

Whaley Bridge Wharf

Planning Brief



Prepared on behalf of:
British Waterways Board

Prepared by:
Drivers Jonas

In association with:
High Peak Borough Council
English Heritage
Whaley Bridge Town Council
Whaley Bridge Amenity Group

May 1996

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1. INTRODUCTION

Objective of the Brief

1.1 The objective of this brief is to secure a long term and economically viable use for Whaley Bridge wharf to ensure that the warehouse and the setting of the wharf are enhanced and maintained.

1.2 For the purposes of the brief Whaley Bridge wharf is defined as the warehouse building and the surrounding wharf as shown on the plan contained in Appendix I.

1.3 The highest priority and the clearest opportunity for investment is the wharf building itself.

1.4 There may be development opportunities over the land to the west of the warehouse adjoining the A5004 and whilst these should not be ruled out any development would need to take account of the need for car parking and servicing of any future use of the warehouse, together with the setting of the listed building and the character of the Whaley Bridge Conservation Area.

1.5 Whaley Bridge wharf has played an important part in the industrial heritage of the region providing an interchange between the Peak Forest Canal, local industry and the Cromford and High Peak Railway. It is hoped that by securing a sympathetic economic use for the warehouse, which is sensitive to the existing character of the building and the setting of the surrounding area, the future of the Wharf can be secured.

1.6 The brief has been prepared by British Waterways, as landowners, and in consultation with High Peak Borough Council, English Heritage, the Whaley Bridge Town Council and the Whaley Bridge Amenity Group.

1.7 It is the intention of the British Waterways Board to procure the redevelopment of the warehouse and wharf area as defined on the plan contained in Appendix I. British Waterways intend to market the area on the basis of the planning brief

1.8 The brief is intended as a guide for potential developers / occupiers.

Site & Surrounding Area

1.9 The Whaley Bridge wharf comprises a warehouse building and canal basin. The distinctive warehouse is located at the head of the Peak Forest Canal between the A5004 and the River Goyt in

Whaley Bridge, Derbyshire. A location plan is contained in Appendix II. The area is approximately 0.81 hectares (2 acres).

1.10 The warehouse building is listed grade II*. A copy of the listing is contained in Appendix III.

1.11 The building and wharf fall within the boundaries of the Whaley Bridge Conservation Area. It is a gateway location at the junction of the Goyt Way footpath into the Peak District, and the main A6 road across the High Peak from Manchester to Derby.

1.12 The building has an estimated internal floor area of 469 sq m (5,046 sq ft). A sketch of the internal floor plan of the warehouse is contained in Appendix IV.

1.13 The site is located approximately 2 minutes walk from Whaley Bridge Town Centre, and opposite the railway station, which provides regular services to Manchester, Stockport, Derby and Buxton.

1.14 The Whaley Bridge Wharf basin is popular with canal enthusiasts for moorings, and as a tourist destination particularly in the summer months being an attractive location at the head of the Goyt Way footpath. British Waterways Board would look to secure the continued use of the basin by canal boats.

1.15 The land to the north and east of the wharf is set out as an amenity area with semi-mature and mature trees.

1.16 The land between the A5004 and the wharf is triangular in shape and is currently used as a car park. Part of this area has been laid with sets.

Listing

1.17 The building was listed Grade II in 1972 and was subsequently upgraded to grade II* status on 27 September 1991.

Present Ownership

1.18 The warehouse and surrounding wharf, shown on the plan and photographs contained in Appendix I are owned by the British Waterways Board.

2. HISTORICAL CONTEXT

The Wharf

2.1 The Whaley Bridge spur of the canal and basin were built in the 1790's as an extension to the Peak Forest Canal to provide a junction with the Peak Forest Tramway to transport limestone from Dove Holes and other local quarries to the industrial centres of Manchester and Merseyside.

2.2 The Peak Forest Canal was authorised by an Act of Parliament in 1794 and ran from Ashton through Marple to Whaley Bridge and Buxworth (formerly known as Bugsworth).

2.3 The canal was opened to the basin at Whaley Bridge and Buxworth on 1 May 1800.

2.4 It had originally been intended to extend the half mile spur from the Peak Forest Canal to Whaley Bridge across the Peak District to Cromford in the Midlands by means of a canal. However, due to the huge technical difficulties involved it was decided to construct the Cromford and High Peak Railway to link the Midlands with the north west along the line originally surveyed for the canal.

2.5 The Railway received parliamentary consent in 1825, and the 33 mile line was officially completed on 6 July 1831.

2.6 In addition to the Cromford and High Peak Railway, tramlines formerly ran from the building to the adjoining Goyt Mill and Bingswood Print Works. The existing Bingswood Industrial Estate occupies the site of the former print works, while Goyt Mill has been demolished and replaced by housing.

2.7 The use of the wharf declined as a steady reduction in commercial traffic using the Peak Forest Canal took place due, in part, to the opening of the Macclesfield Canal and other alternative routes which offered a more efficient method of transporting goods to the industrial heartland's of the north west.

The Warehouse Building

2.8 The warehouse, located at the head of the Peak Forest Canal, was built in 1832 as part of the wharf development. It was built as a trans-shipment shed between the Peak Forest Canal and the Cromford and High Peak Railway.

2.9 The building straddles the head of the canal which is fed by the Coombs and Toddbrook reservoirs to the south of Whaley Bridge.

2.10 The warehouse building was originally three storeys high and occupied the southern half of the site. The building was substantially altered in 1916 with the construction of an additional loading bay and the reduction in the height of the building to two storeys.

2.11 The Peak Forest Canal finally closed in 1923 and was soon followed by the closure of the Cromford and High Peak Railway line in 1967. The canal re-opened to navigation following extensive restoration works in 1974.

