



WHALEY BRIDGE • THE CANAL BASIN

Study April 1993



WHALEY BRIDGE • THE CANAL BASIN

Local Study

ABBAY HANSON ROWE
ARCHITECTS & PLANNERS

Quality Assured



Cert No: FS 10672

Russell House, 15/19 St Paul's Street
Leeds LS1 2JG
Telephone 0532 424544 Fax 0532 424402

London Huddersfield Shrewsbury Bahrain Düsseldorf



CONTENTS

	Page
Introduction	1
1.00 Study Area : Context and Analysis	2
2.00 Recommendations	5
3.00 Issues and Objectives	7
4.00 Implementation	24

APPENDICES

- A. Land Use Plan
- B. Land Ownership Plan
- C. Conservation Area/Listed Buildings
- D. 'Policies for the Nineties'
Whaley Bridge Town Council Statement.
- E. English Heritage Literature
- F. British Waterways Literature
- G. Extract from Borough of High Peak Draft Local Plan



Introduction

In January 1993, the Whaley Bridge Town Council appointed Abbey Hanson Rowe as consultants to carry out a detailed study and appraisal of the area around the Peak Forest Canal Basin in the town centre of Whaley Bridge.

The Town Council recognise that this area has potential for improvement. They required the consultants to set down the problems, together with a vision of the possibilities which may be available.

The Borough of High Peak has recently produced the Draft High Peak Local Plan, which covers the whole of the High Peak area outside the National Park, and includes Whaley Bridge. The Town Council supports the general principles of the plan, but has identified the need for a more detailed document relating to this particularly sensitive area. This document will serve to describe the Town Councils aspirations for the area, and to act as a working tool to assess future development proposals.

This study is intended to supplement the High Peak Local Plan and the Approved Structure Plan. It is intended to reflect the wishes and desires of the residents of Whaley Bridge and sets out a framework to encourage the improvement of the town.

Some improvements may only be achieved by means of inward investment. This will come about through Planning Applications for development. The statutory consultation process presents the opportunity for the Town Council to negotiate with potential developers. The Town Council intends to use this opportunity to carry out the objectives set out in this study, to ensure that development is carried out in the public interest and that there is benefit to the area as a whole.

Change may also be brought about by good housekeeping and adaptations in the local management of the area, or by self-help initiatives.

By any route, the process of change and improvement will not be instant. This study is aimed at providing a series of pointers to guide such developments for the benefit of the community.

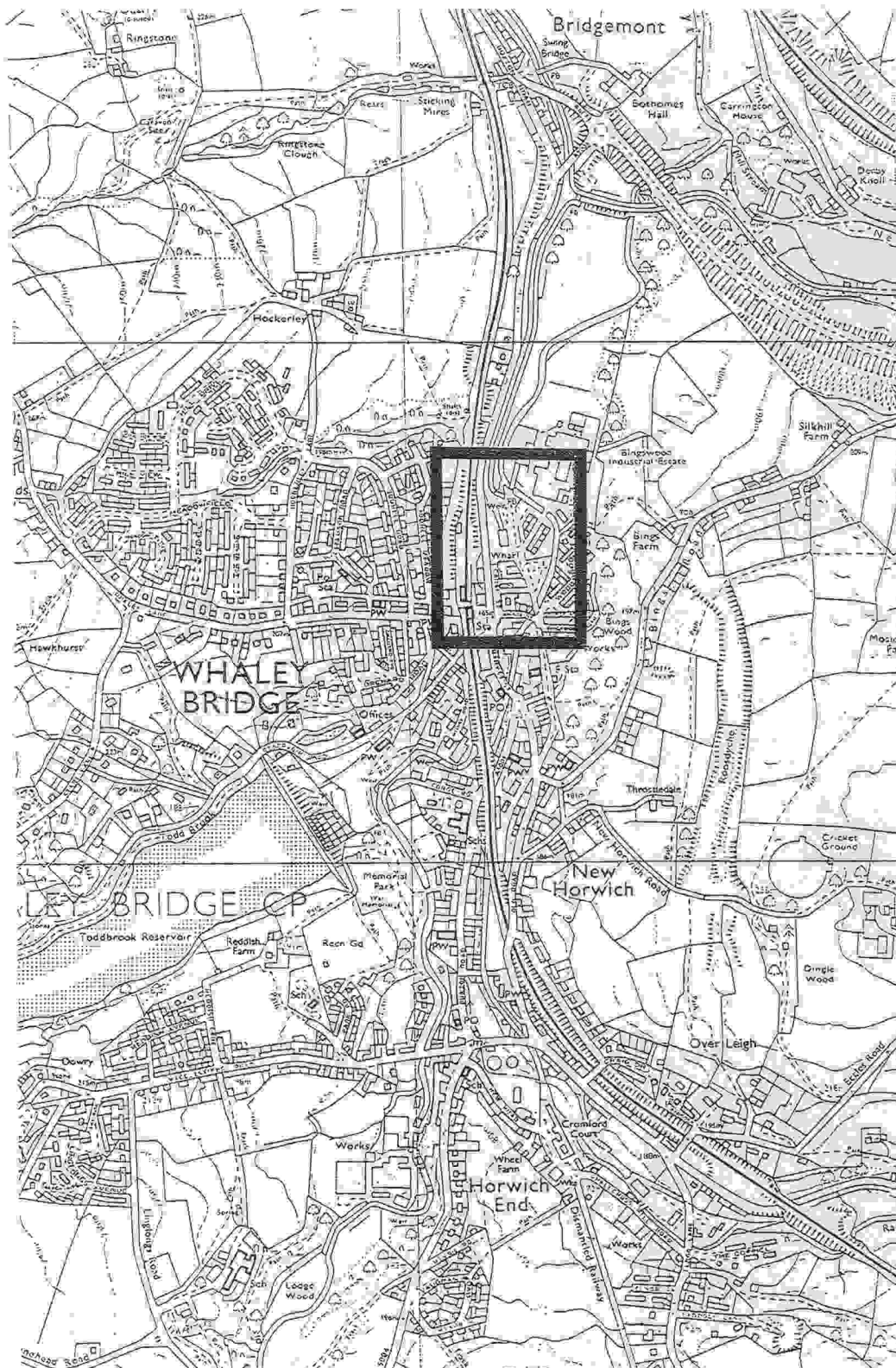
8 April 1993



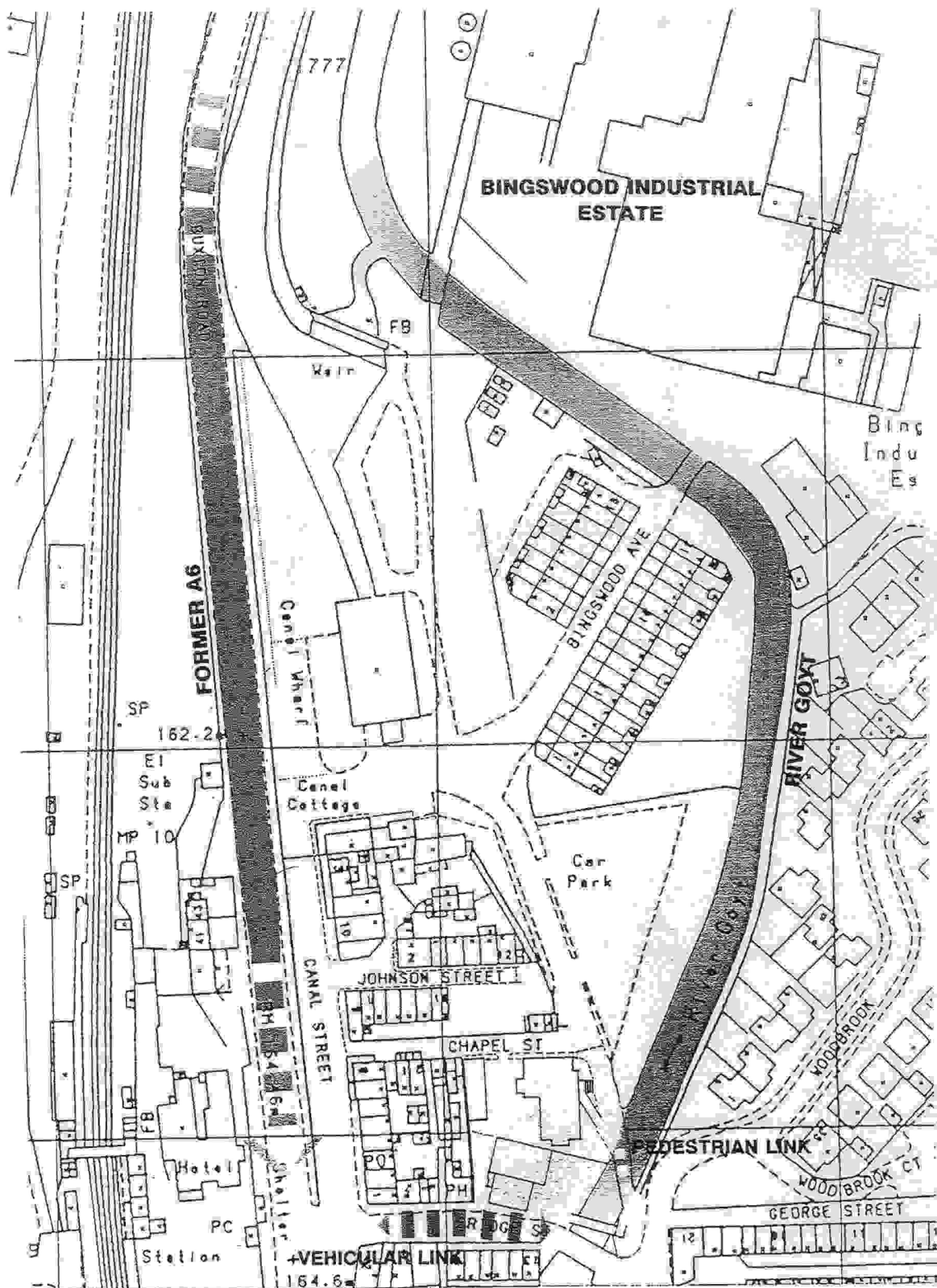
1.00 Study Area : Context and Analysis

- 1.01 The general location of the Study Area is shown in Figure 1.
- 1.02 The study area is readily identified by the existing physical boundaries of Buxton Road to the west, Bridge Street to the South, the River Goyt to the East, and the Bingswood Industrial Estate to the North. Whilst these form definite edges to the area, consideration has been given to bordering areas due to their impact on the overall environment.
- 1.03 The combination of the twin waterways of the River Goyt and the Peak Forest Canal, and of the Buxton Road define the areas almost as a peninsula, with all traffic access restricted to using the Bridge Street/Canal Street junction (Fig 2). Considerable congestion often results here, due to the conflicting needs of local domestic traffic and heavy vehicles gaining access to the Bingswood Industrial Estate.
- 1.04 The River Goyt forms the natural Eastern boundary, and for most of its length within the study area is accessible, though not developed. A recent estate of new houses on the eastern bank, in common with older buildings further upstream, have tended to close off the aspect of the river bank, and concentrated on developing their own private spaces. The open river bank is another asset which could be used to the benefit of the whole area.
- 1.05 The study area, though small, is relatively complex, and contains a range of negative and positive features. These are described in the following pages and summarised in Figures 3 and 4. In some cases, the same feature is listed as both negative and positive: this indicates an element of the area which is not being used to its greatest potential, and in effect sets the agenda for future investigation.
- 1.06 Buxton Road provides a hard edge to the west of the area, and at peak times generates relatively high levels of traffic noise. This is offset however, by the elevated nature of the road, which allows good visibility, through the adjacent tree planting, into the space immediately in front of the Canal Wharf Building.
- 1.07 The Goyt Way, as part of the proposed Midshires Link system of long distance footpaths, leads through the area from South to North. At its southern end, entry into the canal basin area is across a small iron bridge, once part of the industrial rail system distributing goods away from the canal wharf. This is near to another iron bridge carrying vehicles over the River Goyt. Taken together, these features create a concentration of movement and a secondary focus at the edge the area.

WHALEY BRIDGE • THE CANAL BASIN



General Location



Site Analysis : Defining Boundaries



- 1.08 As the Goyt Way path heads north along the towpath of the High Peak Canal, open views are provided to the side of the Bingswood Industrial Estate. This area is generally not well kept, and there is a temptation for such areas to degenerate into neglect. Being at the terminus of the canal, used extensively during the summer months, here is another possibility for substantial improvement.
- 1.09 The single key building in the canal basin is the former canal wharf building a Grade II* Listed Building. It stands in splendid isolation at the head of the canal, largely intact but sadly under-utilised. The distinctive form of the building and the retention of the waterway within are very strong elements which provide a sound base for future potential.
- 1.10 The remainder of the built-up area falls into two discrete areas: the residential Bingswood Avenue leading to the Industrial Estate, and the mixture of residential and commercial properties grouped around Johnson Street, Chapel Street, Bridge Street and Canal Street. These properties are generally of similar age, scale and style, and give a continuity to the area. The whole of the study area falls with the Whaley Bridge Conservation Area.
- 1.11 All traffic accessing the Industrial Estate, once it has negotiated Canal Street, must pass in front of the canal wharf and along Bingswood Avenue. Other traffic, using the car park, must use the same route across the area. The total effect of this traffic is to create a barrier in front of the Wharf Building which is inappropriate to an area which has the most potential as a central focus. Over time, the needs of heavy traffic have caused the replacement of stone setts by tarmac as the predominant surfacing material.
- 1.12 The remainder of the area is either laid out as grassed verges, or as a free car park, which incorporates a bottle bank. Whilst the car park is a welcome and functional part of the town, taken together with its associated river aspect and other open areas, it presents an opportunity for better management.



