, only where it can be demonstrated that they cannot be accommodated within the Town Centre and providing there is no significant adverse impact on the amenities of residential properties or the open character of the countryside or the Peak District National Park.**
- 3. Live/work units will be supported within the defined Town Centre, providing the ground floor street frontage unit(s) remains in use(s) open to the public.**



### Whaley Bridge Defined Town Centre Boundary



High Peak Borough Council  
working for our community





### Interpretation:

The policy supports diversification. Suitable town centre uses include those in Use Class E (Commercial Business & Service). Indoor or outdoor facilities for younger people would particularly be welcomed.

Access and design requirements are set out in the design, transport and other policies later in this plan.

Facilities that can't be accommodated in the Town Centre could include those involving use of open land.

The intention is for this policy to augment Policy CF1, CF5 and E6 of the High Peak Borough Local Plan 2016.

## WB-G2 Community Facilities

1. **Community facilities and other uses open to the public will be supported within the defined Town Centre (see plan 'Defined Town Centre' on page 23). This includes changes of use from residential.**
2. **Community facilities will be supported in locations outside of the Town Centre, only where it can be demonstrated that they cannot be accommodated within the Town Centre and providing there is no significant adverse impact on the amenities of residential properties or the open character of the countryside or the Peak District National Park.**
3. **The loss of existing community facilities will only be supported where a similar or better facility is provided in close proximity, or it can be demonstrated that the use is no longer viable.**
4. **Outdoor spaces that support outdoor community events must be retained, in the following locations:**
  - **Wharf (previously Tom Brads) Car Park;**
  - **Yard to the west of the Whaley Bridge Canal Transhipment Shed;**
  - **Community car space to the north of the White Hart car park;**
  - **Whaley Bridge Bowling Club car park and green;**
  - **Whaley Bridge Cricket Club pitch and adjoining spaces;**
  - **Whaley Bridge Sports Pavilion;**
  - **Furness Vale Bowling Club;**
  - **Furness Vale COGS Field;**
  - **Memorial Park.**

### Interpretation:

The policy seeks to protect community facilities, including multi-use spaces that support occasional facilities such as community events.

Access and design requirements are set out in the design, transport and other policies later in this plan.

See page 23 for a plan of the Defined Town Centre

## WB-G3 Residential Development

1. **Residential development will be supported for the following locations, subject to meeting the requirements of other policies in this Neighbourhood Plan:**
  - a. **within the defined Whaley Bridge settlement boundary;**
  - b. **within the defined Town Centre, providing street-frontage ground floor units are in uses open to the public;**
  - c. **brownfield sites;**
  - d. **infill sites in the form of gaps in existing substantially built-up frontages.**
2. **Residential accommodation suitable for older people and those with limited mobility will be supported in suitable locations, taking account of local topography.**
3. **Self-build housing and community-led housing are encouraged, subject to meeting other requirements of this Neighbourhood Plan.**
4. **All new dwellings must include screened storage for bins and recycling, located away from the street frontage.**
5. **All new dwellings must include secure, covered cycle storage, proportionate in capacity to the size of the property, meeting the requirements of Policy WB-T1.**

### Interpretation:

The policy sets out sustainable locations for residential development, in addition to sites allocated in the Local Plan.

The requirement to consider topography recognises the difficulties for older people or those with limited mobility in negotiating steep slopes and steps.

In particular, the policy supports self-build or community-led residential schemes that are intended specifically to meet the needs of local people.

The policy ensures that all dwellings are supported by storage for bins and cycles. Storage space for cycles could be provided separately or be accommodated within suitable large garages.

The intention is for this policy to augment Policies S3 and H1 of the High Peak Borough Local Plan 2016. Policies EQ3, EQ4, EQ6, and H3 of the Local Plan deal with development within the open countryside and Green Belt.

### 3.3 Heritage-Led Regeneration and Conservation

#### **Purpose**

To protect Whaley Bridge's historic environment and support heritage-led regeneration. To realise the economic and community potential of the historic environment, whilst protecting it for future generations.

#### **Planning Rationale**

The NPPF Chapter 7 refers to the role that town centres play at the heart of local communities. Planning policies should define town centres and primary shopping areas and 'promote their long-term vitality and viability, allowing them to 'grow and diversify'. The role of residential development in supporting vitality is also highlighted.

This aim is somewhat compromised by recent changes to the Use Classes Order and permitted development rights, which allow for the loss of ground floor town centre uses and creation of dead frontages.

Chapter 11 deals with making effective use of land, stating:

*"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions ..."*

This includes promotion of mixed use to achieve environmental net-gain, using undeveloped land for alternative uses, using brownfield land and under-utilised land and buildings, use of airspace.

Chapter 16 of the NPPF Conserving and Enhancing the Historic Environment makes clear that:

*"plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats ..."*

This includes consideration of sustaining or enhancing heritage assets, wider social, economic and cultural benefits, contribution of new development, and character of place.

The following policies form a positive strategy, with a focus on development within the Whaley Bridge Conservation Area and protection of designated and non-designated heritage.

The Local Plan and Local Development Framework clearly establishes that the historic environment forms the basis of local character, plays an important role in the shaping of places and can help to create a sense of identity. This is particularly relevant to Whaley Bridge with its rich industrial heritage. With regard to Conservation Areas, the Local Plan emphasises that it is the overall quality of the area that justifies the designation and must be conserved, preserved and enhanced.

The Local Development Framework sets out in Policy L3 Cultural heritage assets of archaeological, architectural, artistic or historic significance where development would be appropriate and supports the conservation and enhancement of cultural heritage assets such as the Transshipment Shed.

Policies relevant to the Neighbourhood Plan include:

- Local Development Framework Policy L3 Cultural heritage assets of archaeological, architectural, artistic or historic significance.
- Local Plan Policy E 5 Regenerating an Industrial Legacy, EQ 6 Design and Place Making, and Policy EQ 7 Built and Historic Environment.

The Whaley Bridge Conservation Area Character Appraisal - adopted July 2008 identifies 6 key areas. The Heritage policy encompasses all of these areas; more specific policy for the Transshipment Shed and Canal area relate more directly to the identified area and its described character buildings. This policy seeks to inform and support the heritage-led regeneration of valuable assets within the Neighbourhood Area.

The AECOM Whaley Bridge Design Code document makes clear that commercial frontages, in particular within Whaley Bridge are an important character of the High Street. It acknowledges that:

*“Shop front and commercial design has an important role in strengthening appeal and enhancing the character and sense of place, as well as the quality of the retail experience. The Design Guidance for Shopfronts and Design Guidance for Signs should be referred to. Shop fronts should:*

- *Seek to enhance the traditional character of Buxton Road and the Whaley Bridge Conservation Area.*
- *Historic shop fronts should be retained, repaired or re-instated where possible.*
- *Maintain the rhythm of the individual buildings in the street.*
- *Be constructed in appropriate materials with appropriate finishes.*
- *Be well proportioned with close attention to architectural detail.”*

The character of the High Street in Whaley Bridge is also identified as a priority in the community engagement. Improving the look of the High Street was considered to be very important to 41% of respondents and important to 45% of respondents to the Community Questionnaire.

The character of the Whaley Bridge Conservation Area is based on historic layout and well-established townscape characteristics. Architecturally, it is diverse, based on a mix of vernacular characteristics, but also polite architecture (styles of architecture other than the vernacular), based more on national and international influences, which have changed over time. A common error in planning policy is to focus on the vernacular only, but this can be very harmful to historic environments.

Conservation Area status should positively support creative, site-specific design, rather than being a barrier, whilst also preserving buildings that contribute to its special architectural or historic interest and character.

Historic environments can help to make town centres more attractive, so can positively support regeneration and economic development. This is recognised in the following Heritage and Peak Forest Canal policies.

The Vision4Whaley Neighbourhood Plan, seeks to promote heritage-led regeneration of significant heritage assets and support the diversity and sustainability of the High Street and its uses. The Neighbourhood Plan identifies the Transhipment Canal and Basin as an opportunity to deliver this strategic aim of the Neighbourhood Plan.

The Neighbourhood Area also has a range of scheduled monuments and also non-designated heritage, which are also addressed in the following policies.

## WB-H1 Heritage

- 1. Extensions to historic buildings will be supported where they are of high quality and complement the character of the original building. This includes support for creative or green interventions that complement the character of the original building.**
- 2. The reinstatement of shop fronts or original features that have previously been lost will be supported.**
- 3. New or replacement shopfronts must be designed to complement the character of the building in question, including retention of historic features.**

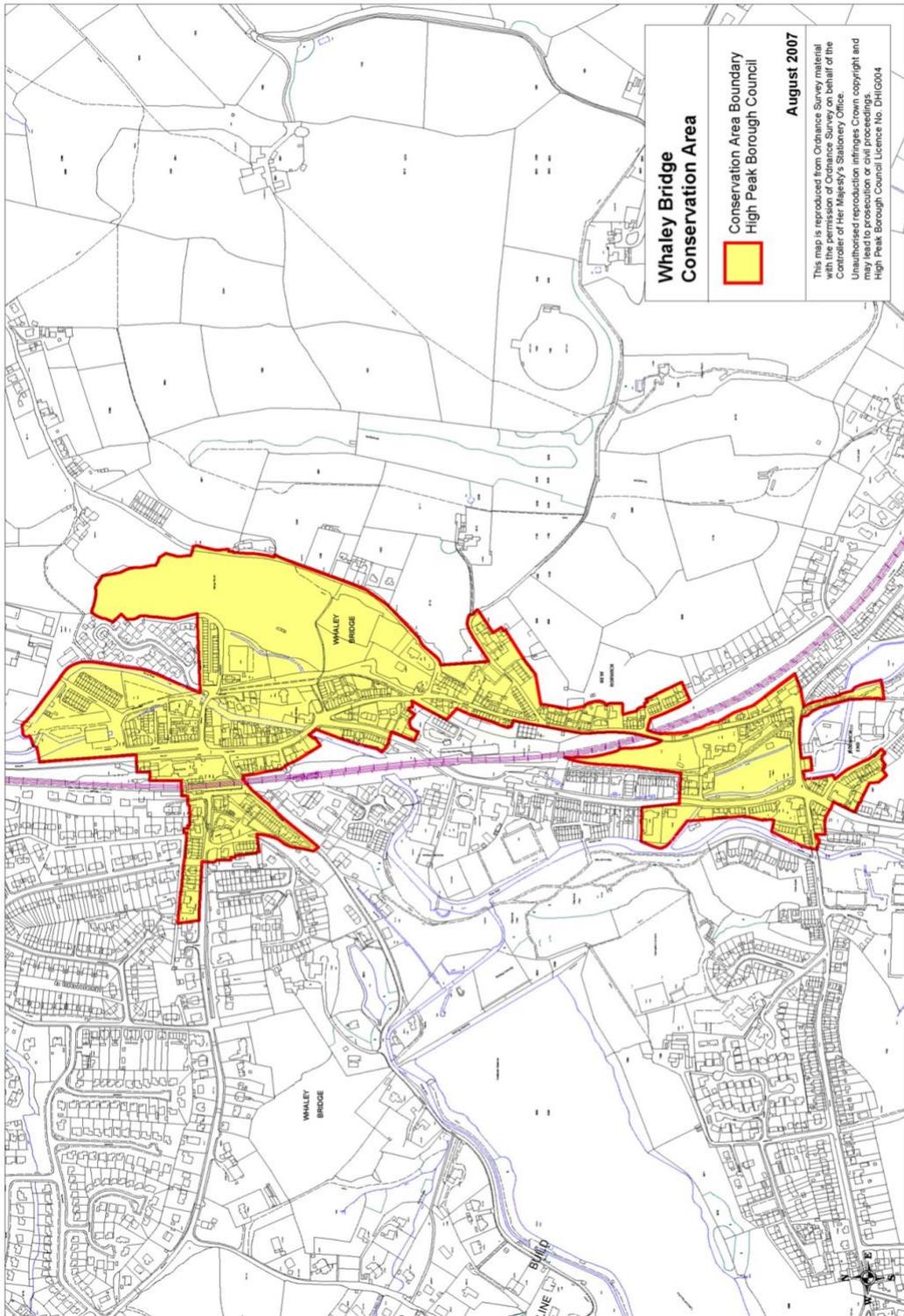
### Interpretation:

The policy provides general support for heritage-led regeneration. Creative or green interventions could include alterations and/or extensions. The policy encourages 'green' extensions, just as Policy WB-E1 does for new buildings.

Original features for shop fronts may include shop awnings.



Plan of Conservation Area



## WB-H2 Peak Forest Canal

1. **Development must not encroach into the canal waterway or towpath, unless this is essential for the operation and management of the canal.**
2. **Development adjacent to the canal corridor will be supported where it would promote, or cause no harm to:**
  - the recreational and other uses of the canal and towpath, including as a sustainable route for walking;
  - the ecology, wildlife habitats and biodiversity of the canal corridor.
3. **Development must not harm amenity, setting, safety or accessibility of the canal or towpath. Opportunities should be taken to enhance the amenity, setting, safety and accessibility of the canal and towpath.**
4. **Positive and active frontages must be provided to face the canal corridor. Servicing areas must be located away from the canal frontage and be screened.**

### Interpretation:

The policy relates to the use and setting of the canal. It seeks to ensure that development takes account of the high-level sensitivity of the canal and importance to the community and the visitor economy.