2.12 The canal warehouse has been used for boat building, storage and as premises for a boat hire business since this time and is popular as an active cruising waterway.

3. PLANNING CONTEXT

Introduction

3.1 Proposals for the change of use of, and works to the wharf, will be considered against planning policy and guidance contained in:

- PPG15, Planning and the Historic Environment, dated September 1994;
- Derbyshire Structure Plan, approved in May 1990; and
- The High Peak Local Plan, Deposit Draft, published in May 1995.

PPG15 "Planning and the Historic Environment"

3.2 The Government regards the effective protection of all aspects of the historic environment as fundamental to its policies for environmental stewardship. The objective of the planning process should be to reconcile the need for economic growth with the need to protect the natural and historic environment.

3.3 However, the Government recognise that the economic prosperity of a listed building and vitality of conservation areas can be secured by the continued use and maintenance of historic buildings provided that an imaginative and sensitive approach is adopted to their alteration or proposed change of use.

3.4 The general approach to considering applications for the alteration or extension of listed buildings is set out in paragraph 3.5 of PPG15. These paragraphs are relevant to the consideration of the potential of the wharf:

"3.5 ... the issues that are generally relevant to the consideration of all listed building consent applications are:

3.4.1 *The importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms...*

3.4.2 *The particular physical features of the building (which may include its design, plan, materials or location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (e.g. interiors) may come to light after the building's inclusion in the list;*

3.4.3 *The building's setting and its contribution to the local scene, which may be very important e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby;*

3.4.4 *The extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment (including other listed buildings)."*

3.5 The implications of PPG15 are:

- there is a strong presumption against total or partial demolition of the listed building;
- there is strong support for finding uses which will secure the economic future of the warehouse;
- all works to the warehouse must be sympathetic to its historic interest, and be of a high quality of design and materials;
- any new buildings in its grounds, providing they meet other planning criteria in the local plan, must be of a scale and design which respects the listed building and the wharf itself; and
- only detailed applications for planning permission will be entertained, ie an outline application for planning permission would not be accepted.

Derbyshire Structure Plan

3.6 The Structure Plan was approved in 1990 and is currently being reviewed. The new draft Structure Plan was published on 1 March 1996, and the consultation period is scheduled to finish on 1 May 1996.

3.7 The Structure Plan emphasises the need to adopt a pro-active strategy to the continuing development and importance of the leisure and tourism trade to the local economy of High Peak.

3.8 Leisure Policy 4 which states that:

"Planning Permission will normally be granted for proposals for tourist accommodation, including the change of use or extension of existing buildings, provided that the proposals are in keeping with the appearance and character of the building and area concerned"

3.9 The general approach to the reuse of historic buildings is set out in Environmental Policy 8.

"Planning permission will normally be granted for the change of use or conversion of buildings of architectural or historic interest, where this would ensure their preservation without the loss of character and without significant detriment to local amenities or landscape quality."

3.10 While the Structure Plan sets out the broad policy framework, more detailed and site specific policies are established in the Borough local plans.

High Peak Local Plan

3.11 The draft High Peak Local Plan aims to stimulate steady growth in Whaley Bridge, to encourage investment, support for local services and to encourage regeneration of historic buildings and areas where possible.

3.12 The Local Plan aims to conserve the character of the built environment, although it recognises that sympathetic commercial development can secure the investment necessary to support the future use and maintenance of historic buildings.

3.13 Policy BC.10 - Change of Use of Listed Buildings - states:

"Planning permission will be granted for the change of use of listed buildings to ensure their preservation, provided that the development:

- *Will not harm the special historic or architectural interest of the building; and*
- *Will not harm the appearance or character of the area; and*
- *Will not materially prejudice other objectives of the plan.*

Where appropriate, conditions will be imposed, and/or planning obligations sought, to secure the sympathetic repair and maintenance of the historic building."

3.14 Proposals for the reuse of the Whaley Bridge warehouse would need to respect and contribute to the character of the wharf area through improvements to the existing environment, in line with the policies in the draft Local Plan.

3.15 Policy BC.11 - Alterations and Extensions to Listed Buildings - of the draft local plan states:

"Planning permission will not normally be granted for alterations or extensions to listed buildings, unless:

- *The historic form, character and structural integrity of the building and its setting will be retained; and*
- *Architectural or historic elements which contribute to the special character of the building will be retained; and*
- *The proposal will respect the character of the existing building in terms of its scale, design, external appearance and detailing; and*
- *Facing materials, installed and finished in a manner which match the original or existing materials, will be used; and*
- *The development will comply with all other relevant provisions of the plan."*

3.16 There is a general presumption in favour of tourist related development within High Peak and the draft Plan specifically encourages development which relates to the tourism, recreational and historical significance of the Peak Forest Canal.

3.17 A survey undertaken in 1986/1987 suggested that staying visitors spent over 2 million nights in and around the Peak National Park, with an estimated 18.5 million visits per annum to the Peak District.

3.18 Policy R7 - Canal Based Tourism & Recreation - of the draft Local Plan states that:

"Planning permission will be granted for development which is related to the tourism, recreational and historical significance of the Peak Forest Canal, provided that the development will comply with all relevant provisions of the plan."

Whaley Bridge

3.19 Whaley Bridge functions as a local service centre for the surrounding area. It has been identified by the Borough Council as a centre with considerable tourist related development potential due to its location at the head of the Peak Forest Canal, as a gateway to the Goyt and its association with the former Cromford and High Peak Railway.

3.20 In particular, the Whaley Bridge wharf area is considered to be a major asset to the overall development of the town as a tourist destination.