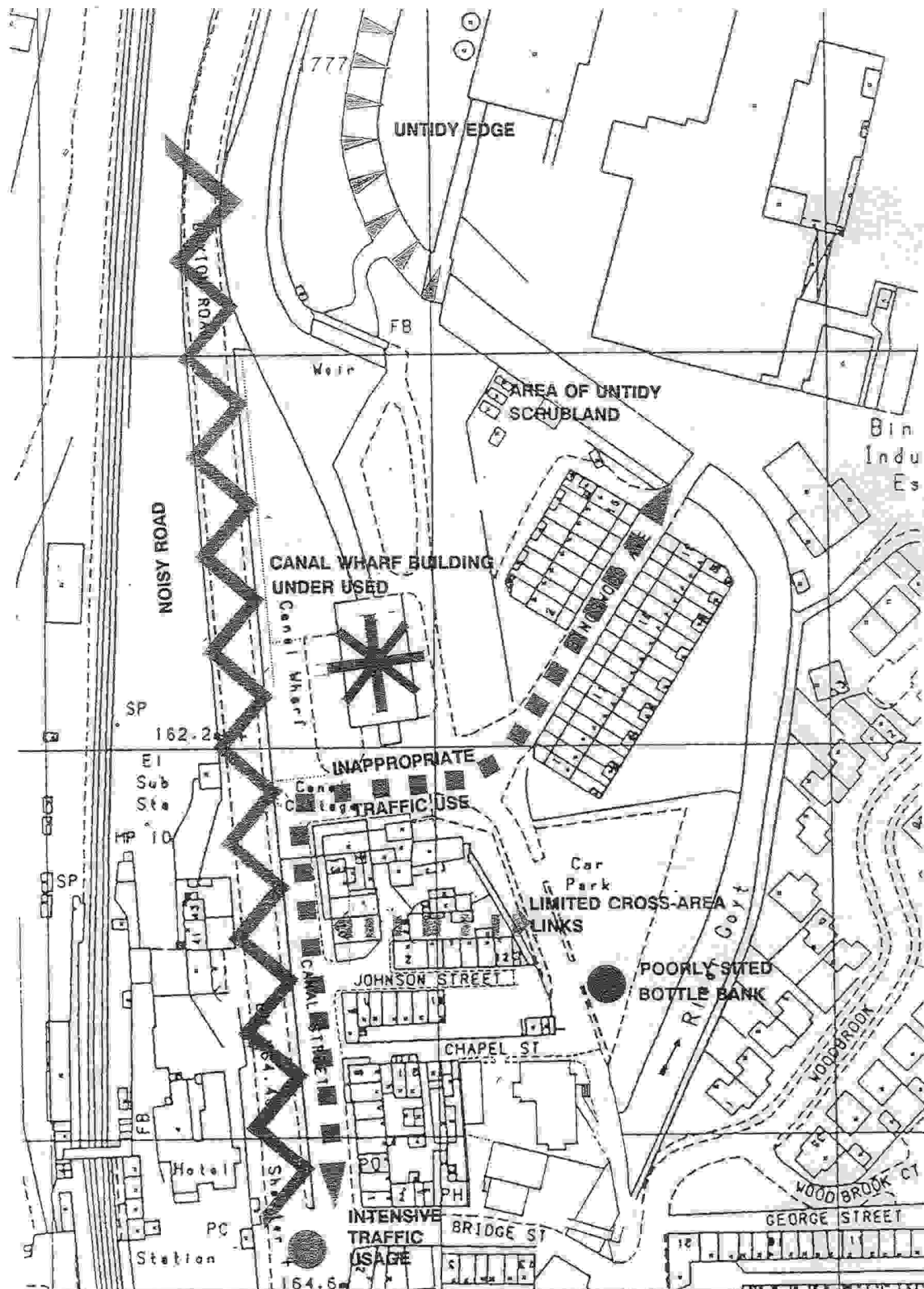
1.13 The following table summarises this section:

Positive elements Fig 4

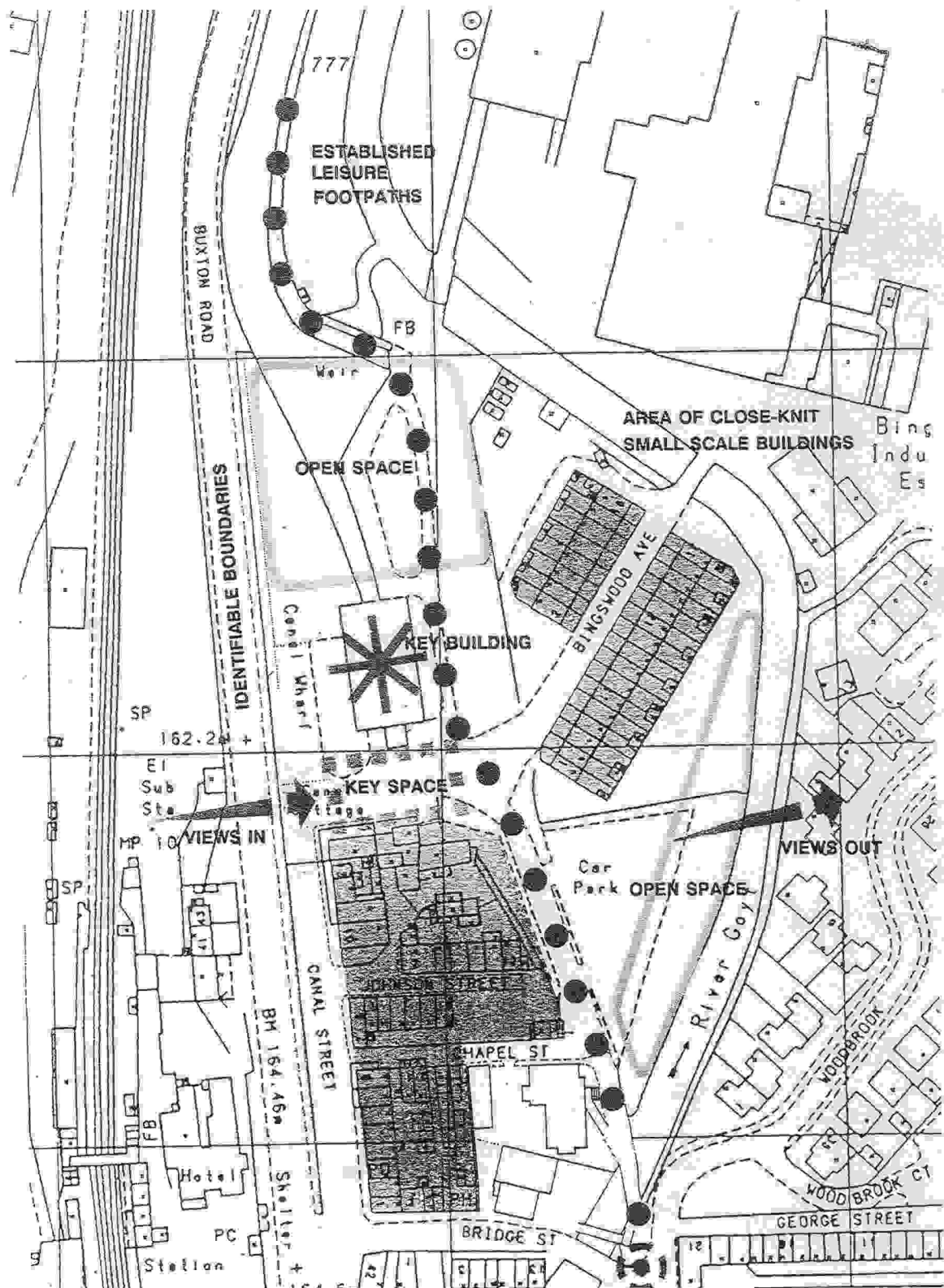
- . Well defined by boundaries.
- . Good visibility from outside.
- . Canal Wharf Building.
- . On a network of footpaths.
- . Consistency of building age and scale.
- . Good mix of land uses.
- . Large areas of open space for development.
- . Busy during peak summer tourist season.

Negative elements Fig 3

- . Canal Wharf area underutilised.
- . Inappropriate use by heavy traffic.
- . Little to keep transient visitors in the area.
- . Seasonal reduction in activity in Winter.
- . Car park too small/poorly sited bottle bank.
- . Ground surfaces poorly maintained.



Site Analysis : Negative Features



Positive Features



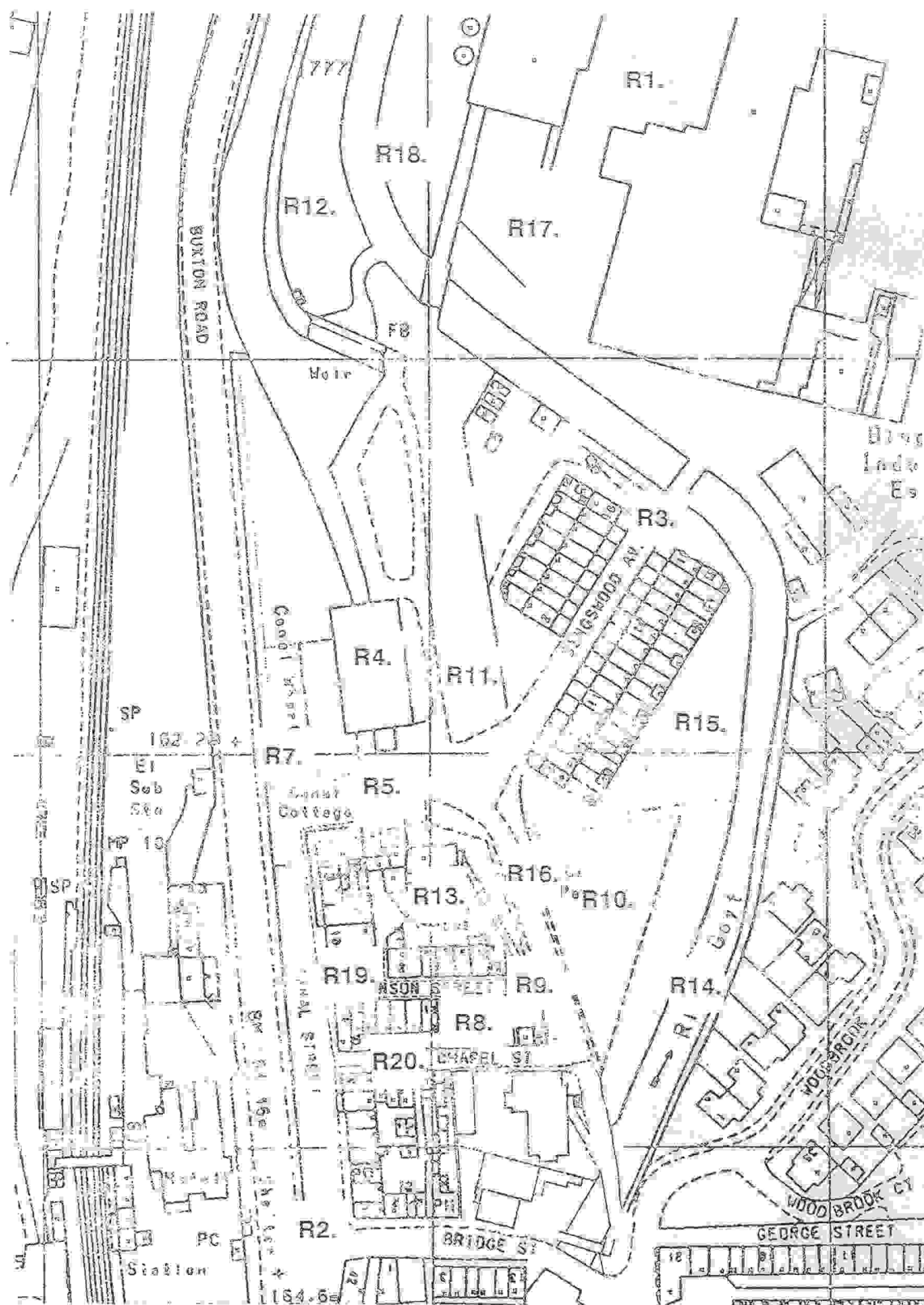
2.00 Recommendations

- R1 . NEW SEGREGATED ACCESS FOR ALL TRAFFIC TO BINGSWOOD INDUSTRIAL ESTATE FROM THE NORTH.
- R2 . EXCLUSION BY WEIGHT/HEIGHT RESTRICTION OF HEAVY VEHICLES INTO THE AREA, EXCEPT FOR ACCESS
- R3 . BINGSWOOD AVENUE TO BE RESTRICTED TO DOMESTIC TRAFFIC ONLY.
- R4 . USE OF CANAL WHARF BUILDING FOR A RANGE OF USES: SOCIAL/EDUCATIONAL/LEISURE.
- R5 . CANAL WHARF AREA TO BE DESIGNATED A PUBLIC ACTIVITY SPACE.
- R6 . PROMOTE INCREASED PUBLICITY OF ENGLISH HERITAGE GRANTS
- R7 . IMPROVEMENT IN GROUND SURFACING GENERALLY.
- R8 . DEVELOPMENT OF LAND AT END OF JOHNSON STREET.
- R9 . THE FORMATION OF A PEDESTRIAN LINK FROM JOHNSON STREET TO CAR PARK.
- R10. CAR PARKING TO BE ENLARGED AND LIT.
- R11. LEISURE FOOTPATHS TO BE ENHANCED/ROUTE OF FORMER RAILWAY TO BE LAID OUT ON THE GROUND.
- R12. PROVISION OF BETTER AMENITY/LEISURE FACILITIES ALONGSIDE THE CANAL.
- R13. DRINKWATERS YARD SCHEME FOR RESIDENTIAL USE TO BE SUPPORTED: MEWS-TYPE COURTYARD TO BE ENCOURAGED.
- R14 RIVER BANK TO BE BETTER MAINTAINED, WITH FOOTPATH ACCESS.
- R15. LAND AT REAR OF BINGSWOOD AVENUE TO BE TIDIED UP, AND PARTIALLY DEVELOPED AS PUBLIC SPACE.
- R16. BOTTLE BANK TO BE RESITED TO GIVE BETTER ACCESS FOR COLLECTION VEHICLES.