Recreational and other uses of the canal and towpath includes walking and cycling and water-based activity.

This policy augments and should be applied with Policies S6, EQ5, EQ8, CF6 of the High Peak Borough Local Plan 2016.

### WB-H3 Transhipment Shed and Canal Basin

- 1. The Transhipment Shed building, Canal basin and setting are key heritage assets in the area (see defined area on Transhipment Shed and Canal Basin plan) and their continuing use and development for community uses and as a visitor facility will be supported, where it preserves or enhances their heritage significance.**
- 2. Development adjacent to the defined area of the Transhipment Shed should preserve or enhance and cause no harm to its setting or links and access to the site.**

#### Interpretation:

The policy seeks to ensure that development takes account of the high-level sensitivity of the canal basin and importance to the community and the visitor economy.

Plan of Transhipment Shed and Canal Basin



Mon ID: MDR517  
 Name: Peak Forest Canal - Whaley Bridge arm  
 Type: CANAL  
 Summary: Canal branch opened 1800

Mon ID: MDR7685  
 Name: Whaley Bridge Wharf, Whaley Bridge canal arm  
 Type: CANAL, DOCK, BUILDING  
 Summary: Terminus of the Cromford and High Peak railway and the Whaley Bridge canal arm.

Mon ID: MDR9304  
 Name: Transhipment warehouse, Whaley Bridge Wharf  
 Type: CANAL WAREHOUSE  
 Summary: Early canal warehouse of 1801 (reduced in height in 1916), with a single storey extension to the south constructed in 1832.

Mon ID: MDR7889  
 Name: The Cromford & High Peak Railway - general record  
 Type: RAILWAY  
 Summary: The Cromford & High Peak Railway was built 1826-31 with later deviations to improve the route. Some 17 miles of the track can now be followed as a footpath.

Mon ID: MDR9306  
 Name: Canal Cottage, Whaley Bridge  
 Type: CANAL WORKERS COTTAGE, STABLE  
 Summary: Canal Cottage and former stable block originally associated with the Cromford and High Peak Railway

**Whaley Bridge Canal Basin, as defined in the Neighbourhood Plan**

### 3.4 Environment and Climate Change

#### **Purpose**

To protect Whaley Bridge's environment and promote high-quality, sustainable and creative design.

#### **Planning Rationale**

Chapter 8 of the NPPF makes clear that planning policies should aim to achieve 'healthy, inclusive and safe places ...'. This includes promoting social interaction, being safe and accessible, and enable and support healthy lifestyles.

Policies should also make provision for shared spaces and community facilities and guard against loss of valued facilities and services.

Local Green Space, including criteria for designation, is dealt with in Paragraphs 100-103.

Achieving well-designed places, in chapter 12, identifies that design considerations include function, adding to the quality of the area, visual attractiveness, effective landscaping, being sympathetic to local character and history, not discouraging innovation and change, maintaining strong and distinctive sense of place, optimising site potential, and making safe, inclusive and accessible places.

*"plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable ..."*

*"... Neighbourhood Planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and engaging in the production of design policy, guidance and codes by local planning authorities and developers ..."*

The National Design Guide (2021) establishes that well-designed places have ten characteristics. These are context, nature, identity, use, resources, movement, built form, public space, homes and buildings and lifespan.

The NPPF makes clear in chapter 14 Paragraph 152:

*"the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change."*

This includes consideration of flood risk, resilience to climate change, and promoting a low carbon economy.

Chapter 15 Conserving and enhancing the natural environment makes clear that planning policies should protect and enhance valued landscapes, intrinsic character and beauty of the landscape, habitats, and provide net gains in biodiversity.

This includes consideration of protection of valued landscapes, intrinsic character, biodiversity net-gain, pollution, mitigation.

The Local Plan values the natural environment, for its many wide-ranging benefits. It places great emphasis on the protection, enhancement and restoration of the landscape character, broadly described in the Neighbourhood Area as a combination of enclosed moorland, settled valley pastures and riverside meadows.

The green infrastructure strategy aims through partnerships to develop, enhance and protect biodiversity and green infrastructure. The policies in the Vision4Whaley Neighbourhood Plan join that strategy with local and specific opportunities. These are shown in detail in the Whaley Bridge Wildlife Corridor plan (page 45) and the Whaley Bridge Wildlife Corridor Potential Improvements plan (page 46)

The Neighbourhood Area includes a number of locally important wildlife and geological sites. The Local Plan policies map indicates in the Neighbourhood Area there are:

- Ancient Woodland
- Regionally Important Geological Site
- Local Nature Reserves
- Local Wildlife Sites
- Site of Special Scientific Interest

These are highly valued by the local community for their natural beauty and biodiversity value. This is strongly evidenced through the community engagement.

In respect of placemaking and design the Local Plan supports the transition to low carbon development. It emphasises the importance of designing climate resilient places for future generations to enjoy through locally distinctive good design. This includes encouraging the re-use of existing buildings, which is a theme across the Vision4Whaley Neighbourhood Plan.

Key elements of the local plan policies require development on the edge of settlements to be of high-quality design, this is articulated within locally specific policies for smaller settlements and broader design principles for the Neighbourhood Area. This ensures the transition between built form and the open countryside is softened through landscaping and reflected through density to edge of settlement, which loosens in grain. These elements are evidenced through the AECOM Whaley Bridge Design Code.

The Local Development Framework recognises the challenges of mitigating the effects of climate change. It encourages adaptation, including exploring energy generation from renewal sources such as hydro-power. Balancing the need for change to ensure climate resilient natural landscapes, it emphasises the protection and enhancement of National Park.

Relevant policies to the Neighbourhood Plan include:

- Local Development Framework Policy: L1 Landscape character and valued characteristics, L2 Sites of biodiversity or geo-diversity importance, L3 Cultural heritage assets of archaeological, architectural, artistic or historic significance, CC1 Climate change mitigation and adaption, and CC2 Low carbon and renewable energy development.

- Local Plan Policy: E 5 Regenerating an Industrial Legacy, EQ 1 Climate Change, EQ 2 Landscape Character, EQ 3 Rural Development, EQ 4 Green Belt Development, EQ 5 Biodiversity, EQ 6 Design and Place Making, EQ 7 Built and Historic Environment, EQ 8 Green Infrastructure, and EQ 9 Trees, woodland and hedgerows.

The transition into the open countryside, edge of settlement and wider visual impacts of development were a key issue identified through community engagement. The AECOM Whaley Bridge Design Code identified that:

- Boundaries should be softened with vegetation to offer a smooth transition into the surrounding landscape of the Goyt Valley.
- Development edges should be designed to have a minimal impact on the rural character of the countryside.
- Appropriate landscaping treatments should be adopted.

This is echoed in the High Peak Design Guide 2018, which states *“Rear view boundary treatments are important, and should ‘fade out’ to the landscape. Trees and hedgerows are slow growing in the High Peak so their retention is encouraged”*.

The Community Questionnaire also provides a clear insight into the priorities of the wider community with 67% of respondents to the Household Questionnaire welcoming the encouragement of people to use recycling points more and also the introduction of sustainable shopping options (also 67%) (Question 26).

In relation to building in context and local character 90% of respondents to the Community Questionnaire thought that ensuring development is in harmony with the local character and landscape was Very Important (60%) or Important (30%) (Question 12).

Boundary treatments were also a key aspect of community engagement with Hedgerows, Mature Trees and Stone Walls considered to be very important features to over 72% of all respondents of the Community Questionnaire (Question 40).

83% of respondents strongly agree that access to waterways, including the canal, riverbanks and ponds is important (Question 34). This demonstrates the importance of blue infrastructure within the Neighbourhood Area.

Planting native trees, restoring habitats, and planting wildflower verges were considered to be the top three ways the town could seek to preserve and protect nature and wildlife in the area (Question 42). These could all contribute to the biodiversity net gain of the Neighbourhood Area.

The proximity to the open countryside, Peak District National Park, and range of designated natural landscape assets instil a strong sense of connection between those who live and work in the Neighbourhood Area and their surroundings. This is clear from the public engagement exercises carried out by the Town Council, identifying the importance of green and blue infrastructure and Local Green Space.

The following policies provide protection for the various kinds of green space and green infrastructure, as part of the plan’s wider strategy for sustainable development and

growth.

Local Green Spaces are important for environmental quality, sense of place, recreational opportunities and good physical and mental health. They help to create the kind of places in which people want to invest, live, work, and spend leisure time. The Local Green Space policy designates these in the Neighbourhood Area.

The policies on design address a range of urban design factors, to ensure that new housing and other kinds of development are sustainable. The policies have been informed by the Design Council's 'Buildings for Life' and other guidance documents.

Policy 'Minor Villages and Settlements' sets clear design principles, based upon local characteristics to inform any future development, ensuring a coherent approach to placemaking that responds to local context. This has been informed by the AECOM Whaley Bridge Design Code.

## WB-E1 Sustainable Design

- 1. Development must be well-designed, locally distinctive to Whaley Bridge and sustainable, meeting the following requirements of this policy in a way that is proportionate to the nature and scale of the development.**
- 2. Development must complement the townscape character and topography of the site and context and wider Whaley Bridge area in terms of scale, height, massing, roofscape, set-back from the road, spacing of properties, and the pattern of front and rear gardens.**
- 3. Development should enhance the architectural diversity of the area, avoiding excessive uniformity.**
- 4. Schemes should incorporate high quality and well-functioning green infrastructure and public realm as an integral part of the design and layout.**
- 5. The layout of development must prioritise pedestrian convenience, permeability, and safety, including by providing connections to surrounding paths.**
- 6. The design and layout of development must present active frontages to streets and spaces, to provide natural surveillance. Development that presents extensive blank elevations or enclosures to streets and spaces will not be supported.**
- 7. The use of local, recycled or low-embodied-energy materials will be supported.**
- 8. Innovative and creative design solutions for new-build or extensions are encouraged, especially where they incorporate superior environmental performance. This includes new build or extensions in the conservation area or affecting listed buildings, where the requirements of WB-H1 are met.**
- 9. Development must include positive design features to reduce carbon impact.**

### Interpretation:

The policy places emphasis on quality of green infrastructure and public realm. This is intended to prevent development based on highway hierarchies and standard house layouts, with little consideration of quality of place or pedestrian convenience.

Townscape is a common urban design term relating to the urban form and built character or towns and villages. It relates to the collective built and spatial character of buildings, streets and spaces.

The policy does not seek to curb creativity or require stylistic copying, but to ensure that development complements the townscape character of Whaley Bridge. This allows modern interpretations of local character.

Local materials would include gritstone, limestone, use of stone lintels and stone flag roofing, as evidenced in the Design Codes report. Timber boarding and render are not characteristic to the area.

Ways of building green can include:

- use of efficient heating and cooling systems, or design to reduce dependency on heating and cooling systems;
- superior insulation properties and airtightness;
- natural ventilation and air flow (for warmer months) to help avoid over-heating;
- use of local, low-embodied energy, recycled and recyclable materials;
- living (green) walls or roofs;
- orientation to maximise passive solar gain;
- rainwater capture, storage and reuse (grey water);
- use of LED or other low wattage lighting;
- bins for recycling;
- flexible spaces and layouts to accommodate changing demands;
- retention of existing landscape features, landform and green infrastructure;
- use of traditional hedges for boundary treatments;
- use of native species in planting;
- features to support wildlife such as bat boxes, bird boxes, bird bricks, hedgehog gaps in fences.

## WB-E2 Minor Villages and Rural Settlements

1. **Development in Taxal must complement its character as a small rural hamlet, taking account of the following key characteristics:**
  - Taxal Church as a focal point;
  - Building clusters;
  - Narrow rural lanes, often without pavements;
  - Combination boundary treatments comprising hedges and mature trees or low-stone walls;
  - Mix of one and two storey typical heights;
  - Stone buildings.
  
2. **Development in Fernilee must complement its character as a small rural village, taking account of the following key characteristics:**
  - Fernilee Church as a focal point;
  - Loose low-density layout based on larger detached properties and short rows of terraced housing;
  - Gaps in the built form, allowing views to the wider landscape;
  - Stone buildings.
  
3. **Development in Horwich End must complement its character, taking account of the following key characteristics:**
  - Properties at the rear of the pavement or set back from the edge of pavement behind small front courts;
  - Terraced housing following the contours/topography of the land;
  - Typically, stone or stone fronted buildings and brick;
  - Low stone boundary walls;
  - Predominantly two-storey to the road frontages, some with three storeys to the rear due to topography.
  
4. **Development in Bridgemont must complement its character, taking account of the following key characteristics:**
  - Linear in form;
  - Predominantly two-storey to the road frontages, some with three storeys to the rear due to topography;
  - Properties set back from the edge of pavement behind small front courts or gardens;
  - Typically, stone buildings, with stone or slate roofs and chimneys.