3.21 Much of the heart of Whaley Bridge is covered by a conservation area which was extended in 1994. The centre of the town focuses on the A5004 Buxton Road running through Whaley Bridge

3.22 The Borough Council are keen to encourage and improve the range of tourist related destinations in Whaley Bridge with the provision of overnight accommodation and other visitor attractions. Tourism is a vital part of the local economy. Local plan policies aim to broaden the towns economic base and encourage steady growth.

3.23 An opportunity exists to enhance the tourist potential of the wharf, in line with local policy, through imaginative development proposals which respect it's character and setting, building on the existing popularity of the area.

4. OPPORTUNITIES FOR DEVELOPMENT

Existing Uses

4.1 The warehouse is currently used by a boat hire company, which runs the Judith Mary II out of the building, and for general storage.

4.2 The area to the west of the warehouse is used for informal car parking. To the north and east of the building is an established amenity area.

Condition of the Warehouse Building

4.3 The warehouse appears to be structurally sound and watertight from above and within. Extensive repairs to the roof and masonry were undertaken in 1991/92.

Reuse of the Warehouse

4.4 The Borough Council and the British Waterways Board will look favourably on uses which bring life and vitality to the wharf while respecting the listed building and its setting.

4.5 A plan showing the development principles can be found in Appendix V.

4.6 The priority is to find an economically viable use for the warehouse. The warehouse could be refurbished and converted to a variety of commercial uses, including a:

- restaurant (Class A3);
- public house/wine bar (Class A3);
- offices (Class B1);
- retail (Class A1); or
- leisure (Class D2).

4.7 A mixed use development may be appropriate.

Amenity & Setted Areas

4.8 The Borough Council and the British Waterways Board would look to retain the amenity area to the north and east, and the setted area to the west of the warehouse unless there is exceptional justification.

Previous Permission

4.9 In 1987 an outline application for the change of use of the building from industrial to a pub/restaurant was approved. This application was renewed in June 1991.

4.10 The area to the west of the building was proposed for car parking. The planning permission was not implemented and expired on 19 June 1994.

External Alterations

4.11 External alterations to the building will need to be kept to a minimum. There is scope for the restoration of some of the original openings but the addition of new openings - doors and windows - is unlikely to be approved.

4.12 Some of the windows have been boarded up and the repair or replacement of any windows will be encouraged although a specification would need to be agreed before hand by all parties. Subject to any agreement a scheme to replace windows, to allow for natural lighting, would be acceptable in principle.

4.13 External advertisements will need to be agreed with the local planning authority, although advertisements where required should be appropriate to the character of the building.

Internal Alterations

4.14 The interior of the warehouse is of historic interest due to the use of the building as a trans-shipment depot and will be retained unless there is exceptional justification. Where changes to the interior are put forward, the Borough Council will look favourably on proposals which are reversible and would allow the interior to be restored to its original character.

4.15 The internal arrangement with the canal running through the middle of the building will be retained although it is accepted that a transparent floor covering bridging the canal head, of a specification to be agreed, may be appropriate and necessary in order to maximise the usable floorspace.

4.16 Such a covering would need to be removable to allow for maintenance and other purposes by British Waterways where required.

Parking & Highways

4.17 Planning permission will not normally be granted for development proposals which fail to meet the Borough Council's parking standards. However due to the characteristics of the Whaley Bridge warehouse and wharf, the Borough Council may be

prepared to relax these standards to secure a satisfactory scheme for the building, where required.

4.18 In considering parking requirements, particular regard will be given to the needs of disabled people.

4.19 The Borough Council and the British Waterways Board believe that the area to the west of the building, located in between the warehouse building and the main Buxton Road, would appear to be suitable for car parking, and the most likely area for any small scale development ancillary to the use of the warehouse.

4.20 The Borough Council operate a public car park nearby with 35 - 40 free spaces.

Bingswood Industrial Estate

4.21 Although there are no current plans to close the access to the Bingswood Industrial Estate, currently using Bingswood Avenue, it is hoped that a new access to the industrial estate will be secured from the main Buxton Road enabling the current access to be closed.

4.22 This would result in improvements to the environment of the Wharf and surrounding streets. The Borough Council will continue to press for a solution to the access arrangements for the Bingswood Industrial Estate.

Disabled Access

4.23 Appropriate access to the building and the wharf area will need to be incorporated within any proposals for the reuse of the building and wharf area.

Planning Permission & Listed Building Consent

4.24 Applications for detailed planning permission and listed building consent would be required. The Local Planning Authority will consider planning applications having regard to this planning brief as well as other relevant considerations.

4.25 Potential re-users of the warehouse and wharf are encouraged to consult with the Borough Council and British Waterways before designing and submitting any new proposals for the Wharf area.

Grant Availability

4.26 Guidance on the availability of grants and special assistance may be obtained from the Conservation Officer at High Peak Borough Council, or alternatively from English Heritage.

Restrictive Covenants

4.27 The property is not subject to any covenants likely to restrict options for the reuse of the Whaley Bridge warehouse and wharf, although it will be the responsibility of any end-user or developer to satisfy themselves on this point prior to the completion of any legal agreements.

4.28 The British Waterways Board will reserve their rights of access to the warehouse and wharf in order to carry out any necessary maintenance works.

Investment Opportunity

4.29 The Borough Council and the British Waterways Board believe that the reuse of the Whaley Bridge Wharf represents an exciting business opportunity in the heart of Whaley Bridge to exploit the wharfs:

- location at the head of the Peak Forest Canal;
- historic association with the Cromford and High Peak Railway;
- gateway location at the junction of the Goyt Way Footpath into the Peak District; and
- it's popularity with visitors using both the canal and visiting the Peak National Park and Whaley Bridge as tourist destinations.