- R17. APPLICATIONS FOR PERIPHERAL DEVELOPMENT TO BINGSWOOD INDUSTRIAL ESTATE TO BE CLOSELY MONITORED.
- R18. FRONTAGE OF BINGSWOOD INDUSTRIAL ESTATE ONTO RIVER GOYT TO BE SCREENED BY OBSCURING FENCES/PLANTING.
- R19. FENCES AND HEDGES TO BE REPLACED BY IRON RAILINGS.
- R20. CHAPEL STREET TO BE RESURFACED WITH SETTS AND CLOSED OFF TO VEHICULAR TRAFFIC AT CAR PARK END.
- R21. ACTION TO BE TAKEN TO GENERALLY CLEAN UP CASUAL LITTER AND TIPPING.

See Location Plan Fig 4a



Location of Recommended Action Areas

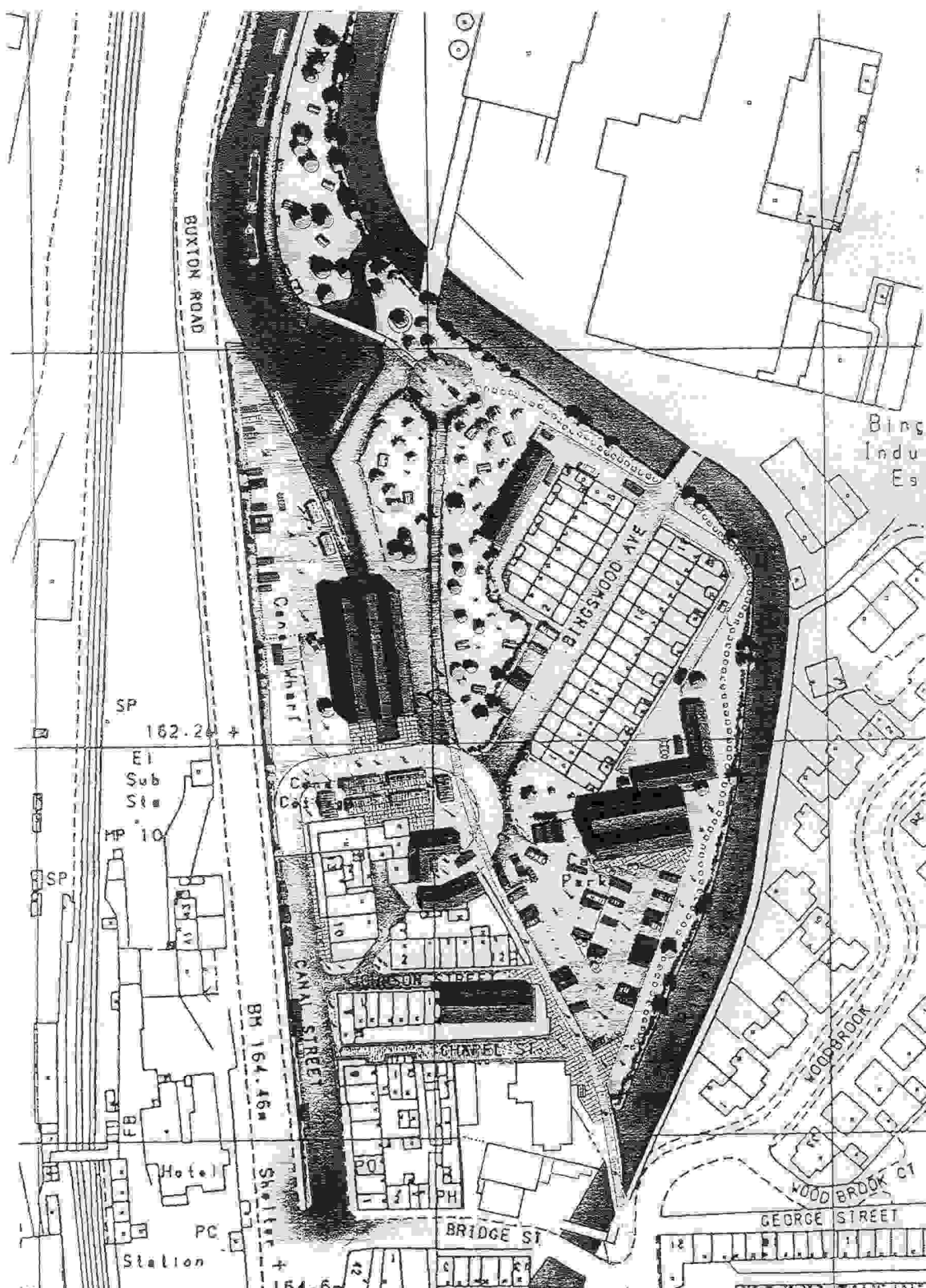


3.00 Issues and Objectives

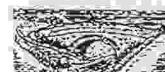
3.1 General

- 3.1.1 It is not intended that this study should set out a series of firm policies or proposals for the future development of the canal basin area. It does, however seek to identify instances where potential exists for improvement in the fabric and use of the area, and in the facilities provided for residents and visitors. The vehicle for this will be the suggestion of a Schematic Development Plan. (Fig 5). This plan indicates a series of possibilities for change and development.
- 3.1.2 The views expressed will provide a series of visions for the future, to set the tone for others to implement their own proposals for change. It is to intended to create a framework of ideas to act as a stimulus for others to incorporate innovative elements in their developments, for the benefit of the area as a whole.
- 3.1.3 Policies have been or will be formulated by High Peak Borough Council, within the Draft Local Plan or as stand alone documents. These govern the major strategic elements of physical planning, and where necessary give guidance on detailed aspects of proposed developments. The series of policies include documents on Listed Buildings, Conservation Areas, Shopfront and Architectural design, Residential and Parking standards, etc, and are not expanded upon in this study. These Guides are currently in preparation by Borough of High Peak, and are programmed to be available by Autumn 1993.
- 3.1.4 The spirit of the Local Plan, and of the Structure Plan indicates that Whaley Bridge should not simply be a dormitory town to Manchester. The limited allocation for residential development and an intention to promote sites for employment supports this objective.
- 3.1.5 It is important to remember that the content of this study is based on the investigation of issues current at the time of writing. Any suggestion may be open to challenge by any party who feels they have a positive contribution to make to the overall framework. The suppositions made in the study must be the subject of continuing review, and it is accepted that revision will be necessary to meet changing circumstances.

WHALEY BRIDGE • THE CANAL BASIN



Development Plan



3.2 Traffic

- R1 . NEW SEGREGATED ACCESS FOR ALL TRAFFIC TO BINGSWOOD INDUSTRIAL ESTATE FROM THE NORTH.
- R2 . EXCLUSION BY WEIGHT/HEIGHT RESTRICTION OF HEAVY VEHICLES INTO THE AREA, EXCEPT FOR ACCESS
- R3 . BINGSWOOD AVENUE TO BE RESTRICTED TO DOMESTIC TRAFFIC ONLY.

3.2.1 The primary means by which improvement may be created is by the segregation of traffic using the canal basin area. Heavy traffic accessing the Bingswood Industrial Estate is an environmental intrusion causing damage to the road surface, and is a disincentive to other initiatives. Recent planning history indicates potential use of land between the industrial estate and the A6 bypass for a mixture of commercial and retail development. The creation of a new access from Buxton Road would present the chance to create the desired alternative access to the Industrial Estate.

3.2.2 Investigation of the recent planning history shows that financial constraints dictate that a bridge over the River Goyt is at present only a remote possibility, due to a combination of depressed land values and inadequate public funding.

The attitude of the Borough of High Peak, in refusing further industrial development until a better means of access is found, is to be supported. Close liaison between landowners, developers, Local Authorities, Industrial users and the Town Council must seek to reconcile the problems by negotiation if inward investment is not to be lost.

3.2.3 Such a bridge and road link to the A6 bypass would be a great benefit to the companies located in the industrial estate, many of whom receive deliveries on heavy articulated vehicles. The present bridge over the Goyt is constantly being subjected to increasingly heavier loads which it was never designed to carry. It is only a matter of time before a replacement or strengthening exercise is necessary. The charge for this would probably be levied by the landowners, Bingswood Industrial Estates Ltd, on all companies on the site. Eliciting financial support from these companies for a new Goyt bridge and road to the North would pre-empt the need for these repairs or replacements.



- 3.2.4 A new Goyt bridge is acknowledged by all involved participants as a prerequisite to development of this area to the North of the industrial estate, and holds the key to the future enhancement of the canal basin area. It should be the aim of Whaley Bridge Town Council to act as a coordinating agency to steer a working party of all concerned towards reaching an agreement which asks a little from everyone for the benefit of all. Once free of heavy traffic, the canal basin would be capable of adaptation to include facilities aimed at attracting tourism. Bingswood Avenue may then become a truly residential street, but capable of acting as alternative/emergency access to the industrial estate.



Bingswood Avenue as a residential street.

- 3.2.5 It is apparent that methods of funding an access have been pursued by High Peak Developments and Northwest Water, but such funds are currently not available from either Local Government or European Agencies.



- 3.2.6 There exists a consensus that a new river bridge would provide the double benefit of removing a traffic problem from the town, and would increase the viability of proposed developments, aimed at bringing employment to the area. This is firmly in line with policy of the Draft Local Plan, and as such, the District Council and County Council should be expected to meet part of the infrastructure costs. Most of the remainder may then be put up by the landowners either side of the Goyt, who would receive the benefit from increased land values. It is appreciated, however that the imposition of agreements under Section 106 of the Town and Country Planning Act 1990 along such lines in the present economic climate will be a disincentive to development. This will not always be the case, and appropriate market forces must be seized whenever available, to push for beneficial gain to the community.

3.3 Car Parking

R10. CAR PARKING TO BE ENLARGED AND LIT.

R16. BOTTLE BANK TO BE RESITED TO GIVE BETTER ACCESS FOR COLLECTION VEHICLES.

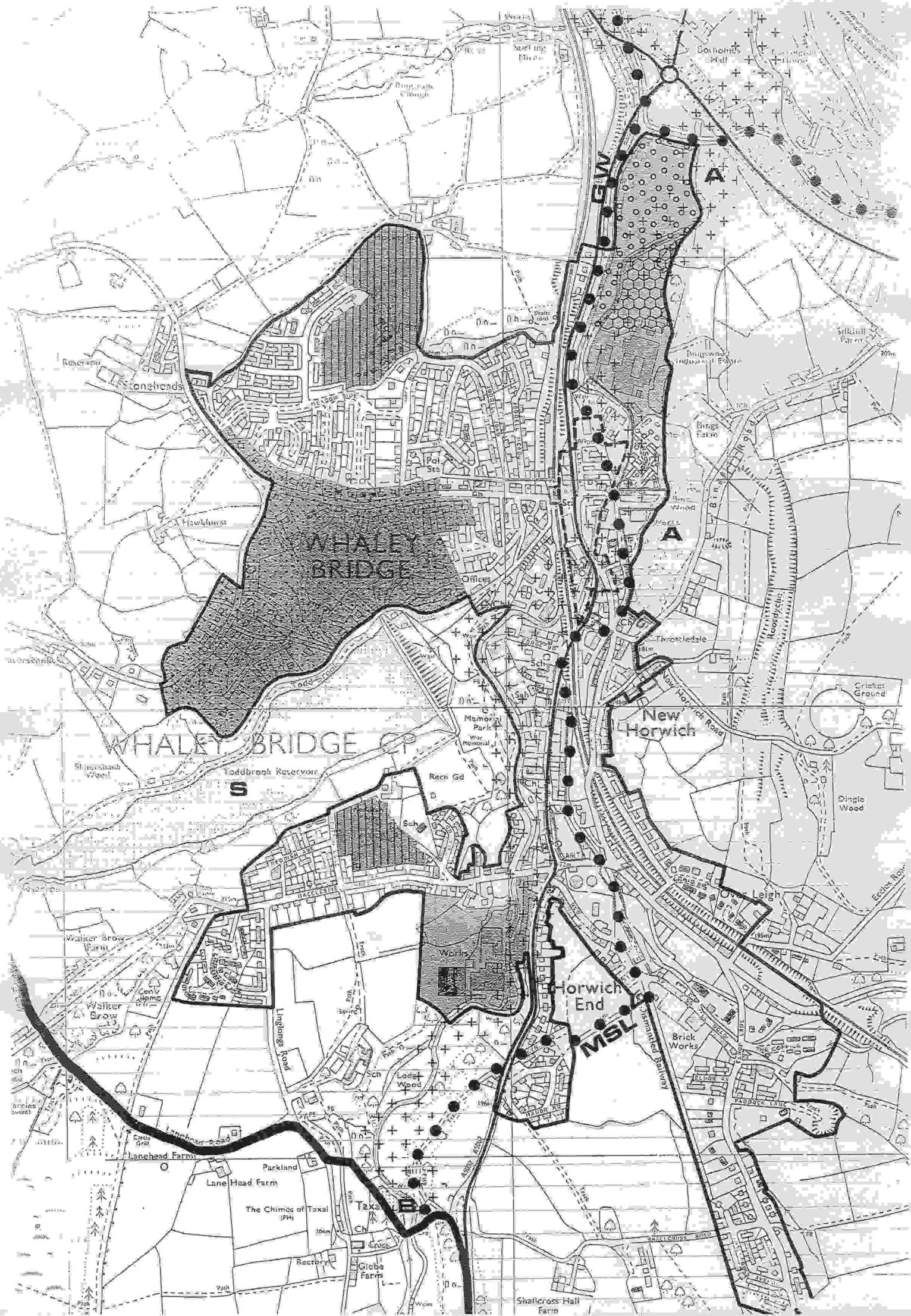
- 3.3.1 The needs of the present population appear to be met by the existing free car park next to the river Goyt. Whilst adequate, this should be improved by extending the parking area to the west, over what appears to be a length of public Highway, but is in fact part of the car park. This enlargement in this area will allow an increase in parking numbers, and for the introduction of a more discrete location for the bottle bank. This is currently a series of large bins for the collection of recyclable material, and conflicts with the focal point at the entrance to the surgery. A location closer to the entrance of the car park will provide easier access for collection vehicles.