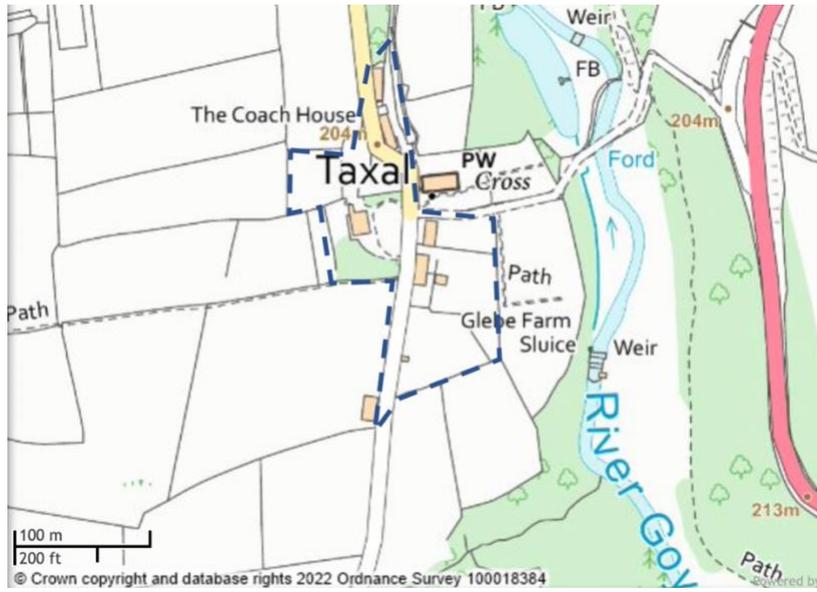
### Interpretation:

This policy should be applied in combination with the Sustainable Design Policy. Bridgemont is entirely within the Green Belt. Parts of Taxal and Fernilee are in the national park.

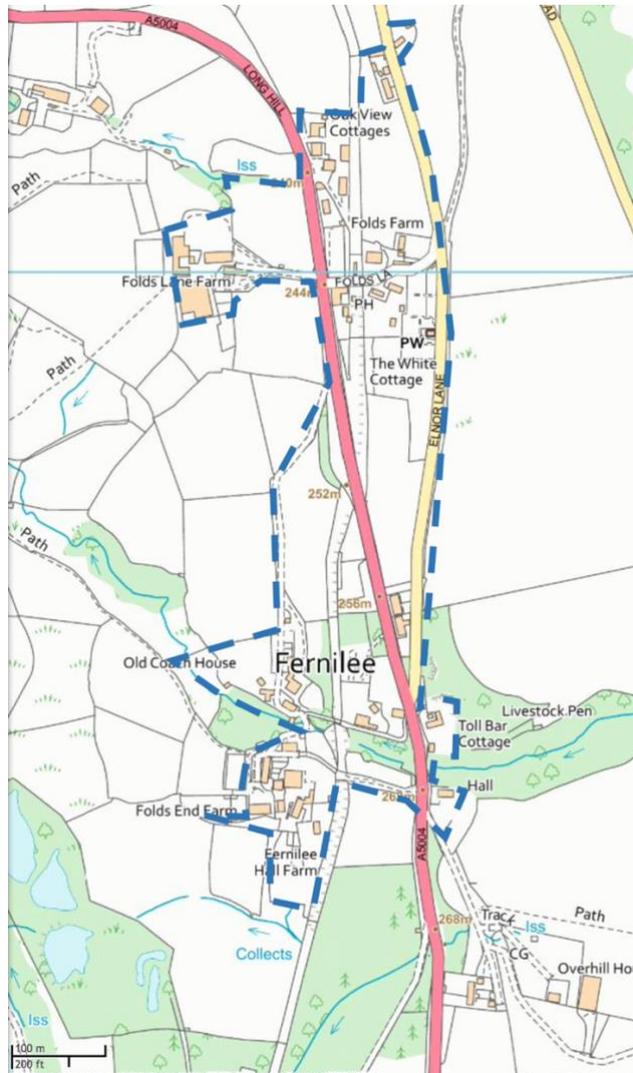


## Plans of Settlement Areas

### Taxal

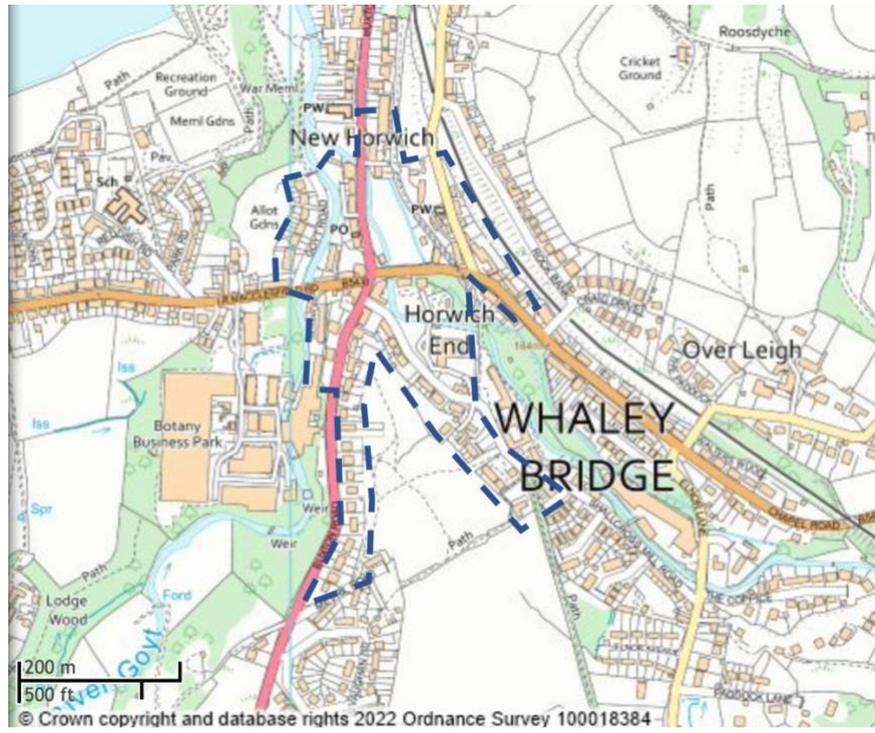


### Fernilee

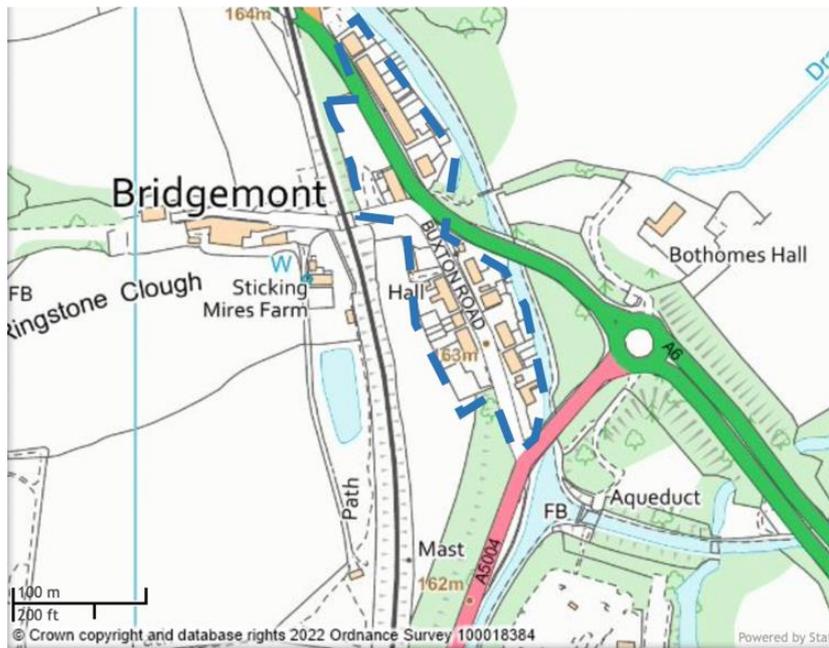




### Horwich EnD



### Bridgemont



### WB-E3 Natural Environment

- 1. Development must preserve or enhance and not harm the rural and open landscape character of the area, including the Peak District National Park and its setting.**
- 2. Development must enhance and have no adverse impact on the area's extensive tree canopy and woodlands.**
- 3. Development must have no overall adverse impact on ecology, wildlife habitats or biodiversity. Any specific adverse impacts must be balanced by positive features in development to enhance ecology and wildlife habitats.**
- 4. Development should take opportunities to enhance Whaley Bridge's ecology and wildlife habitats and must create biodiversity net gain.**
- 5. For trees and planting, native species that occur locally or other species with high biodiversity value should be used, taking account of bio-security.**

#### Interpretation:

The policy seeks to ensure that any negative impacts on the natural environment are minimised and also balanced by positive features within the scheme.

The Whaley Bridge Wildlife Corridor plan – Potential Improvement Areas may be useful in responding to the policy.

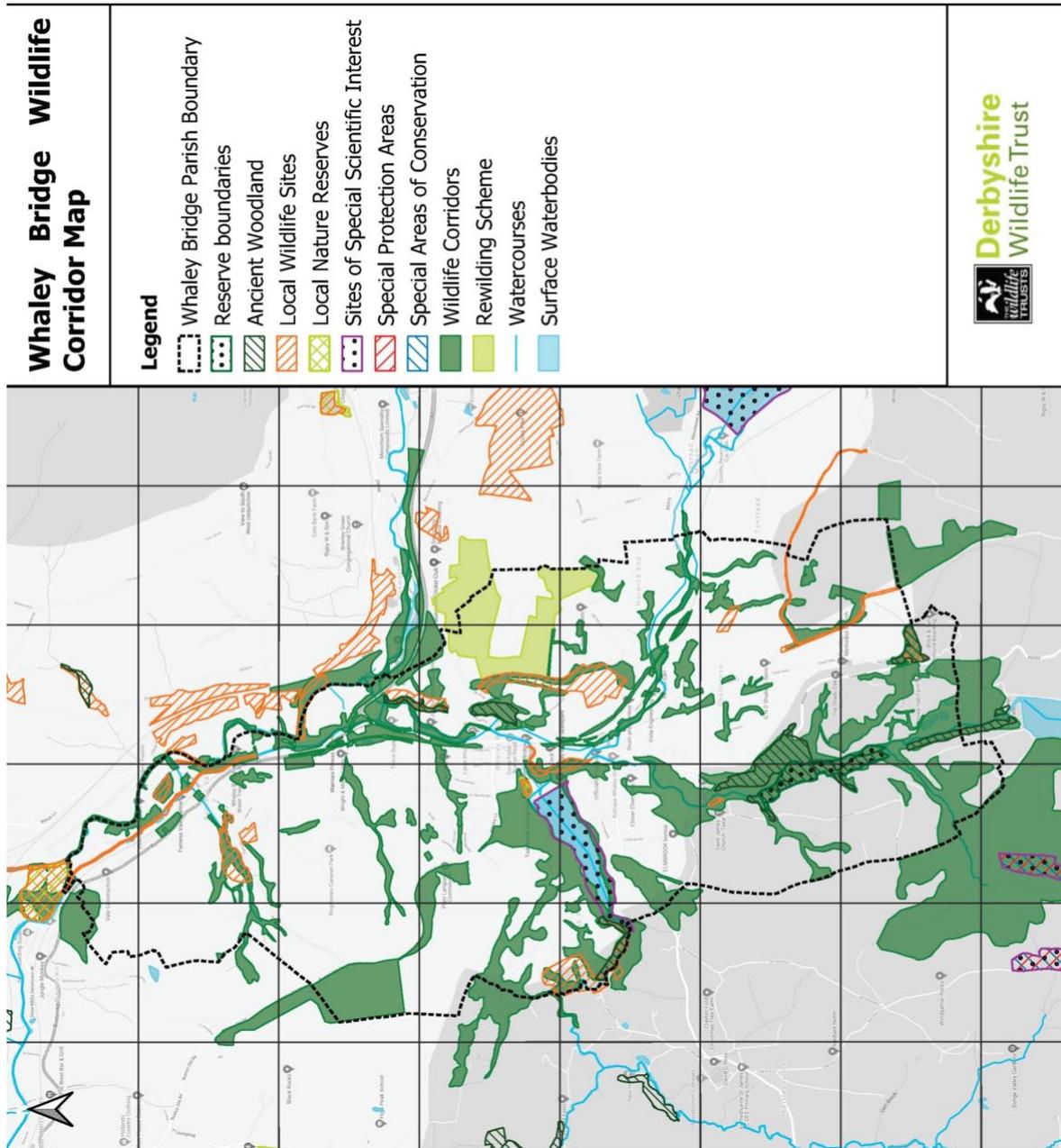
Features to enhance wildlife could include bird or bat bricks or gaps in fencing for hedgehogs. Local species include Otters, Bats, Hedgehogs, Water Vole, Badgers, BAP Fish, Black Poplar, Swifts.