5. FURTHER INFORMATION

Contact Points

5.1 Further information is available from the:

- Conservation Officer
High Peak Borough Council
Municipal Buildings
Glossop
Derbyshire
SK13 8AS
Tel No: 01457 854 361
- British Waterways Board
Navigation Road
Northwich
Cheshire
CW8 1BH
Tel No: 01606 74321
- English Heritage
23 Savile Row
London
W1X 1AB
Tel No: 0171 973 3000

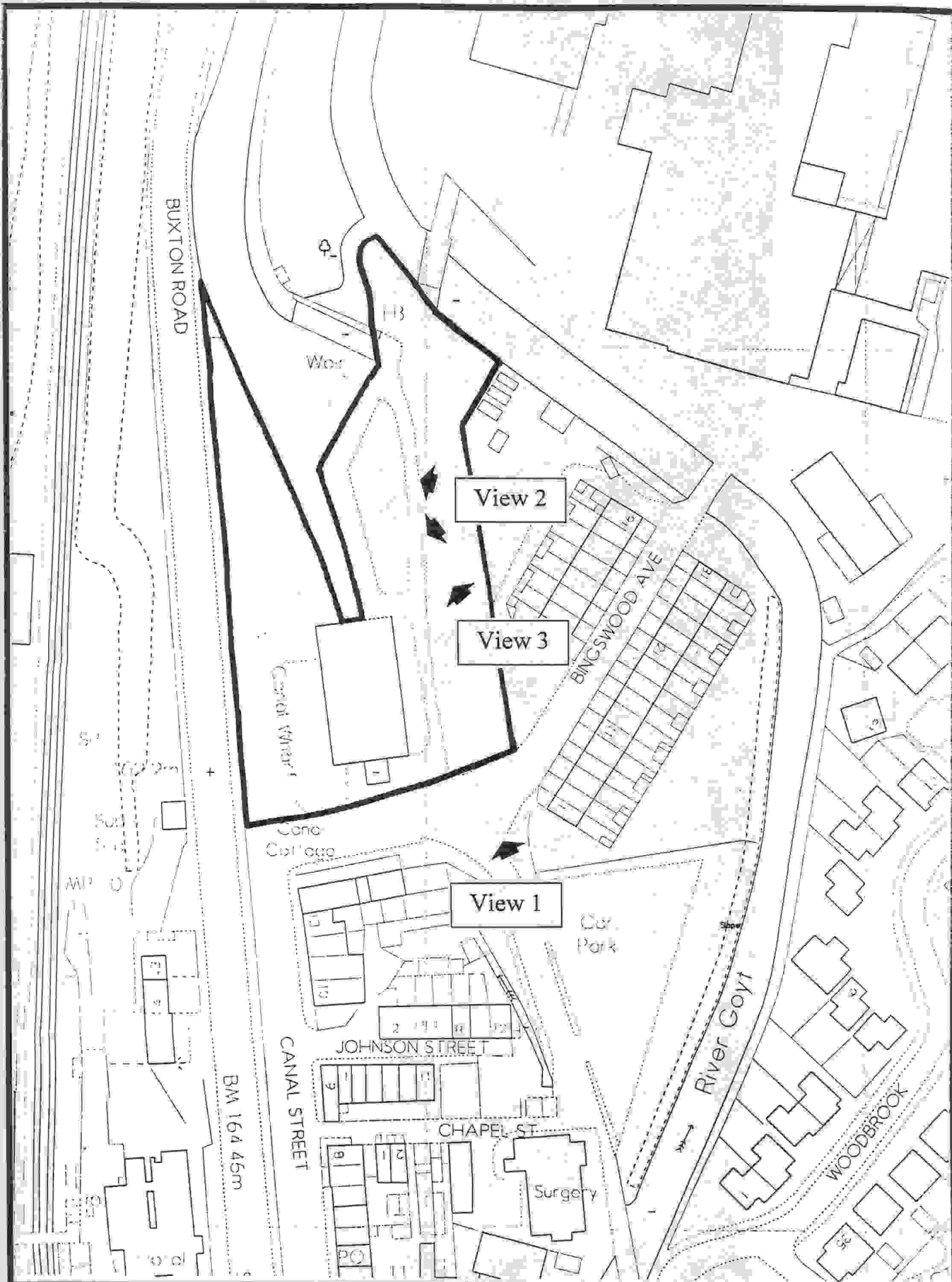
Relevant Publications

5.2 Relevant Publications include:

- High Peak Borough Draft Local Plan, available from the Borough Council;
- Derbyshire Structure Plan, available from the County Council; and
- Planning Policy Guidance Note 15 "Planning and the Historic Environment", available from HMSO.

APPENDIX I

Planning Brief Boundary Plan and Photographs



PLANNING BRIEF BOUNDARY

For Identification Purposes Only (Not to Scale)

For Views refer to attached photographs



Based upon the Ordnance Survey map
with the permission of the Controller of
Her Majesty's Stationery Office.
Crown Copyright reserved



View 1



View 2





View 3

APPENDIX III

Listing

LISTED BUILDING

DERBYSHIRE
HIGH PEAK
WHALEY BRIDGE, FORMER UD

PEAK FOREST CANAL
Canal Warehouse at end of Peak
Forest Canal

SK 0118 8162
912-0/1/7
18/12/72

(Statutory Address:
CANAL WHARF
Canal Warehouse at end of Peak
Forest Canal)