The inappropriate bottle bank







Extract from Borough of High Peak
Draft Local Plan









BOROUGH OF HIGH PEAK



HIGH PEAK LOCAL PLAN





Draft for Public Consultation




-  Green Belt (GD.5, OC.2)
-  Proposed Extension to the Green Belt (GD.5, OC.2)
-  Special Landscape Area (GD.6, OC.3)
-  Site of Natural History or Geological Interest (OC.8)

- S - Site of Special Scientific Interest
- L - Local Nature Reserve
- A - Ancient Woodland
- B - Important Biological or Geological Site

-  Improvement Corridor (BC.16, BC.17, BC.18)
-  Buxton Mineral Water Catchment Area (BC.20)
-  Development Opportunity Area (TG.9, TC.10)
-  Land for Housing (H.2, R.22)
-  Low Density Housing Area (H.8)
-  Land for Industry/Business (EMP.1, EMP.2, EMP.3, EMP.4, EMP.5, EMP.6, EMP.7, EMP.8, EMP.9, EMP.18, EMP.20)

-  Primary Employment Zone (EMP.10, EMP.18, EMP.19, EMP.20, R.2)
-  Land for Recreation/Open Space (R.5, R.6, R.7, R.8, R.9)

-  Land for Educational Purposes (CF.2)
-  Built-Up Area Boundary (GD.3, H.3, EMP.14)
-  Conservation Area (BC.5, BC.6, BC.7, BC.14)
-  Proposed New/Extended Conservation Area (GD.7, GD.8)

-  Area of Archaeological Interest - Buxton (BC.13)
-  Historic Park or Garden of National Importance (BC.14)
-  Town Centre (TC.1, TC.2, TC.3, TC.4, TC.6, TC.7, TC.9, TC.10)

-  Pedestrian Priority Scheme (TC.11, TC.12, TC.14)
-  Long Distance Recreation Trail (R.10, R.14, R.15)

- SVT - Set Valley Trail
- TPT - Trans Pennine Trail
- PB - Pennine Bridleway
- GW - Goyt Way
- LL - Lyme to Longdendale Link
- MSL - Mid-Shires Link
- PFT - Peak Forest Tramway
- HPT - High Peak Trail
- LT - Longdendale Trail

-  Town Trail (R.11, R.12, R.13, R.14, R.15)

- GT - Glossop Trail
- DVB - Dinting Vale Bridleway
- WF - Warmbrook Footpath


-  Peak Forest Canal (R.17, R.18)

-  Proposed Road (TR.1, TR.2, TR.3)

-  Scheduled Ancient Monument (BC.12)

-  Known Landfill Site (BC.21)

-  Protected Major Park (R.3)

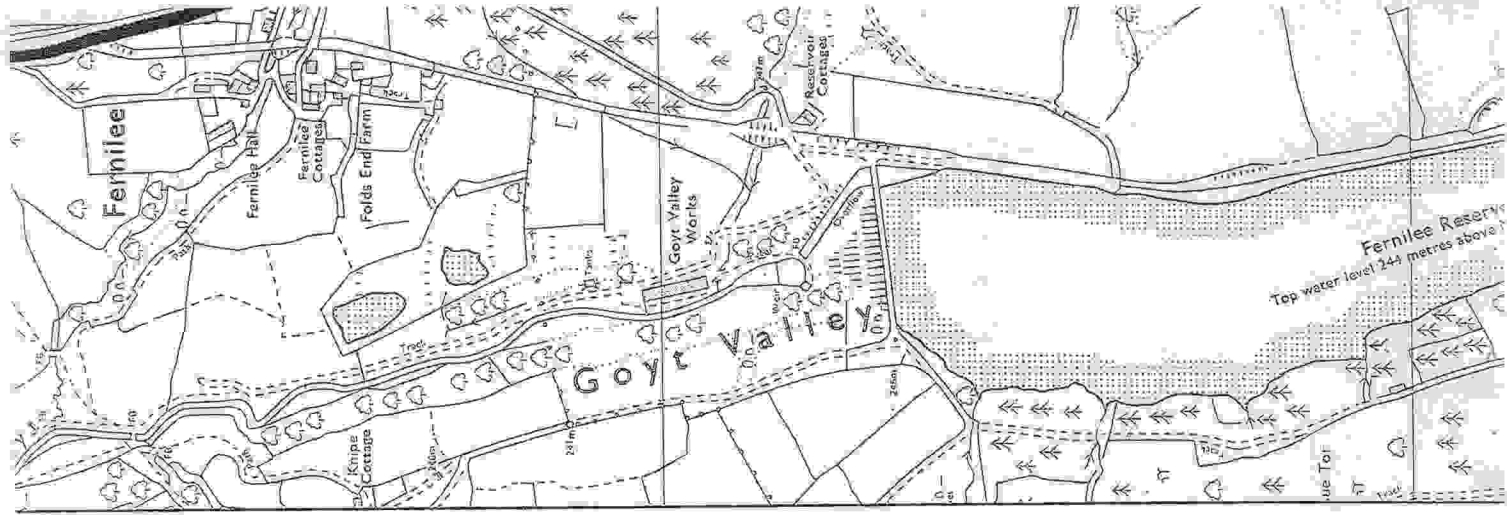
-  Land for Railway Station/Halt (TR.6, TR.7)

FOR INFORMATION

-  Local Plan Area Boundary
-  Boundary Between Central and Buxton Areas
-  Main Road
-  Principal River

-  Significant Site Recently Developed or with Permission for Housing

-  Significant Site with Permissions for Industry/Business





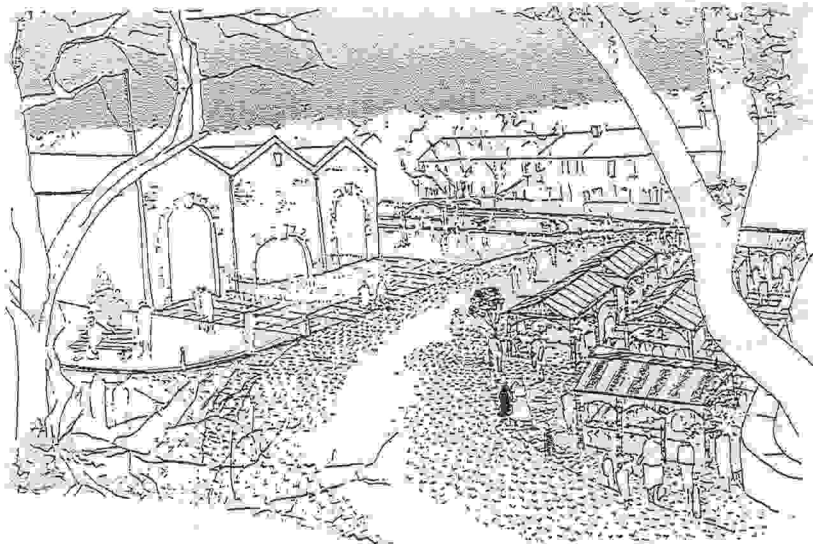
- 3.3.2 The town as a whole is currently short of suitable sites for community and civic facilities, and part of this site should be considered for developed on these lines. There are benefits for such a use being located here: a pedestrian link may be made into the adjacent car park, and other community uses (Post office and Surgery) are nearby and would create a convenient grouping. This community use will assist in increasing the pattern of use in the area and help to retain visitors in the locality. The Town Council is presently considering several locations for a new community centre and a continued library and Information point.
- 3.3.3 At the time of altering the car park, the opportunity should be taken to provide lighting for night time use. This will be essential to adequately service the needs of the area once there are developments in place which operate out of daylight hours. There is also a significant benefit in terms of public safety and general amenity value.
- 3.3.4 If the intention is to encourage the tourist industry in this area, then it must be accepted that there will be an increased demand for visitor parking. The enlargement of the existing car park will be of marginal benefit, and it would be sensible to seek an alternative solution. Should the alternative access to Bingswood Industrial Estate be implemented, there will be a possibility of less congestion in the canal basin. By using the area of the canal wharf, to the west of the canal, suitably surfaced, extra parking can be incorporated into a visitor based use of the canal wharf building. This should be handled in a way to allow controlled peripheral parking, but at the same time defining a clear access across the Wharf area. There is scope here for the use of a mixture of floorscape materials and elements of street furniture such as seating and bollards.

3.4 **Ground Surface**

- R5 . CANAL WHARF AREA TO BE DESIGNATED A PUBLIC ACTIVITY SPACE.
- R7 . IMPROVEMENT IN GROUND SURFACING GENERALLY.
- R15. LAND AT REAR OF BINGSWOOD AVENUE TO BE TIDIED UP
- R21. ACTION TO BE TAKEN TO GENERALLY CLEAN UP CASUAL LITTER AND TIPPING.



- 3.4.1 In common with many busy areas, the floorscape tends to be laid as large areas of hard wearing tarmac. Whilst replacing this with more textured material is recognised as expensive, and in areas of adopted highways difficult to achieve and maintain after reinstatement, it should be an objective of the plan to seek changes wherever possible. Most of the roads and footpaths are not adopted, and the piecemeal making good and patching by the Local Authority should be discouraged. It is wasteful of public funding and perpetuates inappropriate materials.
- 3.4.2 If the alternative access for the Bingswood Industrial Estate is implemented, the area in front of the canal wharf building will immediately become less congested. This large space will be ideal as a major point of activity and focus, based on the canal wharf building, in suitable use. The space could act as a 'Town Square' and will benefit from resurfacing with materials capable of imposing a pattern and texture, such as stone setts and flags. With careful laying, a through traffic route be defined across the space, which will be encouraged to develop into a space for open markets/craft fairs etc. in the tourist season. At other times, it can be used for a limited amount of extra parking. By texturing the square, this has a tendency to act as a traffic calming measure, by slowing vehicles down.



The Canal Wharf area as a public space.



3.4.3 This technique should also be used on a smaller scale, as the possibility arises, to create greater surface interest. This may be by means of conditions on planning applications, or by individual initiatives, possibly when there is a need to indicate the extent of land ownership. The central part of the study area is definitely urban in feel, and changes of hard ground surfaces, texture and colour makes a great contribution to visual interest. The Town Council should seek to encourage greater attention to detailing of external spaces in all planning applications it receives for comment.

3.4.4 Ground maintenance is a perennial problem, and it is important that care and maintenance is easily carried out, and that responsibilities for doing so are fully understood. The policy of the Town Council is that it intends to be actively involved in the maintenance of Local Authority owned open areas, and to coordinate all maintenance into a single programme. (see appendix D). This valuable exercise should help to encourage others, by example, to consider the visual appearance and general tidiness of privately owned areas. It may form the basis for a general 'Clean Up Whaley Bridge' campaign aimed at public participation.

3.5 The Canal

R12. PROVISION OF BETTER AMENITY/LEISURE FACILITIES ALONGSIDE THE CANAL.

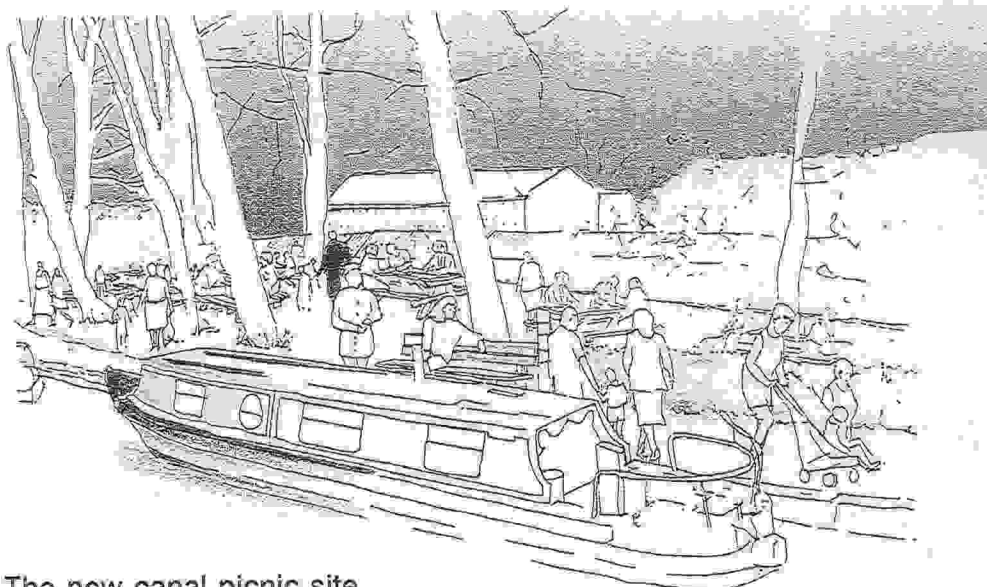
R17. APPLICATIONS FOR PERIPHERAL DEVELOPMENT TO BINGSWOOD INDUSTRIAL ESTATE TO BE CLOSELY MONITORED.