The policy augments Policy EQ9 of the High Peak Borough Local Plan 2016

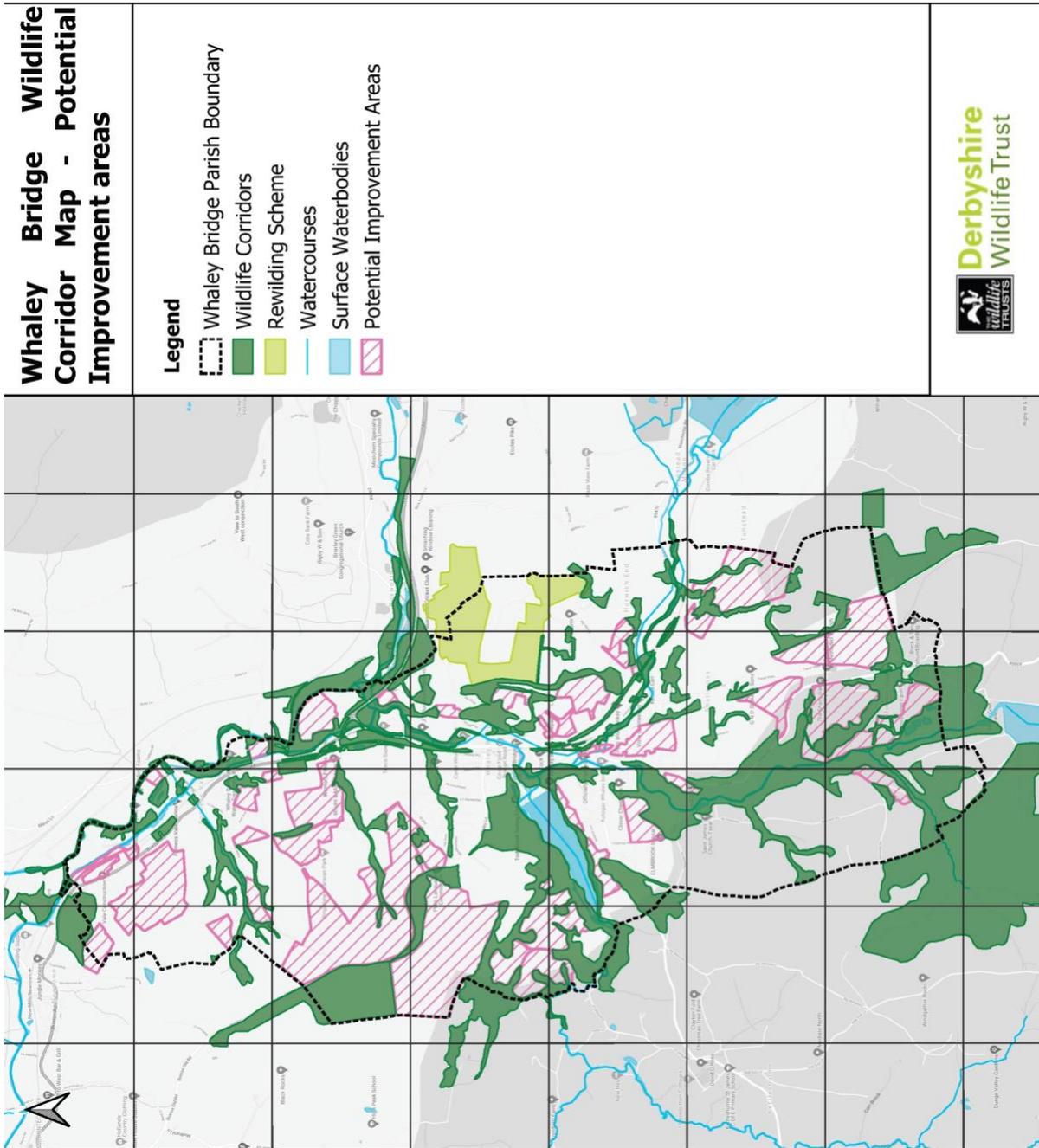
Biosecurity encourages a diverse planting to provide improved habitat and greater disease resistance.

Trees can help to reduce flooding, improve air quality, reduce noise, mitigate the urban heat island and provide biodiversity net gain. Refer to Residential Development and Trees – A Guide for Planners and Developers (Woodland Trust, 2019).

Whaley Bridge Wildlife Corridor Plan



Whaley Bridge Wildlife Corridor Potential Improvements Plan



### WB-E4 Rural and Landscape Character

- 1. Boundary treatments must complement the rural and historic character of the area and support will be given to boundary treatments comprising native species hedges, stone walls or other local vernacular materials.**
- 2. Development on the edge of settlements must include landscaping and natural boundary treatments to create a soft transition between the built and rural areas.**
- 3. Development must take account of the area's topography and must avoid harmful visual impacts on the wider rural area, including long-distance views.**
- 4. Development should take opportunities to enhance and have no adverse impact on views along the Goyt Valley.**

#### Interpretation:

In applying the policy, particular attention should be paid to the scale and massing of development, screening, and visibility over the wider area.

## WB-E5 Green Infrastructure

- 1. Development must not encroach onto the area's footpaths, cycleways or green routes, including the Shallcross Incline, The Linear Park and Whaley Bridge Incline. Development adjacent to footpaths, cycleways or green routes must have no adverse impact on their safety, amenity or accessibility.**
- 2. Development should take opportunities to enhance green infrastructure or provide new green infrastructure.**

### Interpretation:

Planning Practice Guidance states that green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies." Planning Practice Guidance (Natural Environment section on green infrastructure Paragraph: 004 Reference ID: 8-004-20190721).

## WB-E6 Local Green Space

### 1. The following spaces are designated as Local Green Space:

- LGS1: Roosdyche, New Horwich Road**
- LGS2: Whaley Bridge Linear Park**
- LGS3: Fernilee Chapel churchyard, Elnor Lane**
- LGS4: Shallcross Wood**
- LGS5: Furness Vale Bowling Green, Sports Court and Playground**
- LGS6: Whaley Bridge Cricket Pitch, New Horwich Road**
- LGS7: Shallcross Incline Greenway, Shallcross Road**
- LGS8: Taxal Churchyard, Whiteleas Road**
- LGS9: Whaley Bridge Incline**
- LGS10: Brookfield Pond, Reservoir Road**
- LGS11: Wooded area to north of Jodrell Road Play Area, Jodrell Road**
- LGS12: Land to the north of Meadowfield, Stoneheads Rise**
- LGS13: Furness Vale School Garden, Coachman's Lane**
- LGS14: Green at centre of Orchard Road, Orchard Road**
- LGS15: Carr Field Horwich End, Buxton Road**
- LGS16: Taxal Beeches, Taxal Moor Road**

### 2. Development must not encroach onto Local Green Space or harm its community value amenity, accessibility or safety, unless it comprises very small-scale development and:

- It relates to the community value and use of the space;
- It does not harm the open or green character of the space.

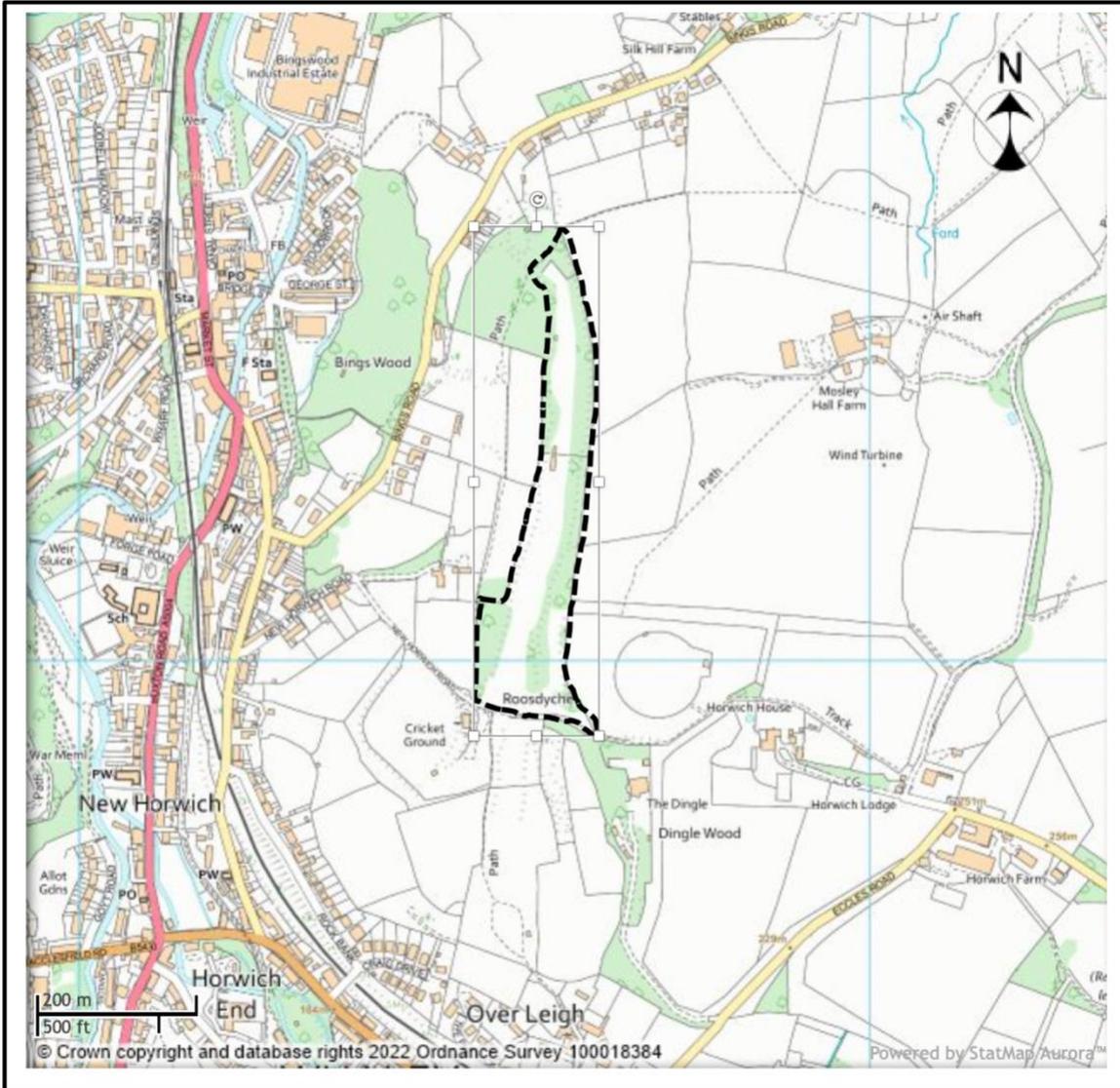
### Interpretation:

The NPPF states that Local Green Space has similar protection to green belts. However, it should be appreciated that the purposes for green belts and Local Green Space are quite different.

The purpose of green belt is to prevent urban sprawl and the coalescence of towns. This is very different to Local Green Space designation, which protects land that is demonstrably special to the community it serves.

The following plans show the boundary of each individual LGS designation. Detailed assessment of the special community value is contained in the Local Green Space Report. All plans have North at the top of the page.