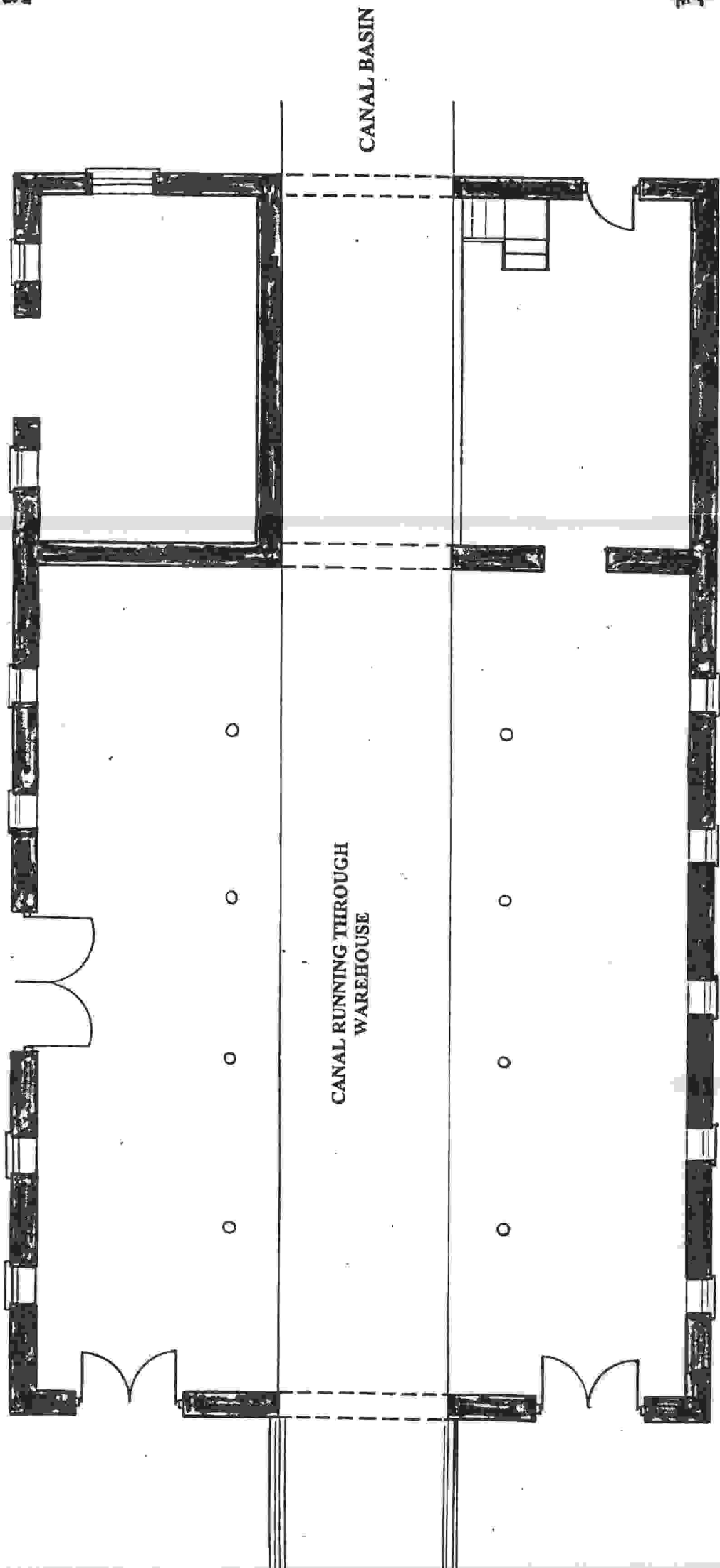
GV

II*

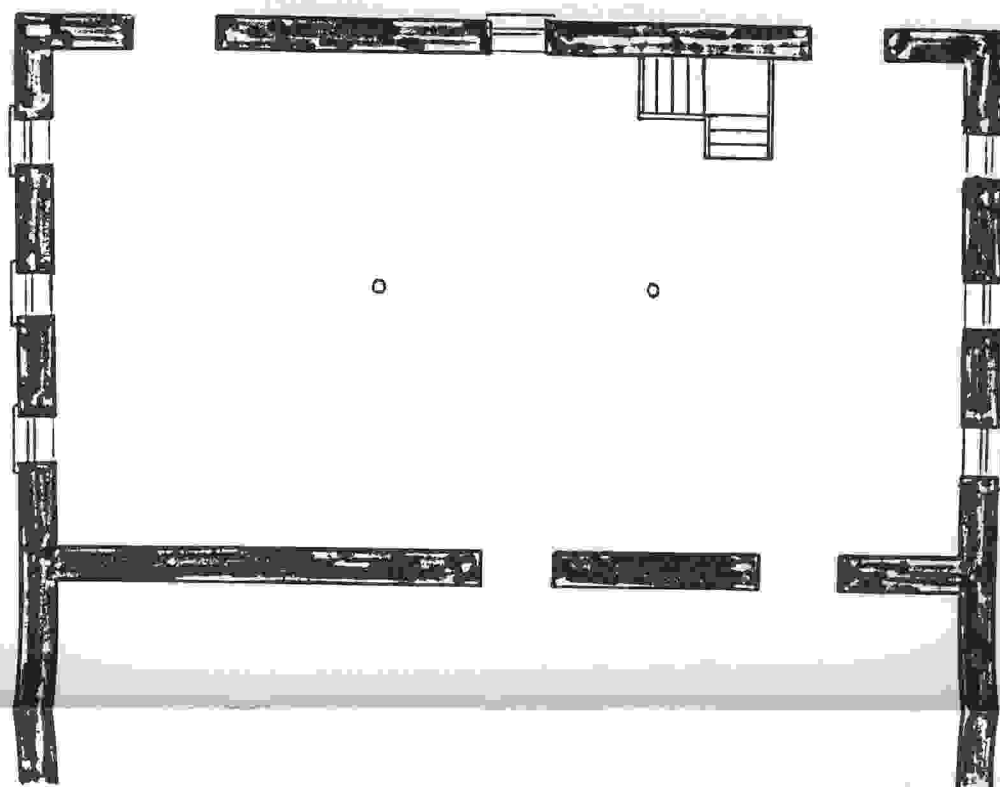
Dated 1832, altered in 1915. Rubble warehouse straddling the canal, which ends in a basin just beyond. Built as a trans-shipment shed between the Peak Forest Canal and the High Peak Tramway (completed 1831). Basin elevation has 2 segmental-headed openings in rusticated reveals with keystones for the tramway entrances, 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.