R18. FRONTAGE OF BINGSWOOD INDUSTRIAL ESTATE ONTO RIVER GOYT TO BE SCREENED BY OBSCURING FENCES/PLANTING.

3.5.1 The Peak Forest Canal, terminating at the Canal Wharf Building, is well used by leisure boat traffic during the summer months. The canal basin is small, and does not offer adequate space for a boat hire company to operate from here, though a restaurant boat service has been based here for some time. The result is relatively intensive usage during summer, but a long period of inactivity in winter. Two opportunities exist here, one for the enhancement of the existing visitors facilities, and the other to create additional attractions for year round use. It should be noted, however that British Waterways would not support a proposal to increase the area of water at the canal basin.



- 3.5.2 The present 'garden' area between the canal basin and Bingswood Avenue is set out as a grassed area with ornamental trees. This is attractive in summer and is used by both visitors and locals, as an informal picnic area. This should be given a more definite and established pattern of use by the laying out of an arrangement of appropriate furniture and features, replacing the present seating, which is of limited capacity. The Development Plan shows this, with extended areas for local information and facilities to the extreme north of the area. This proposal includes the rebuilding of the presently shabby toilet and washing facilities for canal users.



The new canal picnic site.



- 3.5.3 There is a useful amount of disused land at the confluence of the River Goyt and the Canal. By clearing out the accumulated undergrowth and some smaller shrubs and trees, this area should be set aside as managed picnic grounds, giving immediate access and views to the canal and river. This would then be a significant stage on the network of local footpaths, and include direction signage and information panels detailing aspects of the local industrial heritage.

It is important, therefore, that the side view of the Bingswood Industrial Estate be managed to enhance this prospect, and industrial users encouraged to consider adequate screening of their properties when making applications for development.



.... The network of local footpaths with direction signage and information panels



- 3.5.4 The long term aim should be to prevent the deterioration of the amenity value of the area by inconsiderate development, and to seek a positive approach to improving the appearance of the existing development. Any application for development, however small, in this backland margin, should be closely considered for its possible effect on the long term aim of using the adjacent banks for tourist picnic sites. The first step should be to organise a major clean up of the river banks to remove discarded rubbish, as part of an area-wide policy of tidying up the area.



The existing ugly face of Bingswood Industrial Estate.

3.6 The Canal Wharf

- R4 . USE OF CANAL WHARF BUILDING FOR A RANGE OF USES: SOCIAL/EDUCATIONAL/LEISURE.
- R5 . CANAL WHARF AREA TO BE DESIGNATED A PUBLIC ACTIVITY SPACE.
- R11 LEISURE FOOTPATHS TO BE ENHANCED/ROUTE OF FORMER RAILWAY TO BE LAID OUT ON THE GROUND.



- 3.6.1 The prize feature of the whole area, and the element with the most potential for becoming a positive means to effect the greatest change is the Canal Wharf building. Its original purpose was to serve as a transit building handling goods between canal barges and the Cromford and High Peak railway, which once ran through the area from North to South. A branch of the railway also ran along what became Bingswood Avenue, to serve the industrial buildings across the River Goyt.
- 3.6.2 At present, the building is classified as a Grade II* Listed Building, and is currently undergoing roof repairs, though the basic fabric is generally sound. It is fortunate to retain its original waterway within, which is fed by culverts from Combs and Toddbrook reservoirs. A limited amount of canal-side equipment remains inside. Apart from use as winter moorings and service dock for the restaurant barge, the building is largely unused. Taken together with its associated Wharf, this building represents a resource which is capable of development into an attraction of great local and regional significance.
- 3.6.3 As greater leisure use develops on the canal, and the policies of the High Peak Borough, Derbyshire County Council, British Waterways, and indeed Central Government indicate the importance of encouraging a diverse network of leisure activities and facilities, measures must be taken to integrate these needs within the existing infrastructure.
- 3.6.4 Wherever possible the strengths of the area should be identified and built upon, to supply the increase in demand for tourist facilities, with the associated benefits to the local economy and employment.
- 3.6.5 The future of the Canal Wharf Building is not completely certain. The present occupier is nearing the end of his lease, though planning approvals are in place for conversion in principle to a pub/restaurant use. It is vitally important that whatever development takes place, it should provide more than seasonal attraction. Existing public houses in the area experience sharp differences in winter and summer trade, and the reliance on a similar single use would be liable to suffer the same fate.
- 3.6.6 The area of the canal wharf has come to be used over the years as the location for a range of local activities including the Rose Queen Festival, and as such forms the basis for a focal point for the community as a whole. This association can be strengthened by the use of part of the building as a local heritage/information/craft gallery, commercially run, serving the combined needs of leisure and education users. By simply collecting together artifacts of local interest associated with early industries, and especially the canals and industrial railways, a small centre can be established as a place of interest for school groups and other organised parties.



These are users who are likely to give the centre year-round viability. The establishment of the Goyt Way and the Midshires Link footpaths, the nearby industrial archaeology of the Buxworth Canal Basin, the story of canal and railway development, the history of local industry and the growing interest in the natural environment all provide sufficient material for such a centre.

- 3.6.7 The centre can then be advertised in a very wide range of markets and among a wide range of users. This use is incompatible with the intention of a pub/restaurant. The building lends itself to being split into two parts, by virtue of the internal waterway, which is a natural focal theme for both aspects of this proposal. The information centre should contain a small cafe which may use shared facilities with the restaurant. Such a cafe would be attractive to locals who use the area for lunchtime picnics from spring to autumn, and possibly for the workforce at the Bingswood Industrial Estate. The peak hours of use of a pub/restaurant tend to be different to those of a heritage centre: one would peak in the evening, the other in daytime. An internal link over the canal, and the insertion of a first floor gallery area will create enough floorspace for both uses.
- 3.6.8 The external area to the west should be developed by the laying out of the Wharf as a hard landscaped area, preferably in stone setts and flags. This will serve a series of uses; parking for the pub/restaurant/heritage centre, external display space for larger items of industrial implements, and as open area for periodic festivals, fairs and Wharf displays, etc, all based on the centre. The area to the east of the Wharf building should continue as a 'garden' area, but be better laid out to allow easier access to the side of the Wharf. Vehicular traffic may be allowed for access only, and excluded at other times by gates set into an entrance feature, such as an arch. The grassed area should be protected from vehicles by a series of cast iron bollards, defining the edge of the public space of the Wharf.



The hard landscaped multi-purpose area adjacent the Wharf.

3.7 Drinkwaters

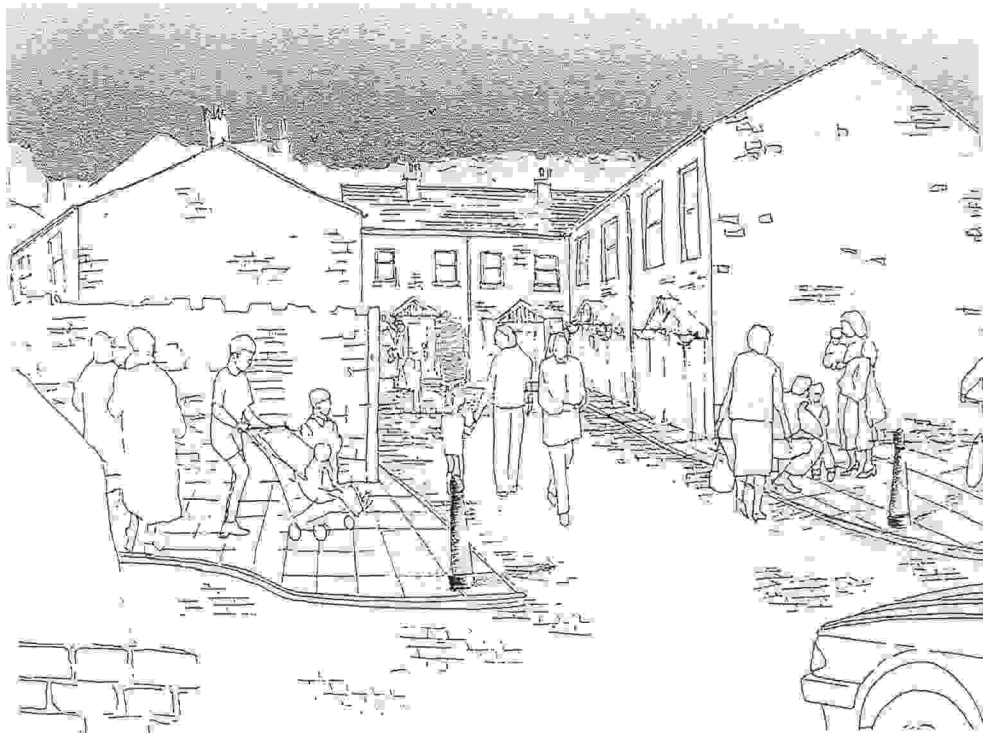
R13. DRINKWATERS YARD SCHEME FOR RESIDENTIAL USE TO BE SUPPORTED: MEWS-TYPE COURTYARD TO BE ENCOURAGED.

- 3.7.1 Drinkwaters' Builders Merchants occupy a prominent location opposite the car park. An outline planning permission for 3 dwellings is current for the site, though no detail proposals have been prepared. This proposal is welcomed, as it will provide the opportunity to incorporate the existing external enclosing walls into part of the scheme. Any development on this site should use as much of the existing external enclosure as possible, and should be planned to create a mews-type courtyard development. This would be very much in keeping with the area, where buildings generally face directly onto public areas, giving a close-knit feel. This form of development could retain two possible points of access: from opposite the existing car park entrance, and from Johnson Street.

A suggested layout is indicated on the Development Plan and illustrated on the following page.



Existing view



Drinkwaters yard as Mews court housing.

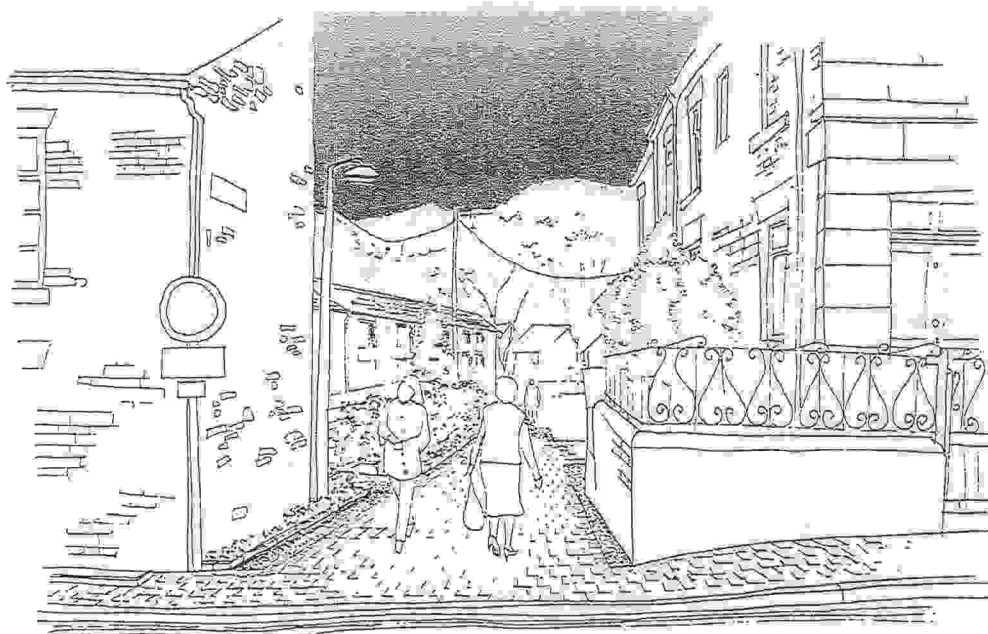


3.8. Chapel Street

R20. CHAPEL STREET TO BE RESURFACED WITH SETTS AND CLOSED OFF TO VEHICULAR TRAFFIC AT CAR PARK END.

3.8.1 At present, this street serves two residential properties at the Canal Road end, and acts as rear access to properties on Bridge Street and Johnson Street. The surface is a mixture of tarmac and gravel/loose hardcore fill and will have a tendency to deteriorate over time, and encourage the colonisation by vegetation.

3.8.2 The lower part is marked off by steel posts to prevent vehicular access, though there is an emergency exit from the car park of the surgery, should the principle exit on Bridge Street be blocked. If the surface were to be taken up and re-laid as a mixture of sett and slabs, with possible margins of gravel, a more durable and permanent finish would give a more attractive appearance to the street.



Chapel Street after new floorscape treatment.

3.8.3 Access to Canal Street will still be possible as the surgery's emergency exit route, but the lower part adjacent to the surgery should be sealed off, by paving over to give a better setting for the surgery itself, and a possible community-based building on the adjacent open land.



3.9 Johnson Street

R8 . DEVELOPMENT OF LAND AT END OF JOHNSON STREET.

R9 . PEDESTRIAN LINK FROM JOHNSON STREET TO CAR PARK.

3.9.1 This street is predominantly residential, with access being taken off Canal Street. There is a shop/cafe and public house at the entrance of the street. There is no through access, as the street terminates with an open area of grassed land and a small ruined building.