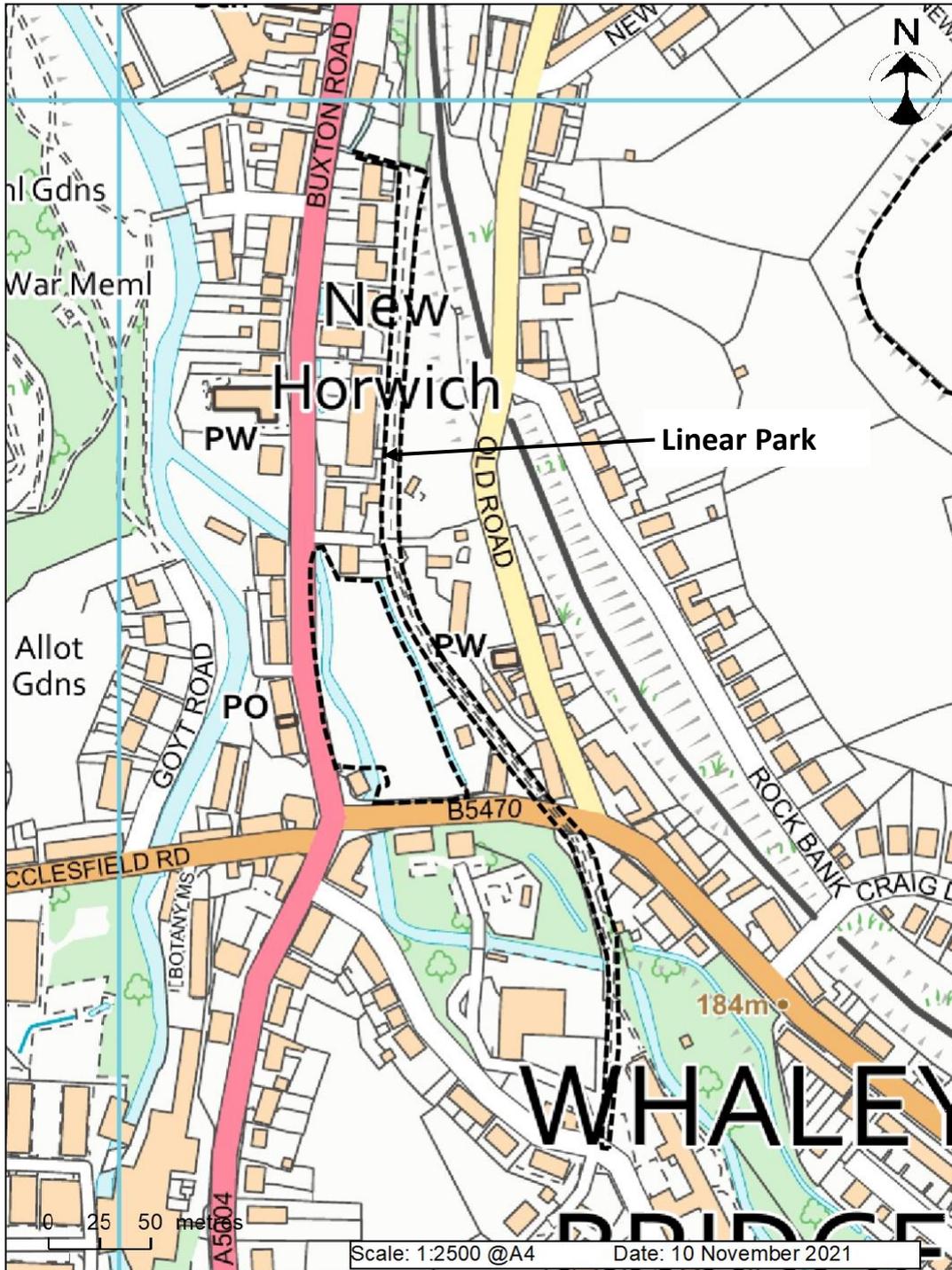
# LGS1 - Roosdyche



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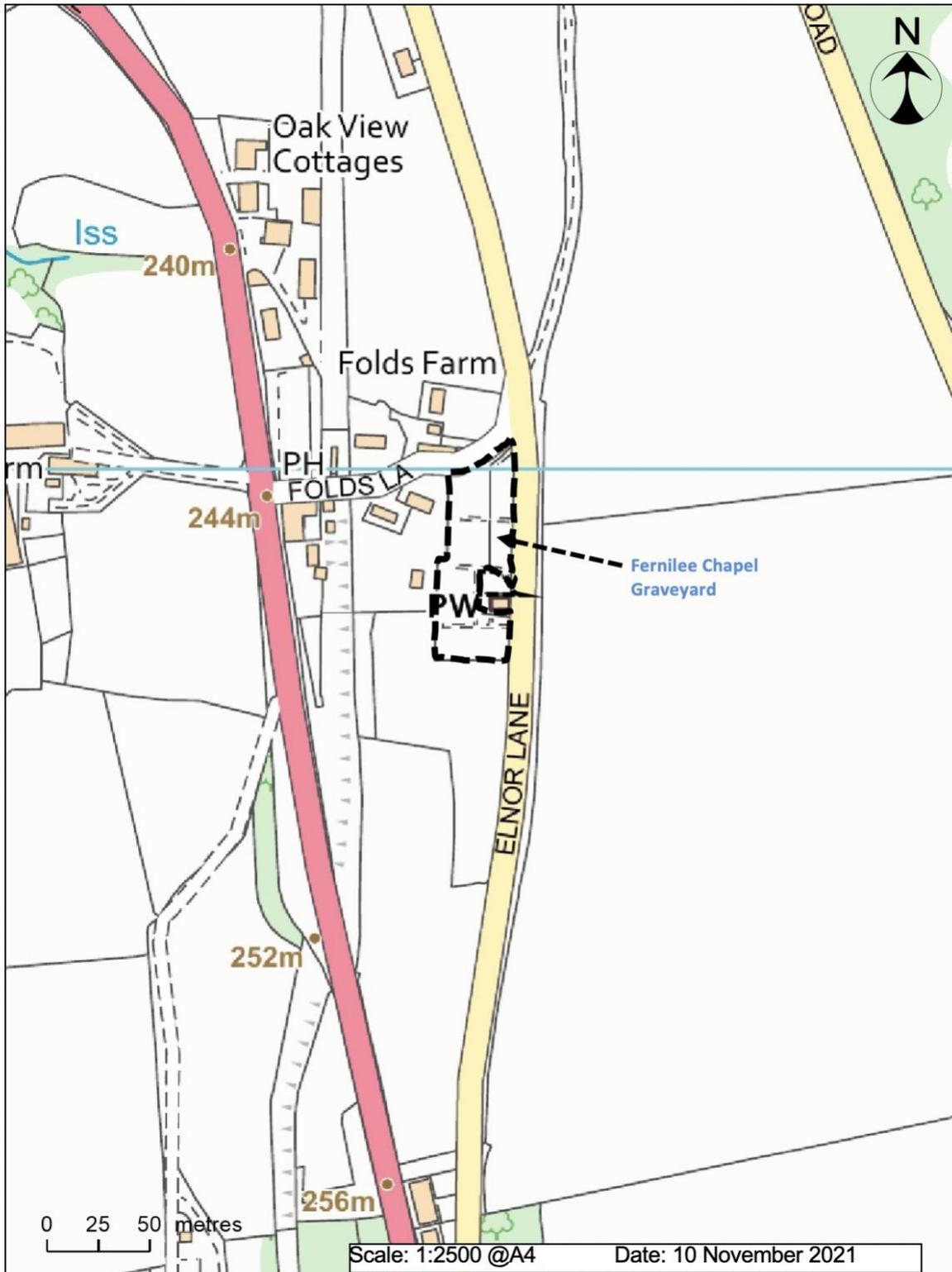
Date: 11 May 2022

**LGS2 - Whaley Bridge Linear Park (old C&HP railway)**



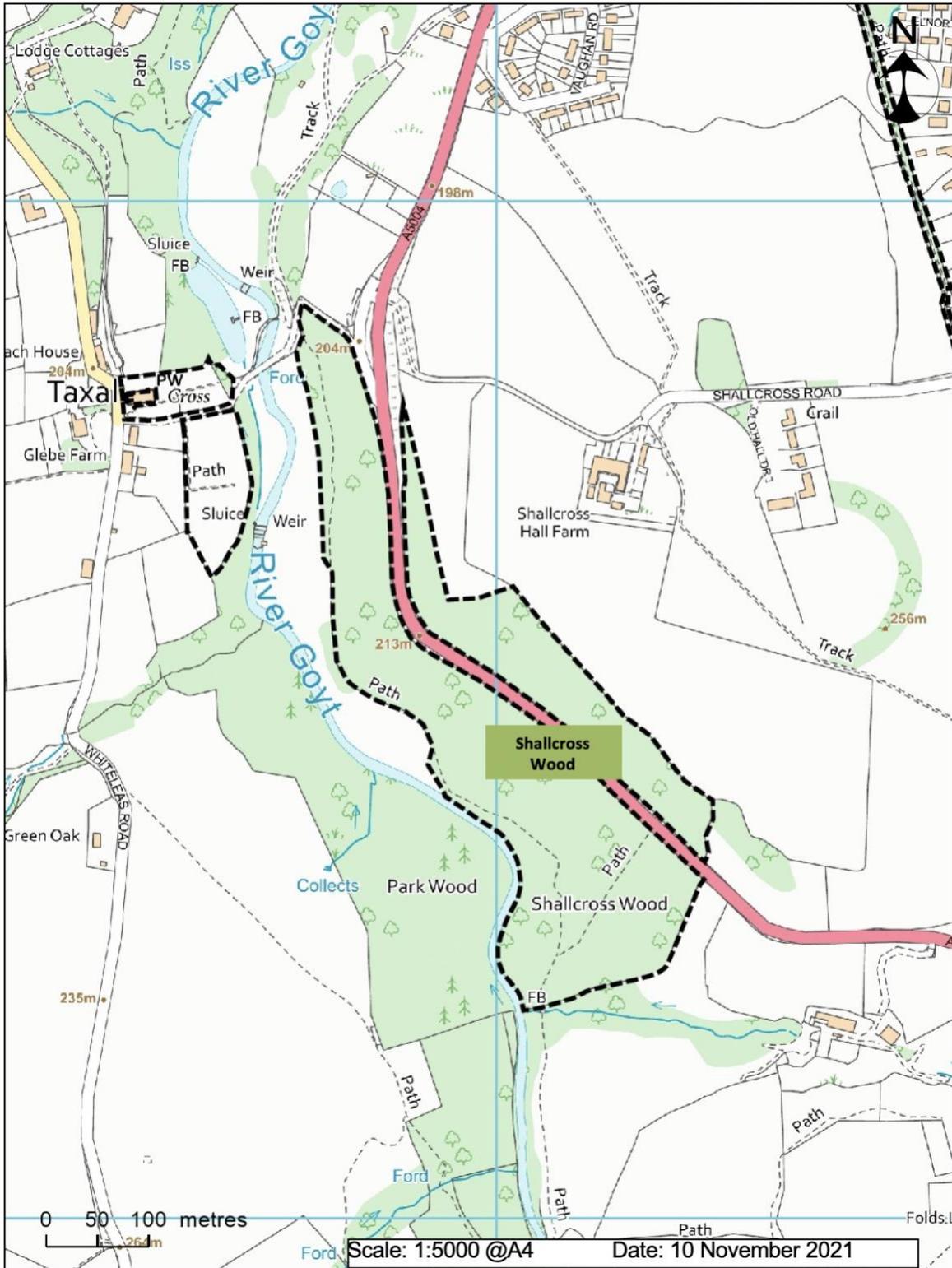
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### LGS3 - Fernilee Chapel Graveyard



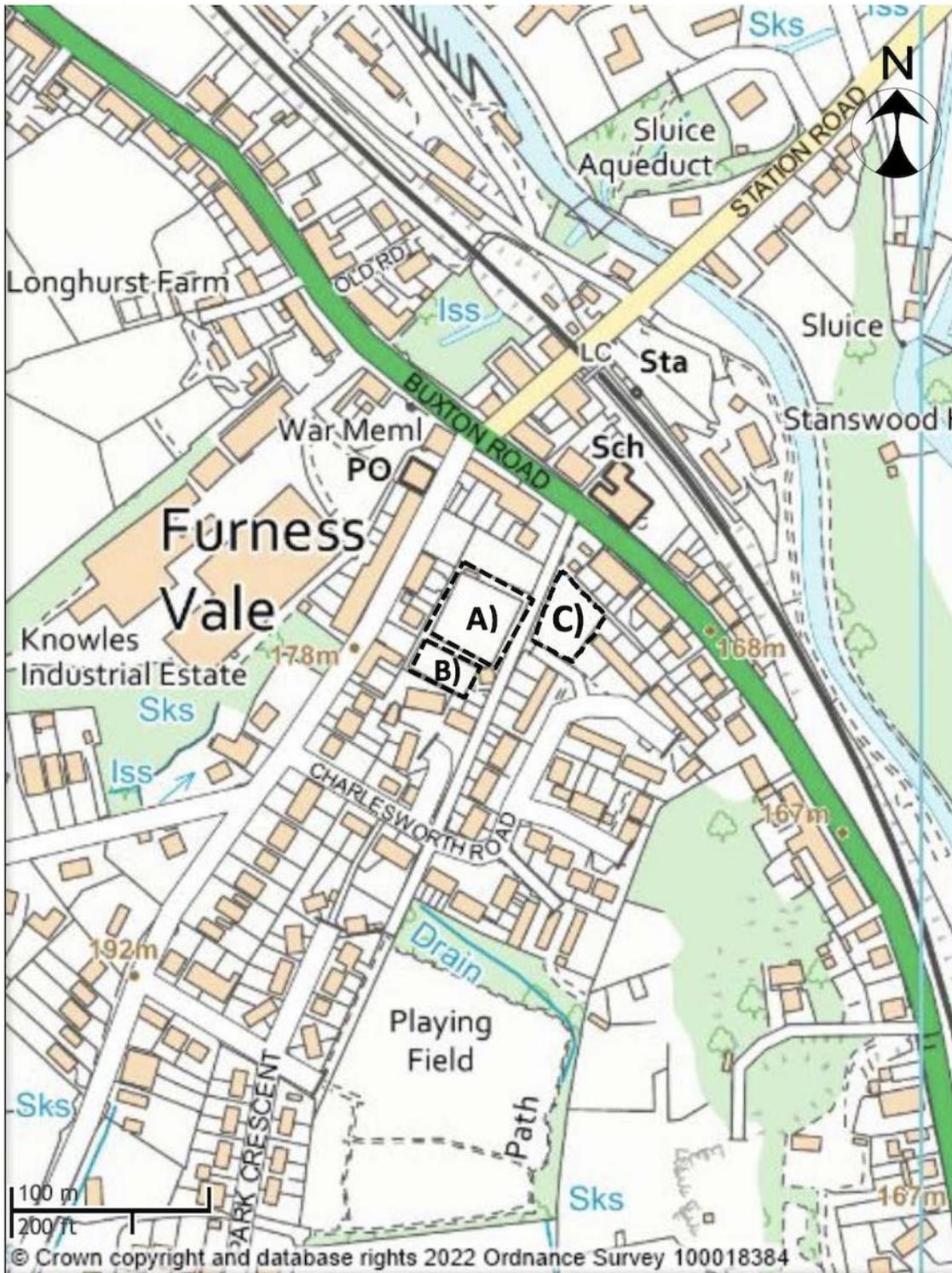
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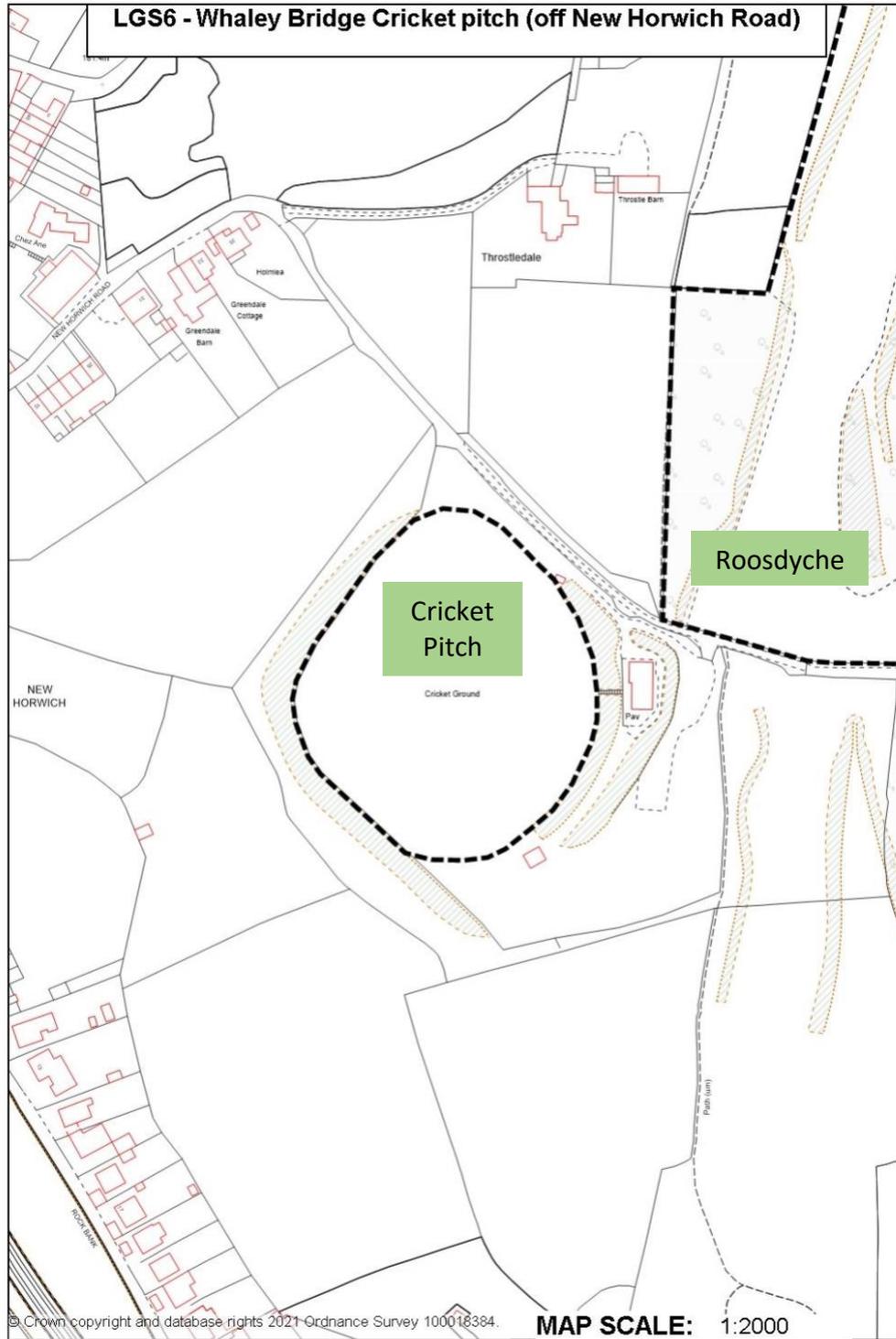
### LGS4 - Shallcross Wood