APPENDIX IV

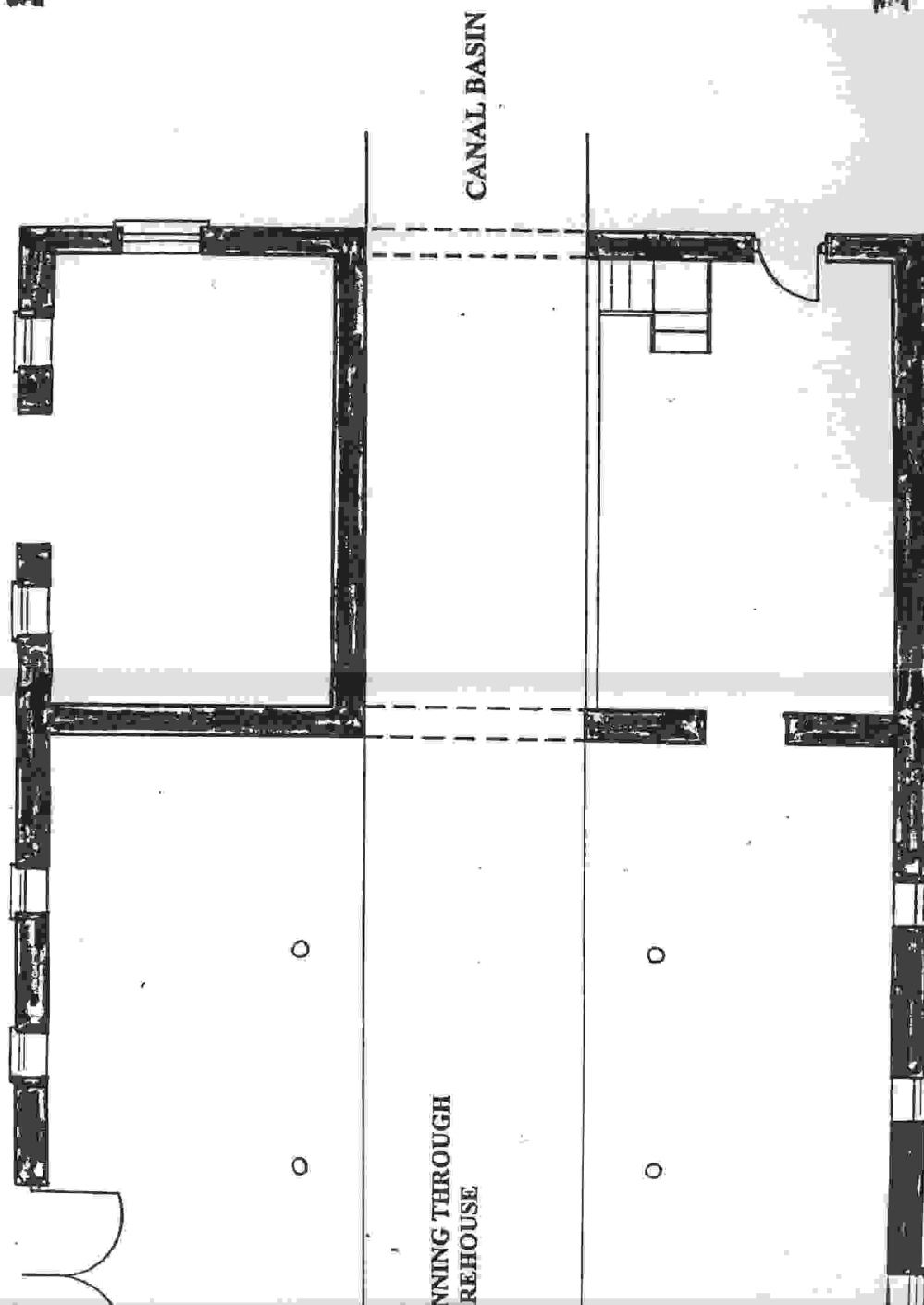
Internal Floor Plan



GROUND FLOOR PLAN
(Not to Scale)



FIRST FLOOR PLAN
(Not to Scale)