3.9.2 Improvement should be made to Johnson Street particularly at it's entrance, by the introduction of areas of stone setts and flags in the floorscape, perhaps as defining elements to the footpaths, and as larger areas to lessen the expanse of tarmac in front of the Navigation Public House.

3.9.3 A similar area of paving to the side of the shop/cafe will help to create extended outdoor seating areas for both properties in better weather. The space would also benefit from the replacement of the cafe privet hedge by a metal railing, which will help to open up views into and out of the area, which can be seen from Buxton Road.



Better use of space at Johnson Street.



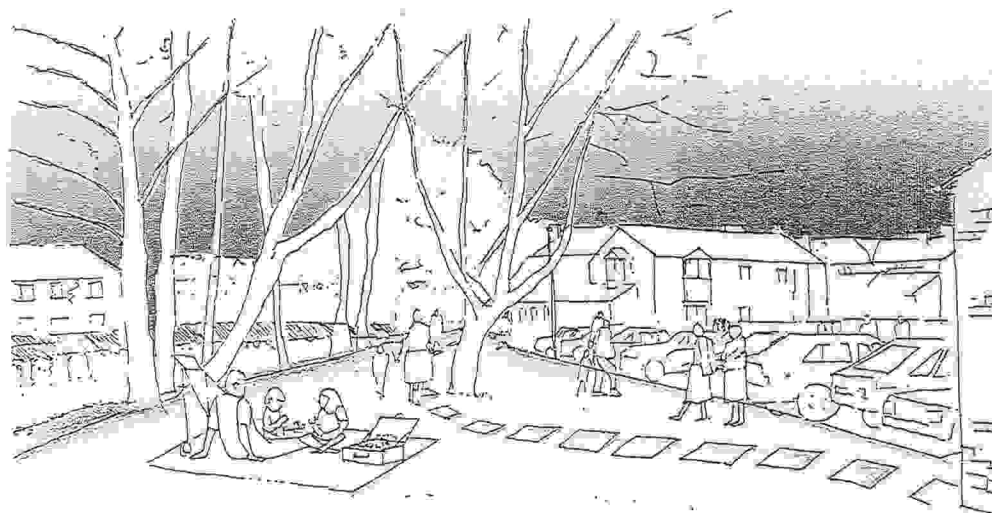
- 3.9.4 A potential useful area of open land at the eastern end of Johnson Street is currently used for the incidental needs of adjacent houses: clothes drying and casual tipping, and has a derelict and roofless building in one corner. The development of the site should be actively considered by the Town Council. Any development must be respectful of the existing building lines and be of a similar scale and character to the adjacent houses.

3.10 River Bank

R14 RIVER BANK TO BE BETTER MAINTAINED, WITH FOOTPATH ACCESS.

- 3.10.1 The existing open river bank is not generally developed for any particular use. It is lined on one side by the car park, and on the other by established willow trees and shrubs. The area is not specifically used for any particular pastime, but may in summer be used as area to sit out by the water.

- 3.10.2 This informal usage should be encouraged. It is important however, that the existing trees and shrubs are adequately managed to prevent the bank becoming overgrown and inaccessible. As part of its general policy of ground maintenance, the Town Council should co-ordinate the correct husbanding of this area, by means of suitable thinning and clearance, together with adequate litter collection. The establishment of a simple footpath, set away from the trees, is all that is necessary to encourage more people to use this area, which is at its best in summer.



The river bank and new footpath.



4.0 Implementation

4.1.1 The Schematic Development Plan (Fig 5) shows proposals for the development of the study area. The plan is ambitious, and it must be clear that funding by the Whaley Bridge Town Council and the Borough of High Peak will be limited. Positive change will be brought about over a long period of time, and two key elements must be in place before significant benefits may be achieved.

1. The Canal and River Goyt must be bridged to the North of the study area to create a new vehicular access.
2. The Canal Wharf Building must be the subject of redevelopment when the present lease expires, in 1997.

These two elements will then act as catalysts for change, not only in terms of development opportunity, but also in terms of public awareness and the creation of a local "sense of place".

First Steps

R6 . PROMOTE INCREASED PUBLICITY OF ENGLISH HERITAGE GRANTS

R21. ACTION TO BE TAKEN TO GENERALLY CLEAN UP CASUAL LITTER AND TIPPING.

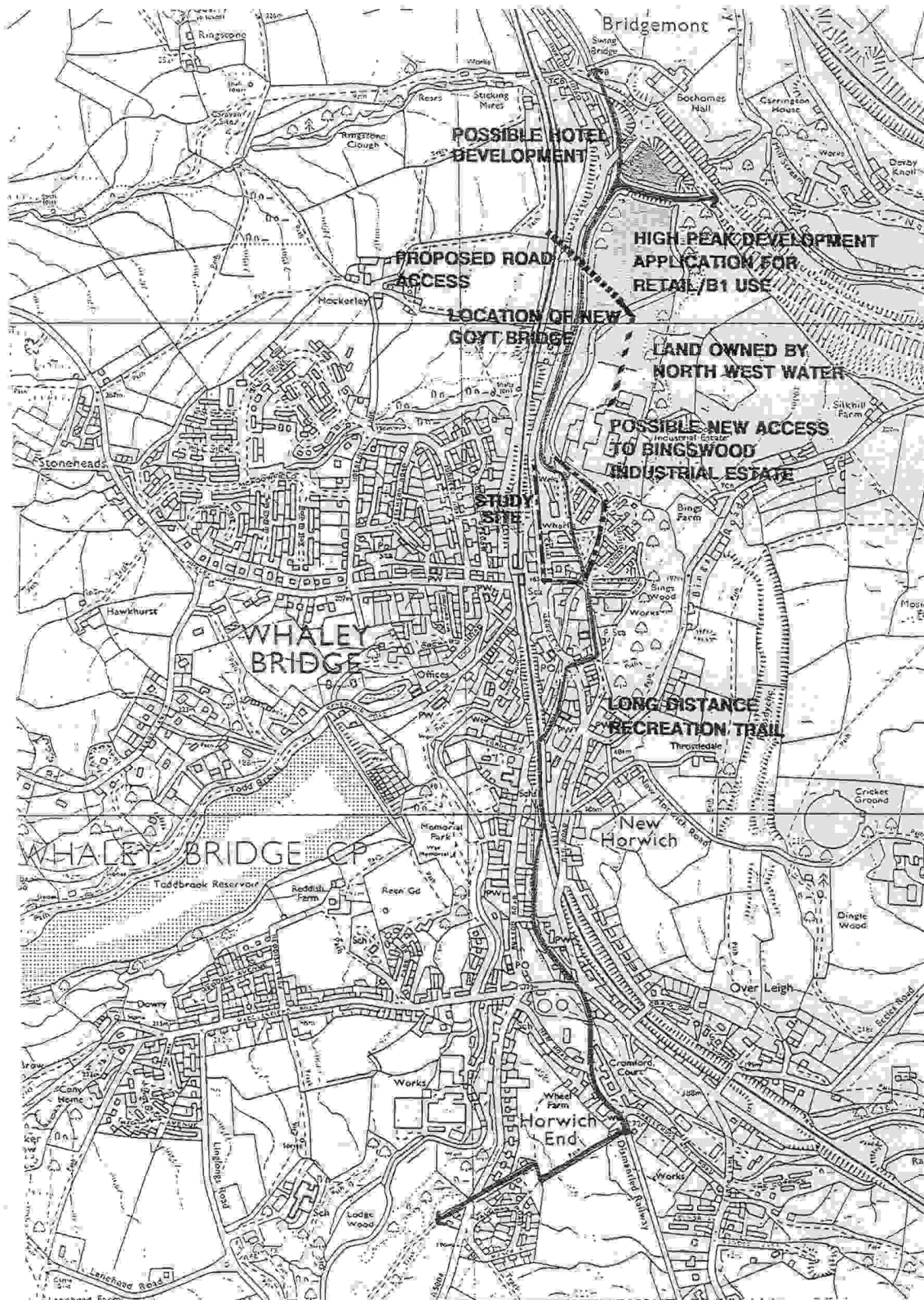
4.1.2 Such a "sense of place" is of vital importance, and will help to ensure that resident's actions are focused on the aim of improving the appearance of the area. An early start could be made by instigating a 'Clean Whaley Bridge' campaign, where working parties and local school children may be motivated. Schools may be invited to use the projects as part of their curricular activities, focusing on historical, geographical and environmental issues. This can become the first step in creating the attitude in the minds of residents that however small or modest their property, it can be seen as being part of a larger scheme which has wider implications.

4.1.3 To persuade people to start self-help initiatives there must be an incentive. Strenuous effort should be taken to encourage a better take-up in Section 77 grants available from English Heritage. The possible future designation of the area as a 'Town Scheme', under the Planning (Listed Buildings and Conservation Areas) Act 1990 would then make the area eligible for grant aid for suitable enhancement works. This scheme could carry 50% assistance, partly from English Heritage and partly from the Borough of High Peak, to carry out a range of approved works to any suitable building



- 4.1.4 Careful consideration should be given to the perceived benefit of having a 'Town Scheme'. Due to the relatively similar nature in terms of age and style of the buildings, a town scheme should be relatively easy to administer. A series of basic principles setting out the criteria for works may be drawn up, and residents encouraged to consider making use of available grants. The works must be applicable to the external appearance of the buildings, and be seen as enhancing the Conservation Area. It may be possible to agree that improvements to the general environment, such as a change in paving materials, or the reintroduction of railings instead of hedges or fences can be grant-aided on a group basis. This latter grant is relatively rare and may not be appropriate to this area. The existing Section 77 grants, though usually more limiting financially do not exclude external works. It should be borne in mind that a Town Scheme for Whaley Bridge is not seen as a high priority by English Heritage or Borough of High Peak.
- 4.1.5 Significant changes can only be brought about through the proper development channels, and several key factors lie outside the Study Area (Fig 6). Such development is guided by the local Planning Authority, who have due reference to their own development guides and standards. Whaley Bridge Town Council are routinely circulated with all local planning applications. By the close monitoring and careful scrutiny of planning applications and by assessing proposals against this study, the Town Council will encourage development and initiatives to achieve long term benefits for the Canal Wharf area.