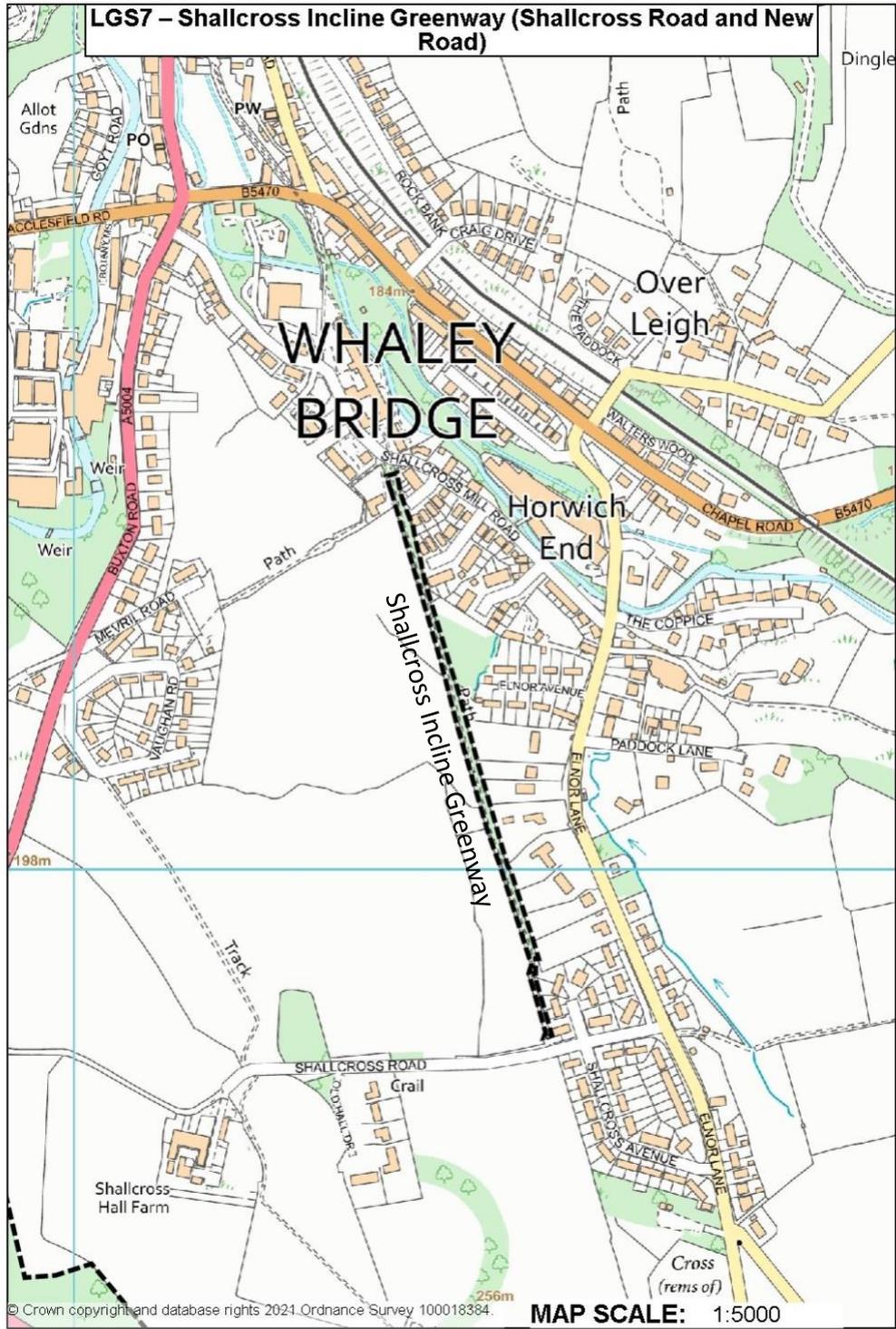


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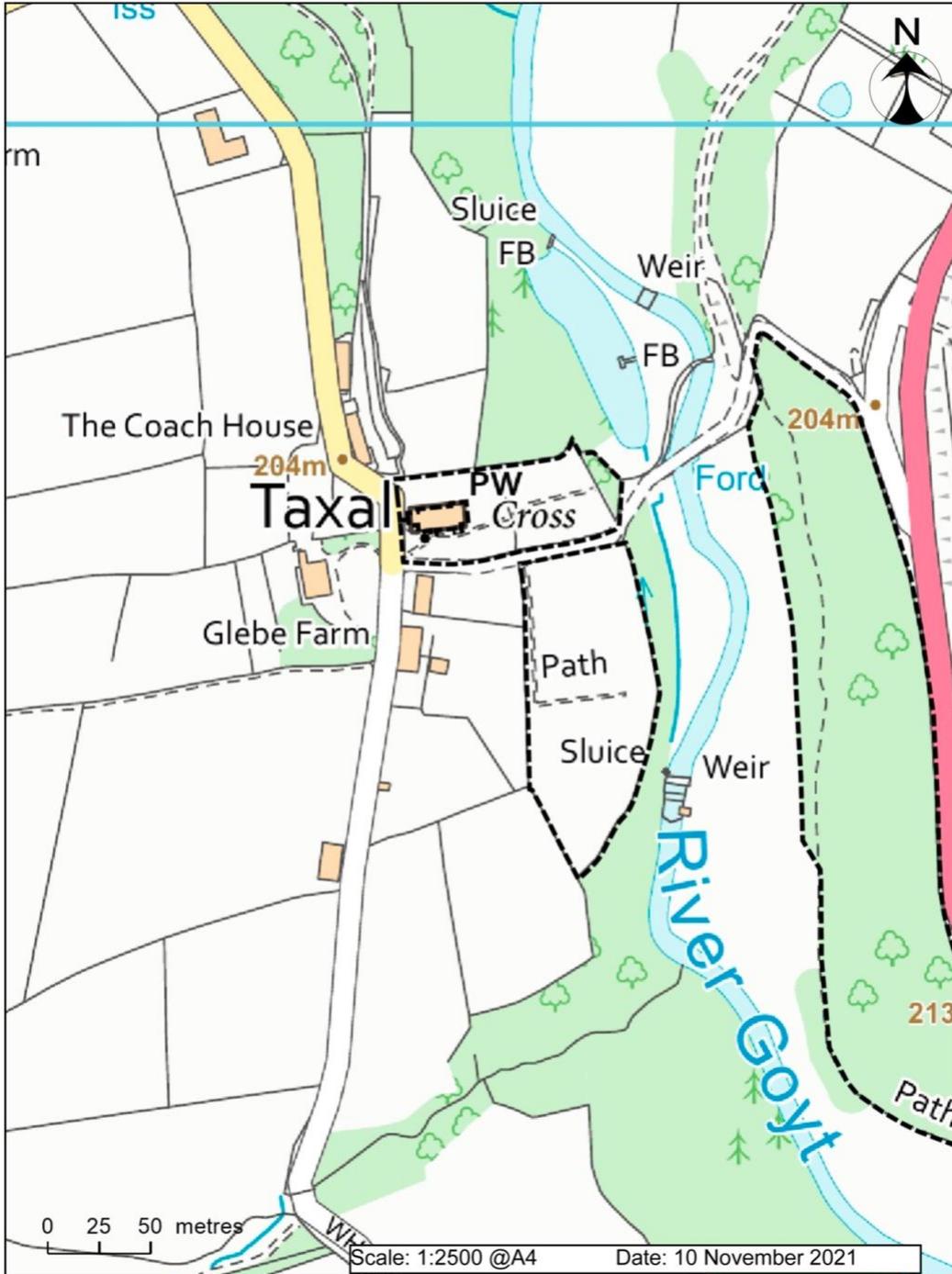
LGS5 – A) Furness Vale Bowling Green, B) Sports Facility and C) Playground