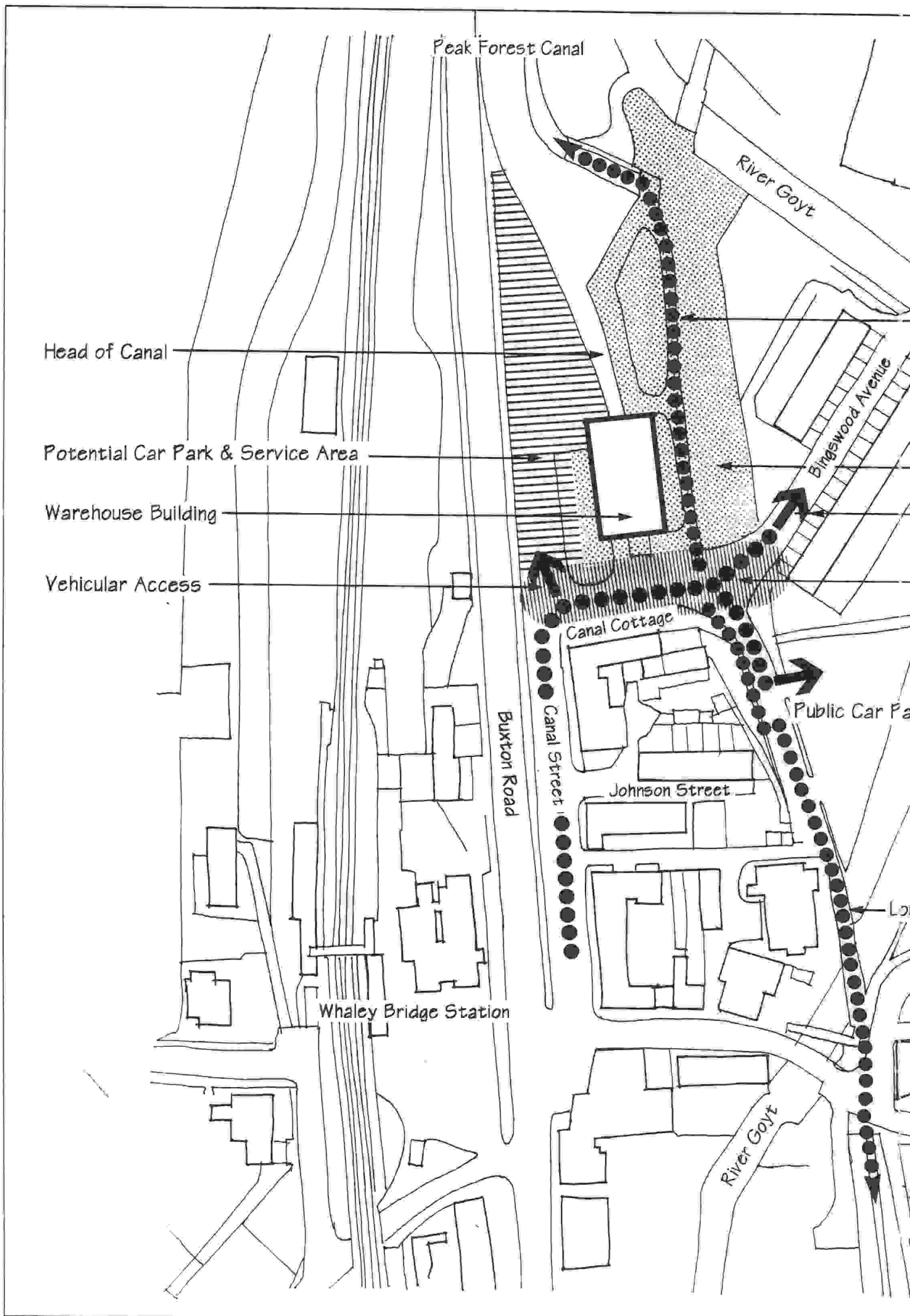
GROUND FLOOR PLAN
(Not to Scale)