WHALEY BRIDGE • THE CANAL BASIN



Outlying Factors

ABBEY HANSON ROWE

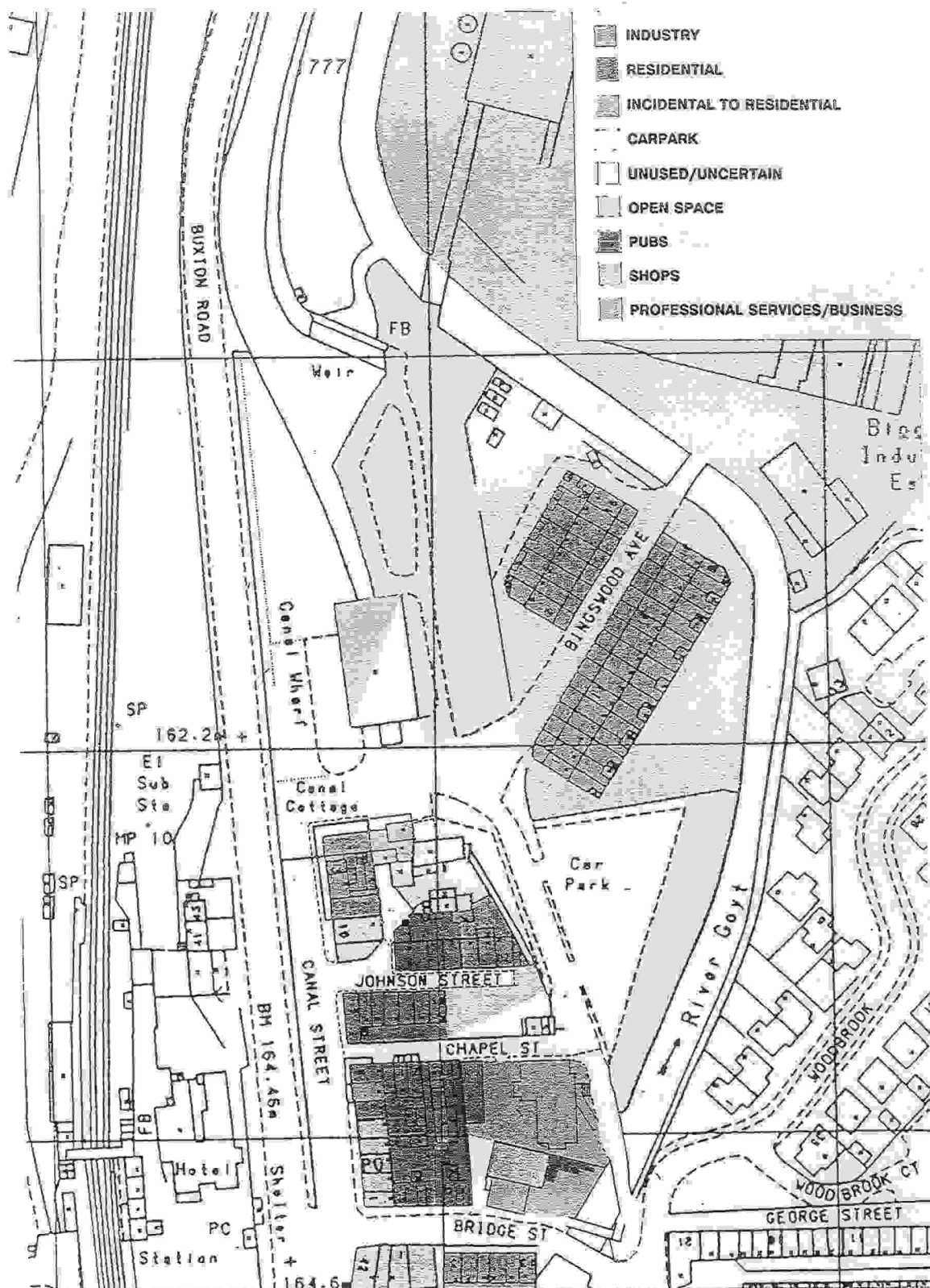
Fig 6



APPENDICES

ABBIEY HANSON ROWE

WHALEY BRIDGE • THE CANAL BASIN



Land Use

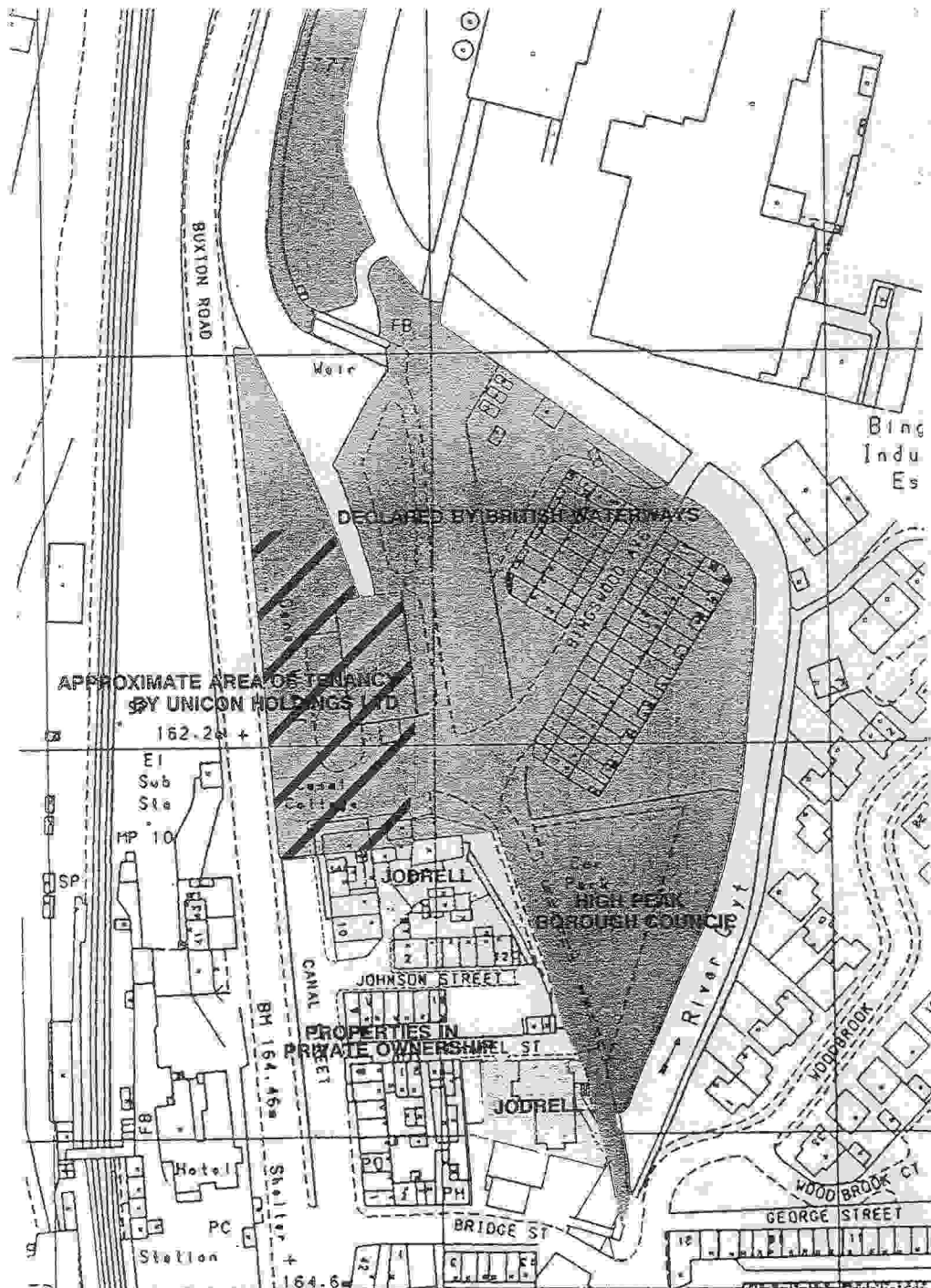
ABBEY HANSON ROWE

Appendix A

WHALEY BRIDGE • THE CANAL BASIN

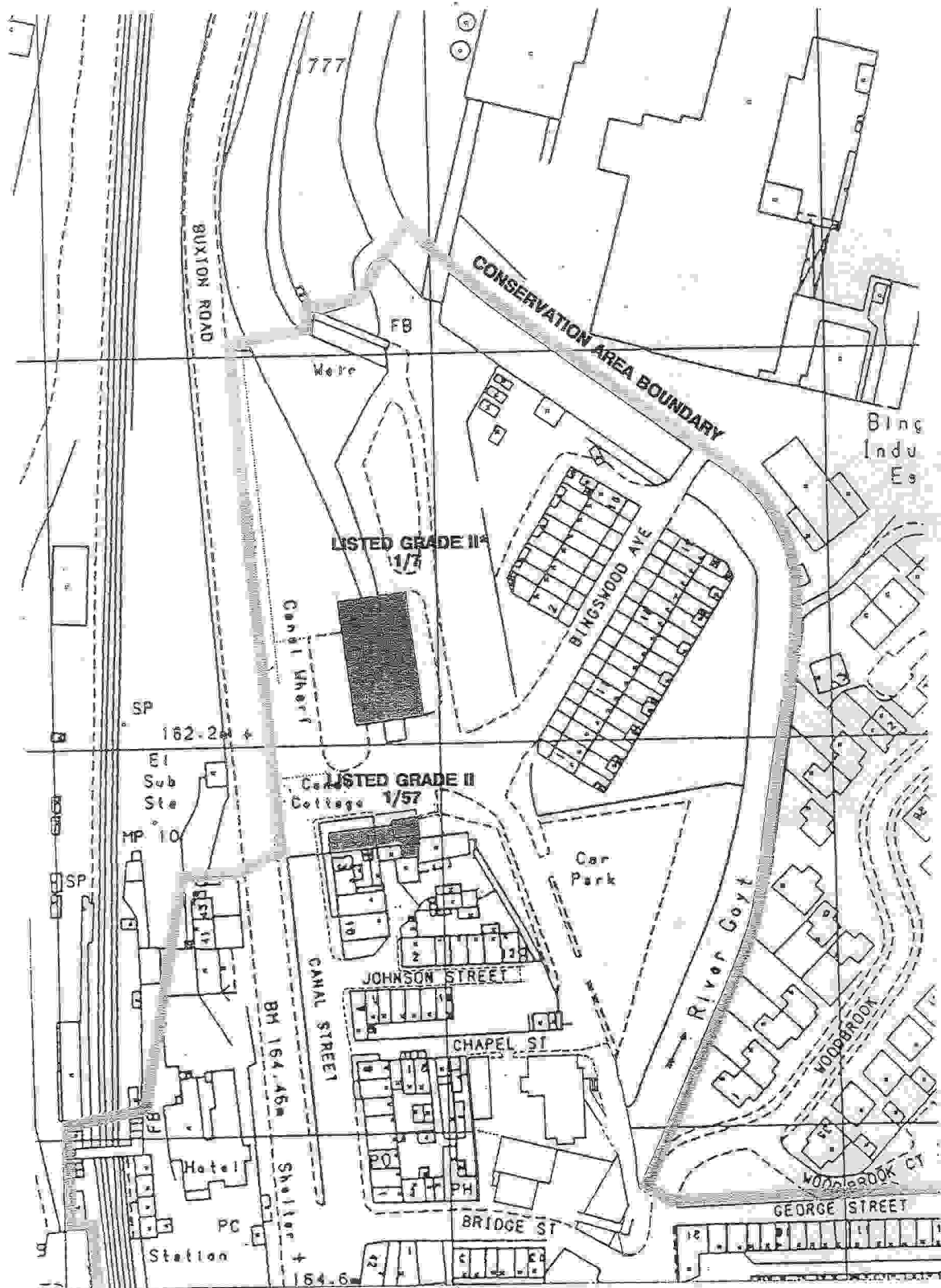


It has not been possible to ascertain the ownership of all properties within the Study Area. The plan indicates, as far as can be discovered the extent of the major freeholdings. The areas owned by the Jodrell Trust are subject to leases of 999 years, which have between 875 and 900 years to run. The identity of the current leaseholders has not been discovered.



Land Ownership

WHALEY BRIDGE • THE CANAL BASIN



Conservation Area/Listed Buildings

WHALEY BRIDGE • THE CANAL BASIN



LISTED BUILDINGS

Source: Borough of High Peak

CANAL WHARF

Canal Warehouse at end of Peak Forest Canal

Ref: SK 0181 1/7

Grade II* Listed 18.12.72
(Upgraded from Grade II 27.9.91)

Entry: Date 1832. Rubble warehouse straddling the canal, which ends in a basin just beyond. Basin elevation has 2 segmental-headed openings in rusticated reveals with keystones, with a lower similar boat entry to centre. Plaque to gable and stone coped gable ends. Side elevation of 5 windows with stone lintels and 3 smaller windows. The other side elevation now altered for use as a garage. Canal elevation has 1 hoist door over 1, 1 window over boat entry to centre and 1 window to right.

CANAL STREET

Canal Cottage and attached former Stable Block.

Ref: SK 0181 1/57

Grade II Listed 6.12.76

Entry: The Canal Cottage has early C19 features. 2 Storeys in coursed stone, painted, with Welsh slate roof. 3 windows, stone lintels, hung sashes with glazing bars, on 2 floors. 2 doors of 4 fielded panels, rectangular fanlights in stone surrounds. The former stable block to the East is of 2 storeys in coursed stone with 2 window openings above 2 carriage doors. These stables were also associated with the Cromford and High Peak Railway.



WHALEY BRIDGE TOWN COUNCIL

Policies for the Nineties

Tony Houghton
Town Clerk

14th January 1993

WHALEY BRIDGE • THE CANAL BASIN



INDEX

1 Introduction	3
2 Local Democracy	3
2.1 Open forum	3
2.2 Petitions	3
2.3 Public Consultation	3
3 Planning and the Environment	3
3.1 High Peak Local Plan	3
3.2 Development Control	3
3.3 Canal Basin Area	4
3.4 Access to Bingswood Industrial Estate	4
3.5 Wharf Road and Gisbourne Yard	4
4 Housing	4
5 Roads and Transport	4
5.1 Furness Vale Bypass	4
5.2 Through Traffic	4
5.3 Car Parking	5
5.4 Public Transport	5
6 Open Spaces and Landscaping	5
6.1 Maintenance of Open Spaces	5
6.2 Memorial Park	5
6.3 CPA Pond	5
7 Public Footpaths and Rights of Way	5
8 Community Facilities	6
8.1 Mechanics Institute	6
8.2 New Community Centre	6
9 Grants and Donations	6
9.1 Grants to Local Organisations	6
9.2 Use of the Mechanics Institute	6
10 Finance	6
10.1 Precepts	6
10.2 Capital Projects	7
10.3 Concurrent Functions	7
10.4 Agency Arrangements	7
11 Administration	7
11.1 Town Clerk	7
11.2 Information Technology	8

WHALEY BRIDGE • THE CANAL BASIN



1 Introduction

This document was agreed by the Town Council at its meeting on 10th December 1992. It has been used as a basis for the precept on Council Tax that the Town Council will make for the financial year 1993/4. It is intended to keep this document updated as policies are developed and new policies are resolved by the Town Council.

2 Local Democracy

2.1 Open forum

The Town Council will continue to maintain an open and democratic forum for local decision making. All meetings of the Town Council and its committees will be open to the public. Copies of all minutes of the meetings are available for public inspection both in the Clerk's office and the public library. Any paper or document presented to the Council is available for public inspection.

2.2 Petitions

Electors in Whaley Bridge are encouraged to petition their Town Council on any issue. Any letters received by the Clerk marked for the attention of the Town Council will be placed immediately before the Town Council.

2.3 Public Consultation

Before deciding major issues of policy, the Town Council will publicise its intentions and invite public comment. In some cases advisory committees involving interested parties will be set up to advise the Council.

3 Planning and the Environment

3.1 High Peak Local Plan

The Town Council will continue to work with the local planning authority to ensure that the special planning problems of Whaley Bridge are recognised and appropriate policies are pursued. In particular the Town Council will seek to ensure that the High Peak Local Plan fully reflects the interests and needs of Whaley Bridge.

3.2 Development Control

The Town Council will continue to examine and comment on all planning applications relating to Whaley Bridge to ensure that local factors are taken into consideration and local policies are adhered to.

WHALEY BRIDGE • THE CANAL BASIN



3.3 Canal Basin Area

The Canal Basin area is recognised as the focus around which any rejuvenation of Whaley Bridge will occur. This area is in several ownerships and has become run down due to neglect and piecemeal development. The Town Council will commission an architect to prepare a conservation brief which will provide a framework for the conservation and renovation of the Canal Basin area.

3.4 Access to Bingswood Industrial Estate

The Town Council will press for the early development of Hogg's Yard to provide an alternative access to the Bingswood Industrial Estate.