LGS8 - Taxal Churchyard

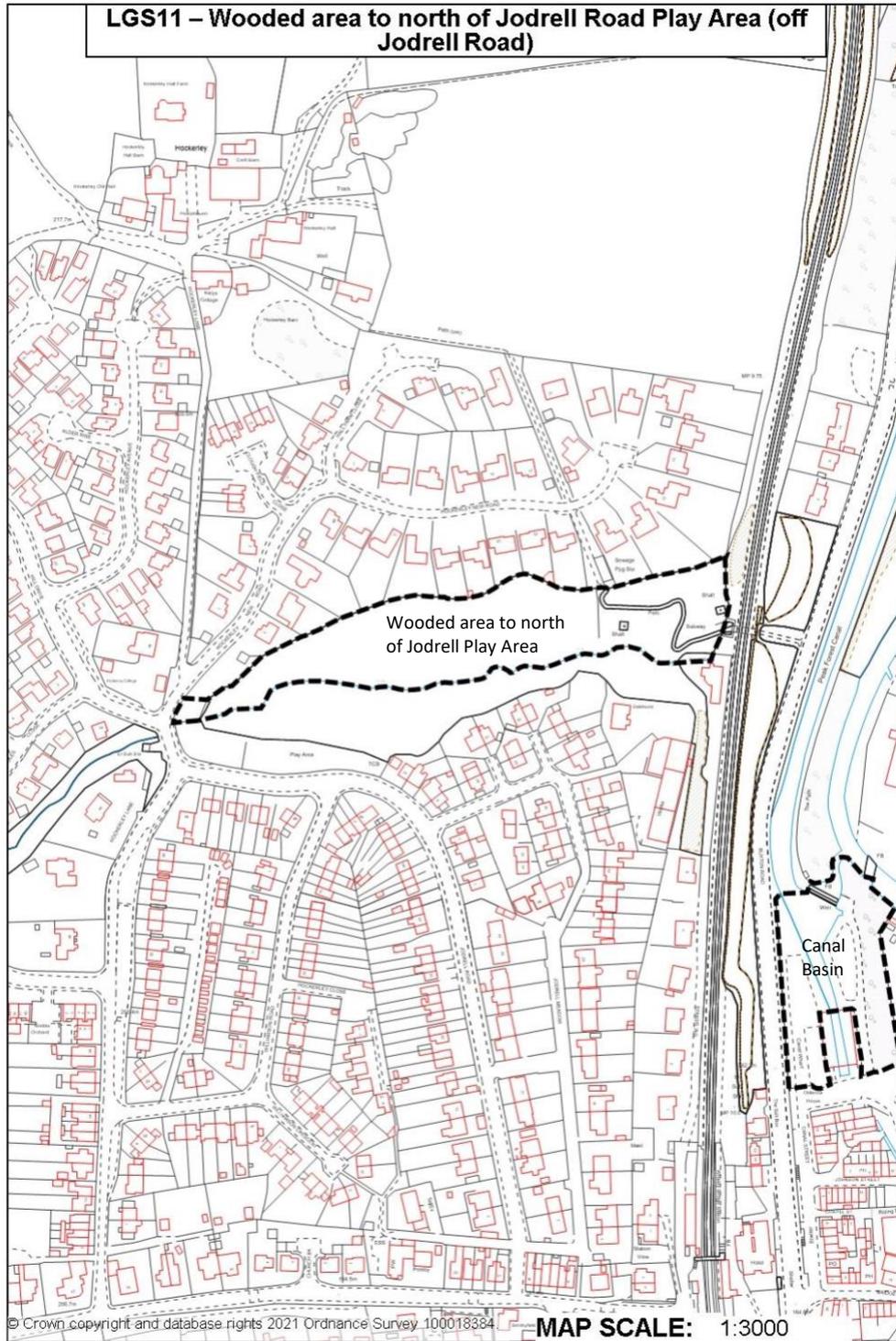


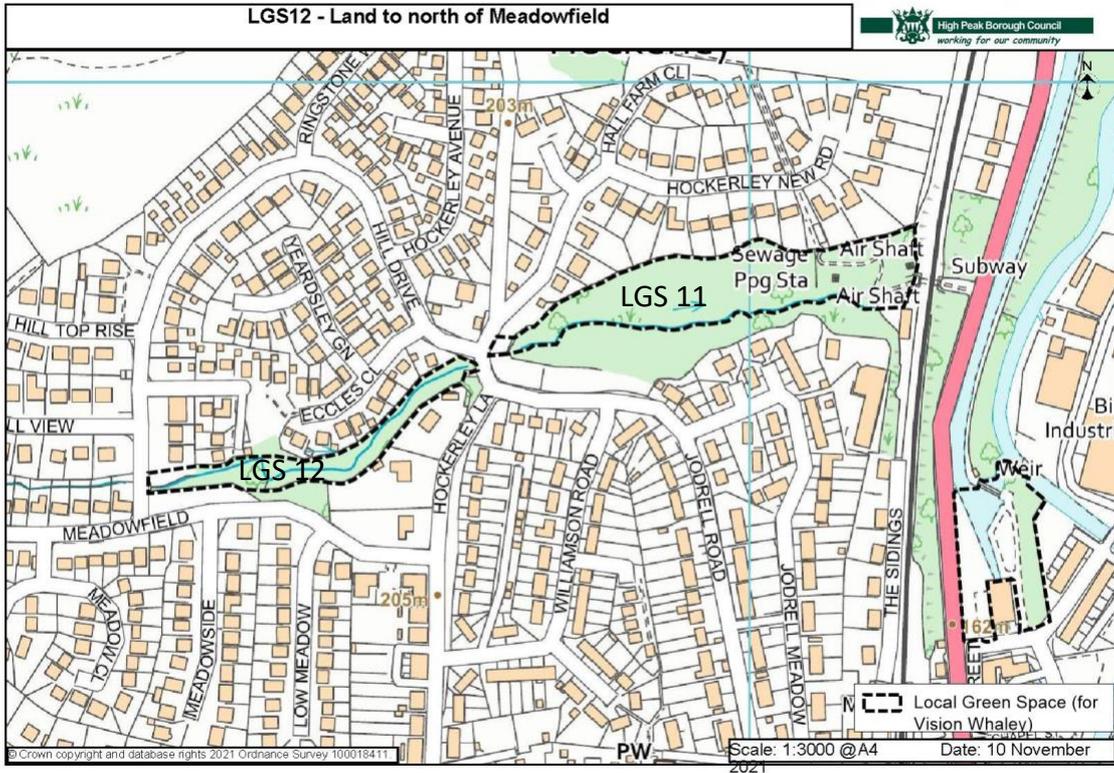
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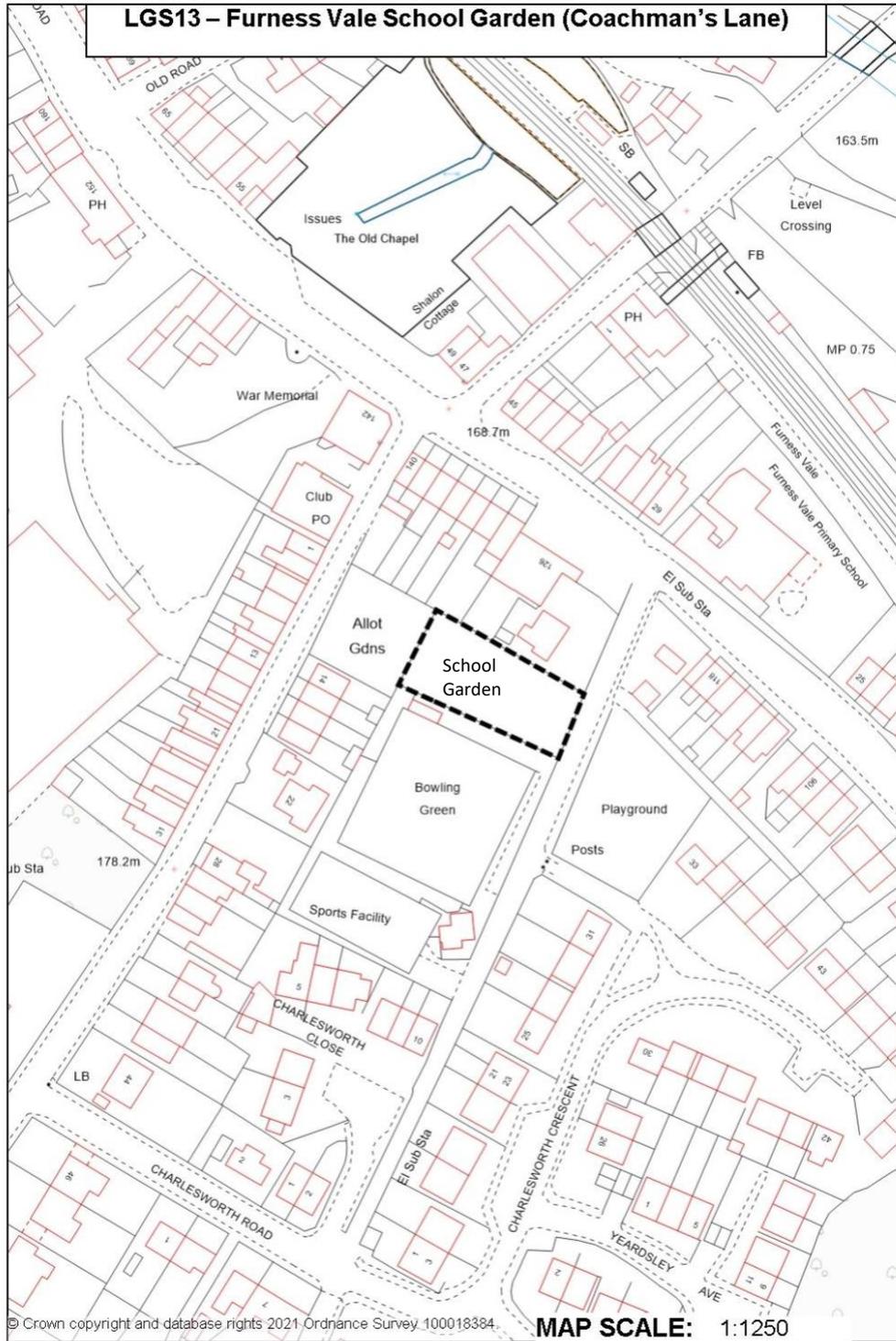
LGS9 - Whaley Bridge Incline