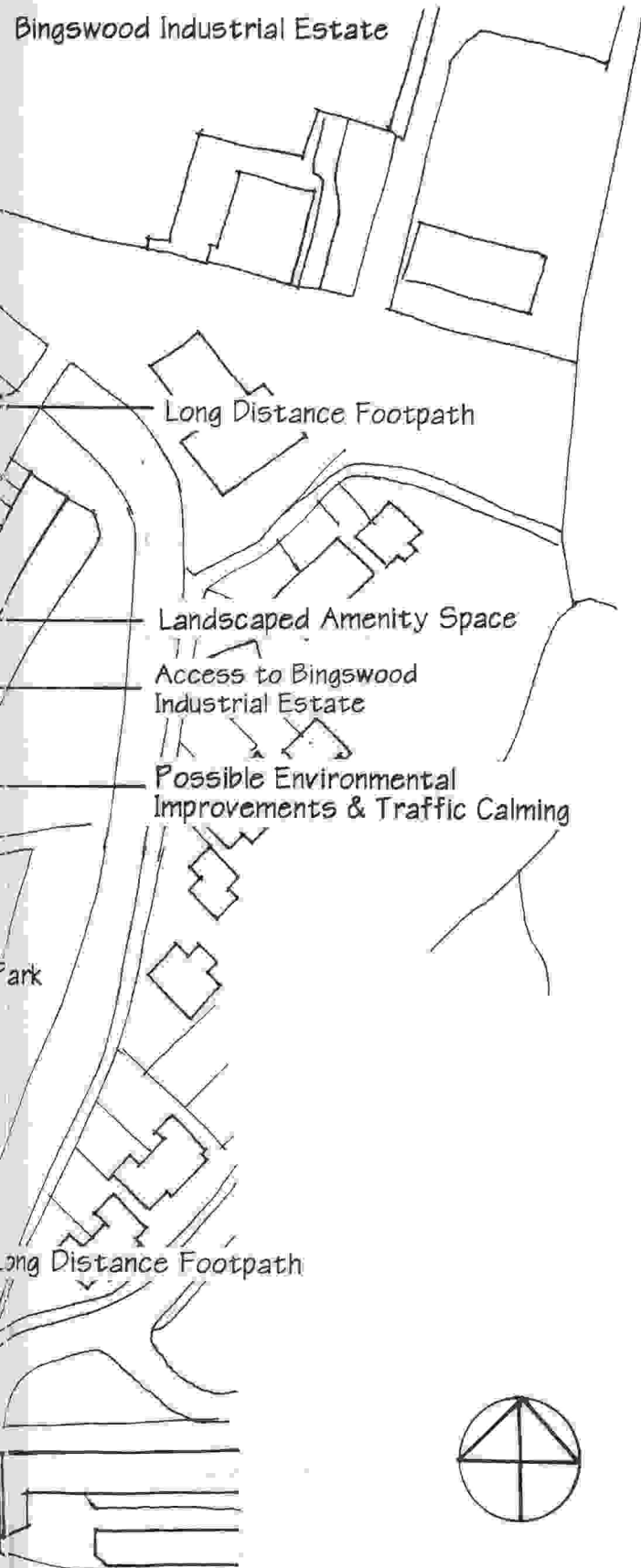
UNNING THROUGH
REHOUSE

CANAL BASIN

APPENDIX V

Development Principles





Development Principles

All dimensions to be checked on site and surveyors notified immediately if different from those given or scaled from the drawing.

Date	Revision
Drawing N°	Revision

Whaley Bridge Wharf
Canal Street, Whaley Bridge
Potential Reuse of Wharf
and Adjoining Land
for British Waterways

Date Mar '96	Scale NTS	Drawn by AR
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Chartered Surveyors and Urban Real Estate Consultants
16 Suffolk Street London SW1Y 4HJ Telephone 071-930 9731
Fax 071-930 3690 Telex 917080 BDE DX 37213 Piccadilly W1
30 Watling Street London EC4M 9JN Telephone 071-248 9731
Fax 071-329 4813 Telex 917080



High Peak Borough Council

Leslie Coffey, B.Sc., Dip.TP., MRTPI - Director of Housing and Planning
Municipal Buildings, Glossop, Derbyshire SK13 8AF
Phone: 01457 851600 Fax: 01457 860290

My Ref: RT/JH/LST202(60)

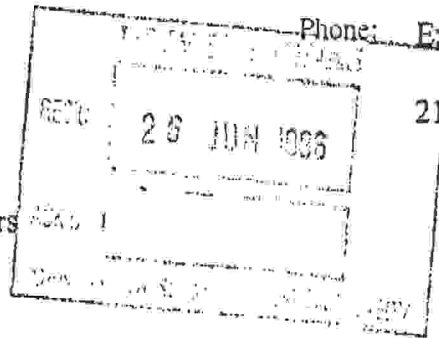
This matter is being dealt with by: Richard Tuffrey

Your Ref:

Phone: Ext. 3653

21 June 1996

Mr J. Blakey
Drivers Jonas
Chartered Surveyors
Dennis House
Marsden Street
Manchester
M2 1HW.



COPY

Dear James,

Re: WHALEY BRIDGE CANAL WAREHOUSE AND WHARF.

I am now able to confirm our telephone conversation regarding the Borough Council's endorsement of the Planning Brief for the canal warehouse building and wharf area at Whaley Bridge.

The item went to both the Planning Committee on the 3rd June and the Development Committee on the 11th June. I attach the minutes of both meetings which are self explanatory.

May I take this opportunity to thank you for liaising with the Council with the initial drafts of the Brief. I think our discussions proved useful and I am pleased that you were able to take on board most of our comments and suggestions. I am confident that we have ended up with a positive draft of the Brief both for British Waterways, as owners, and the Council, which is anxious to see this area properly conserved. Hopefully, it will encourage a suitable scheme when the site is marketed.

Finally, as we discussed, it would be prudent to consult with English Heritage given the building's Grade II* status. In addition, Whaley Bridge Town Council and Whaley Bridge Amenity Society could usefully be consulted as they have shown considerable interest in the wharf area in the past.

Yours sincerely

Richard Tuffrey
Conservation Officer

ENC.

Chief Housing and Estates Officer:
P J Hackett, B.A., FIH

Chief Planning Officer:
G J Roscoe, B.Sc., M.Sc., Dip.TP., MRTPI

03.06.96.

Planning Committee

- 97/5 * CONSERVATION (MINOR WORKS) GRANT APPLICATION, GLOSSOP PARISH CHURCH, CHURCH STREET SOUTH, OLD GLOSSOP (Agenda Item 7)

RESOLVED:

That an offer of £1,447 to meet 25% of the cost of eligible works at Glossop Parish Church estimated at £5,788 (VAT not applicable) be approved subject to the conditions set out in the report.

COPY

- 97/6 * CANAL WAREHOUSE AND WHARF, WHALEY BRIDGE: PLANNING BRIEF (Agenda Item 8)

RESOLVED:

That the draft text of the Planning Brief prepared by British Waterways be approved with a view to its adoption for the purposes of assessing the future development of the site, subject to any substantive amendments resulting from the consultation with other interested parties being reported back to the Committee.

- 97/7 * EXCLUSION OF PUBLIC AND PRESS

RESOLVED:

That the public and press be excluded from the meeting for the following items because there may be disclosure to them of exempt information as defined in paragraphs 12 and 13 of Schedule 12A of the Local Government Act 1972.

- 97/8 * FLATT FARM, CLIFFE ROAD, WHITFIELD, GLOSSOP (Agenda Item 11)

RESOLVED:

That no action be taken to seek a retrospective application for Listed Building Consent in the current circumstances.

- 97/9 * THE CO-OP LATE SHOP, TORR TOP STREET, NEW MILLS (Agenda Item 11)

RESOLVED:

That enforcement action pursuant to Section 172 of the Town & Country Planning Act 1990 be authorised requiring the removal of the projecting lights at the Co-Op Late Shop, Torr Top Street, New Mills.

The meeting finished at 6.54 p.m.

CHAIR