3.5 Wharf Road and Gisbourne Yard

The local planning authority will be asked to prepare a redevelopment brief for the land formerly occupied by Z & W Wade at Gisbourne Yard and Wharf Road. The brief for the Wharf Road area will include adjacent land.

4 Housing

The Town Council has identified the need for low cost housing in Whaley Bridge especially in the form of starter homes to rent or buy. To meet this need the Town Council will seek to work with a housing association to either develop a suitable site in Whaley Bridge with new housing or to acquire existing housing for conversion.

5 Roads and Transport

5.1 Furness Vale Bypass

The Town Council will continue to press for the early construction of a new road to replace the A6 through Furness Vale thus relieving Furness Vale of the heavy volumes of through traffic.

5.2 Through Traffic

Through traffic, some of it heavy, continues to use the main road through Whaley Bridge. The Town Council will work with the Highway Authority to find appropriate methods of discouraging this movement. The Council will press for the introduction of traffic calming techniques in Market Street and heavy vehicle bans on the A5004 over Long Hill and the B5470 via Kettleshulme.



5.3 Car Parking

In a recent survey the Borough Council found that there is adequate car parking in and around the centre of Whaley Bridge. The Town Council will continue to press the owners of the Station Car Park to carry out immediately necessary resurfacing work. The Council will ensure that all public car parks are kept clean and well maintained either by the Borough Council directly or by the Town Council under an agency agreement. If the increase in tourism to Whaley Bridge creates pressure for more parking, the Council will investigate bringing further areas into use as public car parks.

5.4 Public Transport

The Town Council will press for improvements to the bus and rail services in Whaley Bridge to ensure that a high standard of public transport is available to those without their own transport.

6 Open Spaces and Landscaping

6.1 Maintenance of Open Spaces

The Town Council currently arrange to have flower beds and tubs in Whaley Bridge and Furness Vale planted out twice a year. No provision is made to maintain these planted areas. There are other sites in Whaley Bridge and Furness Vale that are in need of some maintenance regime. The Town Council will take over the responsibility for maintenance of those open spaces that are not currently maintained by any existing body.

6.2 Memorial Park

The Town Council will negotiate with the Borough Council to take over the maintenance of the Memorial Park and other open spaces maintained by the Borough on an agency basis. A contract will be entered into for this work. This will give the Town Council access to a labour force that will be able to carry out the additional work outlined in the paragraph above.

6.3 CPA Pond

The Council is committed to taking over the CPA Pond in Reservoir Road. The area will be developed and maintained as a nature reserve.

7 Public Footpaths and Rights of Way

The Town Council will work in partnership with the Highway Authority to maintain and develop the network of public rights of way in and around Whaley Bridge. Wherever possible volunteer labour will be used for this work.



8 Community Facilities

8.1 Mechanics Institute

The Mechanics Institute has recently been refurbished at public expense. A new scheme will be sought from the Charity Commission to allow the Institute to be managed by a management committee with the Town Council remaining as custodian trustees. The management committee will be financially autonomous from the Town Council but will be charged with ensuring that all expenditure (including management costs) is covered by income. This target is already in sight and once achieved it will mean that there should be no further call on public expenditure with regard to the Mechanics Institute.

8.2 New Community Centre

The Town Council is committed to investigating the need for a new community centre. A working party has been formed and is preparing recommendations for submission to the Town Council in April 1993. Following this the Town Council will enter into discussions with the principal authorities and other bodies to ensure an early start to construction work.

9 Grants and Donations

9.1 Grants to Local Organisations

The Town Council will receive requests for grants and donations from local organisations. The Council is particularly interested in using their grants to kick start new community activities. Applications from any organisation wishing to initiate new community activities which will ultimately become self financing will be particularly welcome.

9.2 Use of the Mechanics Institute

The Town Council will also consider applications for grants towards the use of the Mechanics Institute during weekdays by voluntary groups.

10 Finance

10.1 Precepts

The Town Council currently precepts a community charge of £10.70 per head on 4,466 charge payers yielding an income of just under £48,000 per annum. This sum is sufficient to cover existing expenditure and commitments and therefore the Town Council do not intend to look for an increase in income following the introduction of the new Council Tax. Expenditure will be monitored on a year by year basis to ensure that the precept is maintained at an affordable level.



10.2 Capital Projects

Future major capital projects are best financed by borrowing. Any net repayment of the borrowing will need to be taken from the income generated from the Council Tax precept. To avoid fluctuations in the precept, any future capital project should be well anticipated. This may mean, in the short term, that income may be in excess of that required to cover expenditure on essential administration and committed projects. Any reserves thus accumulated will be used to fund major capital projects, thus going some way towards relieving the burden of debt charges when the capital programme is commissioned.

10.3 Concurrent Functions

The restructuring of local government now in progress may go some way to resolving the problems of concurrent expenditure whereby the principal authorities precept for funds to provide services and carry out functions that are already being undertaken by local councils. Indeed the High Peak Borough Council is already investigating the possibility of separately charging for services undertaken by them in unparished areas (Buxton and Glossop). It may be that these provisions are extended to cover, for example, the parks in Whaley Bridge. If this becomes the case then the Town Council may well decide to take over these functions directly and this will have an impact on the precept.

10.4 Agency Arrangements

Opportunities should be explored with the principal authorities for the Town Council to undertake work on an agency basis. Under these arrangements the Town Council will provide services formerly provided by the principal authority in exchange for a grant which will cover the expenditure incurred by the principal authority. There will be no need to increase income from the precept to cover these arrangements.

11 Administration

11.1 Town Clerk

The Council employs a Town Clerk on a part time basis (25 hours per week) and this provision has remained unchanged over the last several years. Provision has also been made in the recent past for a relief clerk to deputise in the Clerk's absence. Recently the budget for the relief clerk has been used more efficiently to employ an assistant to the Town Clerk for an average of 6 hours per week. This assistant can also staff the office in the Clerk's absence. These staffing levels are sufficient at present despite the greatly increased workload. Nevertheless, if new policies further increase the workload, more resources will be needed in the form of extra time allocated to the Clerk's assistant.



11.2 Information Technology

The Town Council will continue to make use of new information technology to provide better services. The feasibility of introducing computer communications with the Borough Council and other agencies will be investigated. The Council will also look at the possibility of installing a Fax facility in the Clerk's office.



Whaley Bridge Conservation Area

ENGLISH HERITAGE GRANTS

WHO ARE ENGLISH HERITAGE?

English Heritage is an organisation funded by the Government to secure the preservation of ancient monuments and historic buildings in England and TO PROMOTE THE PRESERVATION AND ENHANCEMENT OF THE CHARACTER AND APPEARANCE OF CONSERVATION AREAS.

WHAT KIND OF GRANT IS AVAILABLE?

English Heritage will consider applications for assistance towards the cost of traditional repairs to any of the buildings included on the schedule overleaf. THE GRANTS ('SECTION 77 GRANTS') ARE OFFERED ENTIRELY AT THE DISCRETION OF ENGLISH HERITAGE. They are designed to preserve and enhance the character and appearance of the Whaley Bridge Conservation Area by repairing external historic details to buildings (and in some cases reinstating lost details.) The grants are normally available at a rate of 25% of the cost of eligible works.

WHAT WORK IS ELIGIBLE?

The objective of the scheme, as it relates to individual properties, is to preserve the historic character of the building as part of the street scene. Eligible repairs therefore include work to CHIMNEY STACKS, ROOFS, GUTTERS, WALLS, WINDOWS, EXTERNAL DOORS, SHOP FRONTS, AND STRUCTURAL REPAIRS. Only permanent repairs to a satisfactory standard will be eligible - not minor repairs of a routine maintenance nature. PLEASE NOTE THAT PRIOR APPROVAL FROM ENGLISH HERITAGE MUST BE OBTAINED BEFORE WORK STARTS.

WHO DO I SEE ABOUT GETTING A GRANT?

Initial advice on eligibility of works, technical methods of repair etc., can be sought from Richard Tuffrey, Conservation Officer at High Peak Borough Council (address: Department of Housing & Planning, High Peak Borough Council, Municipal Buildings, Glossop SK13 8AF Telephone 0457 854361.) Alternatively, you can telephone or write to English Heritage directly by contacting either Charles Wagner or Jennifer Dean in the East Midlands Team, English Heritage, 23 Savile Row, London W1X 1AB. Telephone 071 973 3221/3220.



BOROUGH OF
HIGH PEAK



English Heritage: Section 77 Grants
List of Eligible Properties

BINGSWOOD ROAD

2 - 22 (evens)

BINGSWOOD AVENUE

1 - 31 (odd)
2 - 16 (evens)

BRIDGE STREET

2 - 6 (evens), 8 (The Goyt Inn), 10, 12 (Hall r/o 10), 14
1 - 13 (odd)

CANAL STREET

1 - 13 (cons.)
Canal Cottages
Outran House
Stores to Builders Yard (Drinkwaters)
Canal Wharf Warehouse
Retaining wall and railings to Market Street
Cromford and High Peak Railway Bridge.

CHAPEL STREET

1, 2, Workshop (south side)

GEORGE STREET

1 - 21 (cons).

JOHNSON STREET

1 - 12 (cons), Navigation P.H.

MARKET STREET

2 - 38 (evens)
1 - 17 (odd) Mechanics Institute, 29, 31, Railway P.H.,
Jodrell Arms P.H., 41, 43.
Bridge over River Goyt.

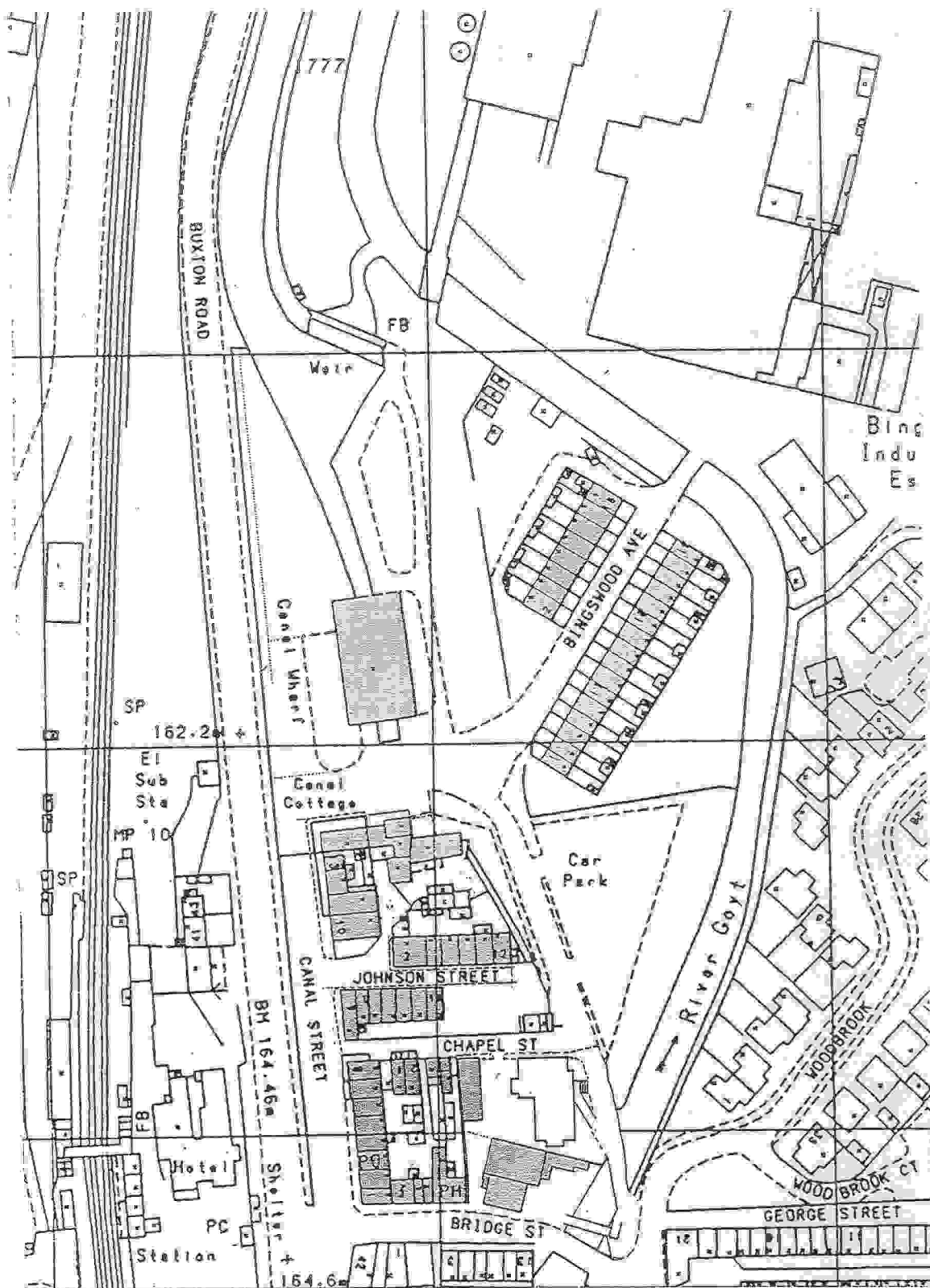
WHARF STREET

Workshop (Allcock and Daniels).



BOROUGH OF
HIGH PEAK

WHALEY BRIDGE • THE CANAL BASIN



E H Eligible Properties

ABBEY HANSON ROWE



British Waterways were approached at the commencement of the study, and contact made with Mr Stuart Mills, Estates Surveyor.

The general principles and objectives of the study were discussed.

The possibility of British Waterways supplying background information in terms of general policy and guidance notes was also discussed, but to date no such information has been made available to Abbey Hanson Rowe.

British Waterways
Literature