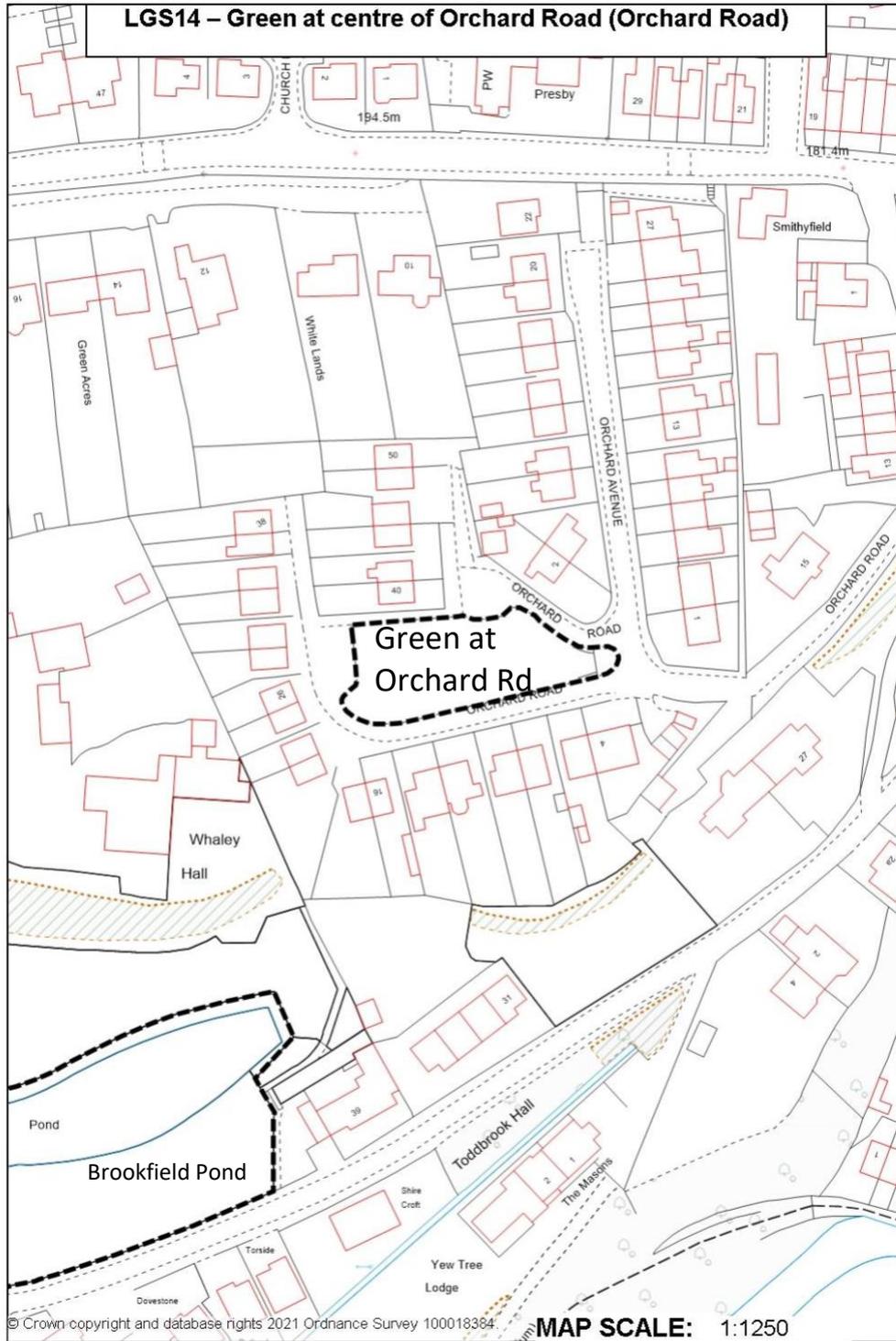


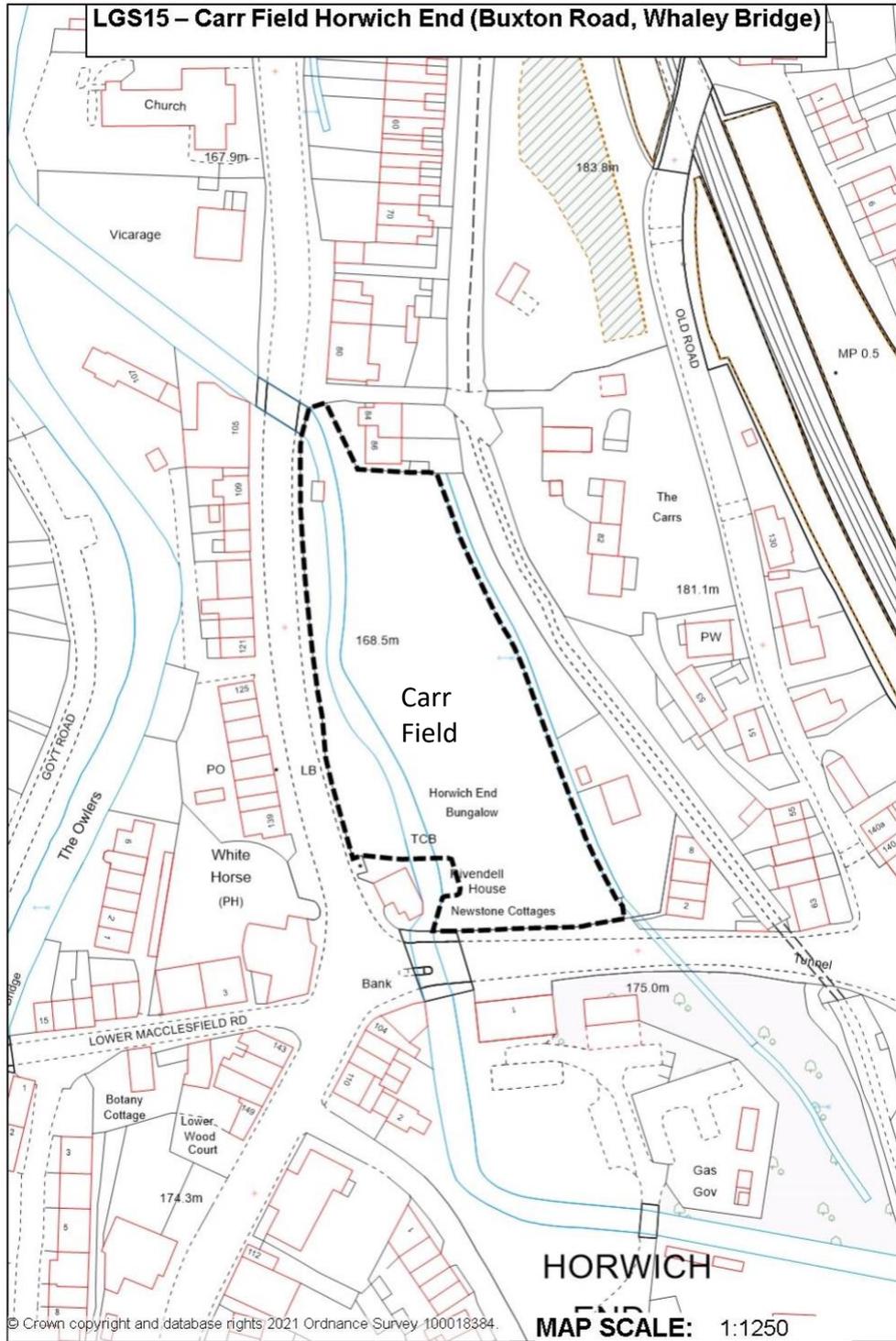


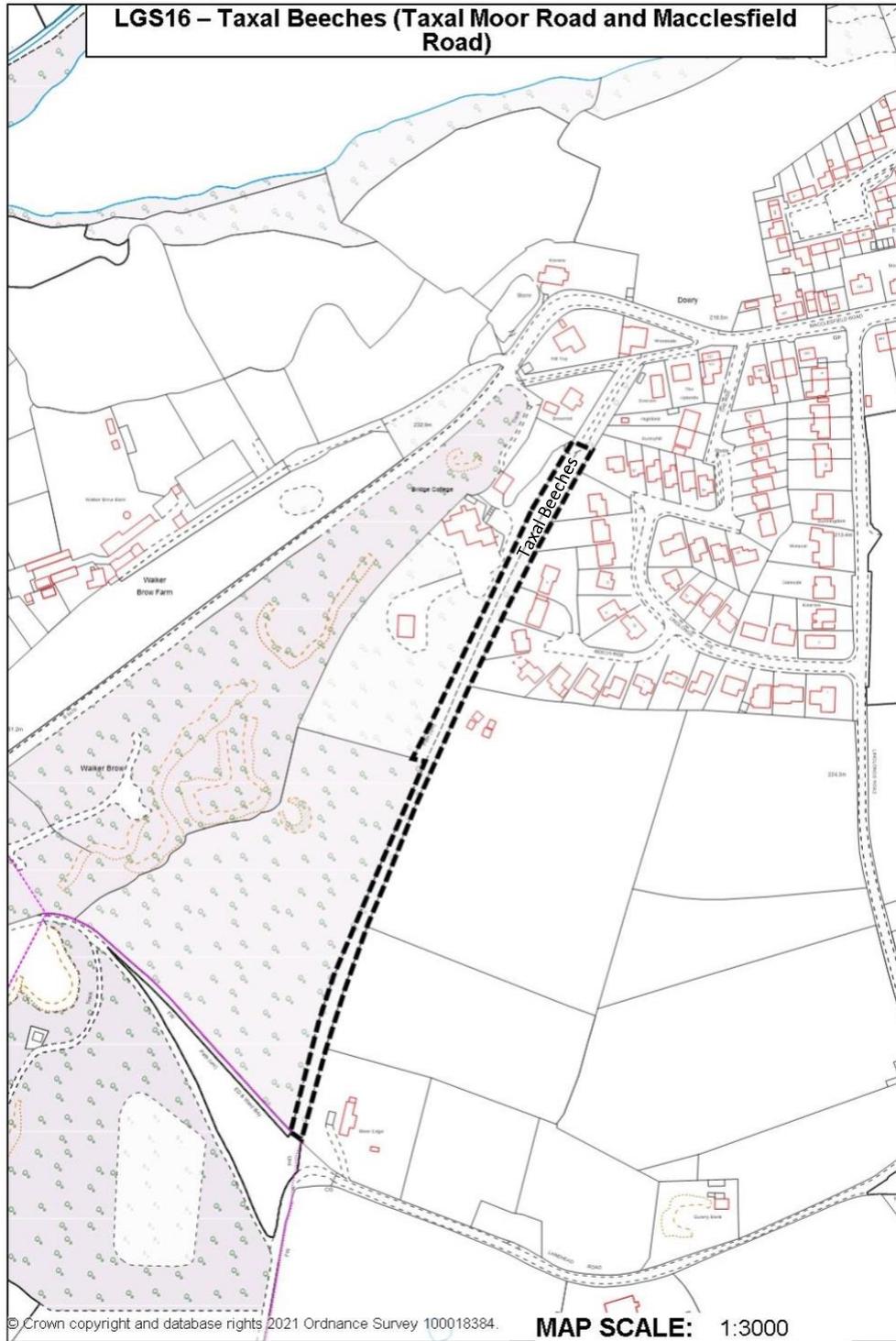












## 3.5 Transport and Movement

### Purpose

To ensure that development is served by a balanced and sustainable mix of transport options.

### Planning Rationale

Chapter 9 of the NPPF deals with promoting sustainable transport and states:

*“transport issues should be considered from the earliest stages of plan-making and development proposals ...”*

This includes consideration of impacts of development, existing and proposed infrastructure, promotion of walking, cycling, and public transport, environmental impacts, and movement, streets, and parking in the design of schemes.

The Neighbourhood Area benefits from a number of long-distance recreational trails including:

- Goyt Way;
- Mid Shires Way;
- Pennine Cycleway; and
- Peak Forest Tramway.

These are categorised in the Local Plan as either ‘Local Trails’ or ‘Long Distance Trail’, forming part of the green infrastructure network. The transport policy promotes appropriate facilities to support cyclists, pedestrians and horse riders. Due to the time of adoption, the Local Plan does not make provision for electric vehicle or cycle charging. The Neighbourhood Plan goes beyond local plan policy in this requirement.

The Local Development Framework encourages a modal shift to sustainable transport. The green and blue infrastructure of the Neighbourhood Area can be maximised to support this ambition. The Local Development Framework seeks to ensure development provides safe, attractive and accessible sustainable transport modes, including cycling and walking.

Relevant policies to the Neighbourhood Plan include:

- Local Development Framework Policy: T1 Reducing the general need to travel and encouraging sustainable transport, and T6 Routes for walking, cycling and horse riding, and waterways.
- Local Plan Policy: CF 6 Accessibility and Transport, and EQ 8 Green Infrastructure.

The Government’s [Decarbonising Transport Plan \(2021\)](#) sets out a vision for future transport which aims to address the climate agenda, improve health and wellbeing, create better places to live whilst providing ways of travelling which are affordable and reliable. The Vision4Whaley Neighbourhood Plan positively addresses this through policies, which address sustainable transport, including walking and cycling.

# Benefits of cycling and walking<sup>30</sup>

## Health

Physical inactivity costs the NHS up to **£1 billion** per annum, with further indirect costs calculated at

**£8.2bn** 

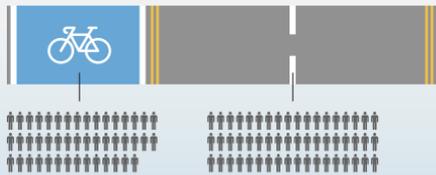
## Wellbeing

**20 minutes** of exercise per day **cuts risk** of developing depression **by 31%** and increases productivity of workers



## Congestion

The new east-west and north-south cycle routes in London are moving **46% of the people** in only **30% of the road space**



## Local businesses

Up to **40% increase** in shopping footfall by well-planned improvements in the walking environment



## Environmental and air quality

By 2050, future active travel spending is expected to deliver **£20–100m** savings from air quality improvements alone and provide opportunities to improve green space and biodiversity.

## Climate change

**Mode shift** to active transport is one of the **most cost-effective ways of reducing transport emissions**



## Economy

Bike manufacture, distribution, retail and sales **contributes £0.8 billion** per year to the economy and **supports around 22,000 jobs**.



(Image: Decarbonising Transport Plan 2021)

The Whaley Bridge Design Code previously mentioned includes material on highways, in particular design aspects to create a high-quality public realm.

Connectivity and access to traffic-free routes were key components of the community engagement. The Community Questionnaire demonstrates that 85% of participants considered the footpaths, bridleways and greenways to be very important and important to 13% of respondents. (Question 32).

83% of respondents strongly agree that access to waterways, including the canal, riverbanks and ponds is important (Question 34). This connectivity to blue infrastructure promotes alternative modes via the canal and towpath network, linking to the town centre and wider Neighbourhood Area.

The Transport and Movement policy places emphasis on sustainable forms of transport, including walking and cycling, to ensure that the needs of non-car people and households are considered.

The Paths policy highlights important issues that need to be considered in the design of development, including layouts. It also seeks to preserve the Shallcross Incline and its immediate landscape setting as a significant traffic free route within the Neighbourhood Area.

### WB-T1 Transport and Movement

- 1. Development must be served by a balanced provision of transport, including sustainable options, meeting the following requirements of this policy, proportionate to the number and nature of journeys generated.**
- 2. Layouts must prioritise and provide pedestrian and cycle connections to surrounding public transport routes, also meeting the requirements of Policy WB-E1.**
- 3. Secure, covered storage for cycles must be provided for all new dwellings, proportionate to the scale of the property, and where new employment space is being created.**
- 4. The design of the footpaths and the public realm should take account of the needs of people of varying levels of mobility, including older people and those with disability.**
- 5. A mix of parking provision should be provided, including curtilage spaces and garages, so that streets and the public realm are not dominated by parking.**
- 6. Electric vehicle charging points must be provided within development that provides new parking spaces, including for all new dwellings.**
- 7. Opportunities should be taken to alleviate traffic congestion and pollution.**

#### Interpretation:

Balanced provision relates to the provision for pedestrians, cyclists and drivers.

The policy should be applied according to the scale and nature of the development. It would not apply to development that does not generate travel.

The policy addresses the design of footpaths and the public realm. To comply with the policy, footpaths and spaces should link to existing infrastructure.

The highways authority will be able to advise on the number of charging points that should be provided.

Encouragement is given to shared mobility solutions, such as car clubs or shared bicycles.

### WB-T2 Paths

- 1. Development must not encroach onto cycle routes or footpaths, or harm their amenity, accessibility or safety.**
- 2. Development must preserve the Shallcross Incline and its immediate landscape setting.**

### Interpretation:

The policy considers the impacts of development near to or adjacent to PRoW.

### 3.6 Infrastructure Priorities

Priorities of this Neighbourhood Plan for spending infrastructure monies are:

- Construction of bridge to Bingswood Industrial Estate.
- Traffic calming/congestion easing measures on Buxton Road, Whaley Bridge.
- Enhancement of waterways – for nature and for access. Particularly including the collapsing canal feeders.
- Improvement of or new footpath and cycle routes and links.
- Indoor recreational facilities, eg. Swimming pool.
- Expansion of places at schools and medical facilities.
- Safe crossing places, including Furness Vale on A6.
- Mitigation for heavy traffic use on primary routes such as Buxton Road (Whaley Bridge) and the A6 (ie. air quality improvement measures).

