

AECOM

Vision4Whaley Neighbourhood Plan

Design Code Document

February 2021



Quality information

Document name	Ref	Prepared for	Prepared by	Reviewed by
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Document History

Revision	Revision date	Details
Draft 01	28/02/2020	First partial draft of document sent to the Vision4Whaley Neighbourhood Plan Steering Group (V4WNPSG)
Draft 02	31/07/2020	Second draft of document sent to the V4WNPSG
Draft 03	09/09/2020	Third draft of document sent to the V4WNPSG
Draft 04	22/12/2020	Fourth draft of document sent to the V4WNPSG
Final Draft	19/01/2021	Final draft of document sent to the V4WNPSG
Locality Draft	26/01/2021	Final draft sent to Locality for final review
Final Report	09/02/2021	Final report issued to the V4WNPSG



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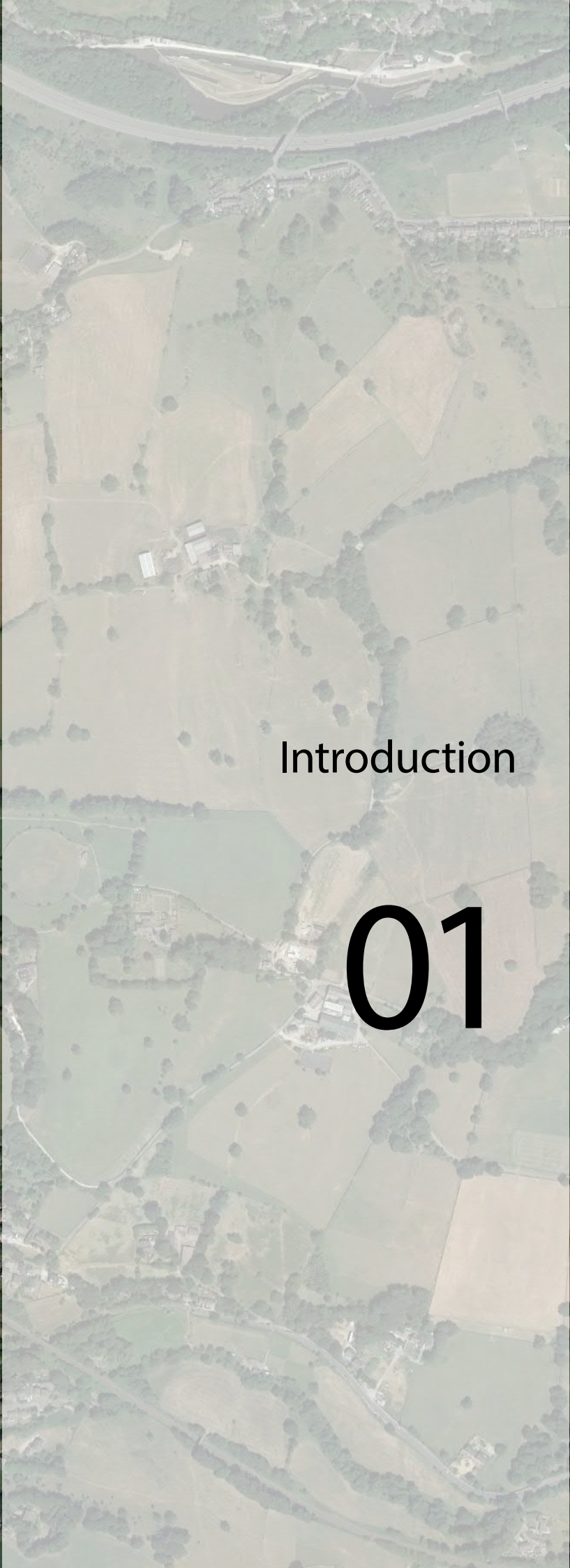
08 Site Specific Codes

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Aerial of the Vision4Whaley Neighbourhood Plan Area



Introduction

01

Introduction

Background

The Vision4Whaley Neighbourhood Plan Steering Group (NPSG) is currently in the process of producing the Vision4Whaley Neighbourhood Plan, a document which will help to shape and influence development within the Parish of Whaley Bridge. The Parish comprises of five settlement areas: Whaley Bridge, Furness Vale, Bridgemont, Taxal and Fernilee, located within the High Peak, Derbyshire.

Locality is the national membership network for community organisations that bring local people together to produce neighbourhood plans. Through Locality's support programme, the Vision4Whaley NPSG have appointed AECOM to deliver a design code document.

Objective

The intention of this document is to provide guidance and design principles specific to the Neighbourhood Area, to guide new development proposals so that they preserve those characteristics which make Whaley Bridge unique. This design code identifies character areas and specific elements of the built environment that are typical of Whaley Bridge and provides guidance which aligns with the local and national policy context, whilst supporting the plans of the NPSG.

Methodology

The process that was undertaken in order to produce this Design Code report is as follows:

- On 22nd October 2019, AECOM representatives attended an inception meeting and site walkover in Whaley Bridge with NPSG representatives in order to define the brief and direction for this Design Code report;

- On 4th November 2019, AECOM and the NPSG met to discuss the engagement methodology which could be adopted to support the work of the report;
- On 2nd December 2019, an engagement workshop was held in Whaley Bridge with the wider Vision4Whaley group to help confirm the character areas, and prioritise guidance and codes for each;
- In March 2020, AECOM produced a First Draft Design Code report of the front end of the document, using the feedback from meetings and the engagement workshop;
- In Spring 2020, the NPSG informed AECOM that they were undertaking a household questionnaire to inform their Neighbourhood Plan. It was agreed that work on this report should be paused until the results of the questionnaire were made available, allowing opportunity for this information to be captured within the Design Code document.
- A Second Draft Design Code report was issued to the NPSG in July 2020 for comment. Following subsequent amendments, AECOM then issued the Third Design Code in September 2020, and a Fourth Draft Design Code in December 2020.
- A Final Draft Design Code was issued in January 2021.

Study Area

The Design Code is considered to be applicable across the entirety of the Vision4Whaley Neighbourhood Plan Area. Figure 1 indicates the boundary of this study area.

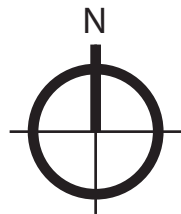
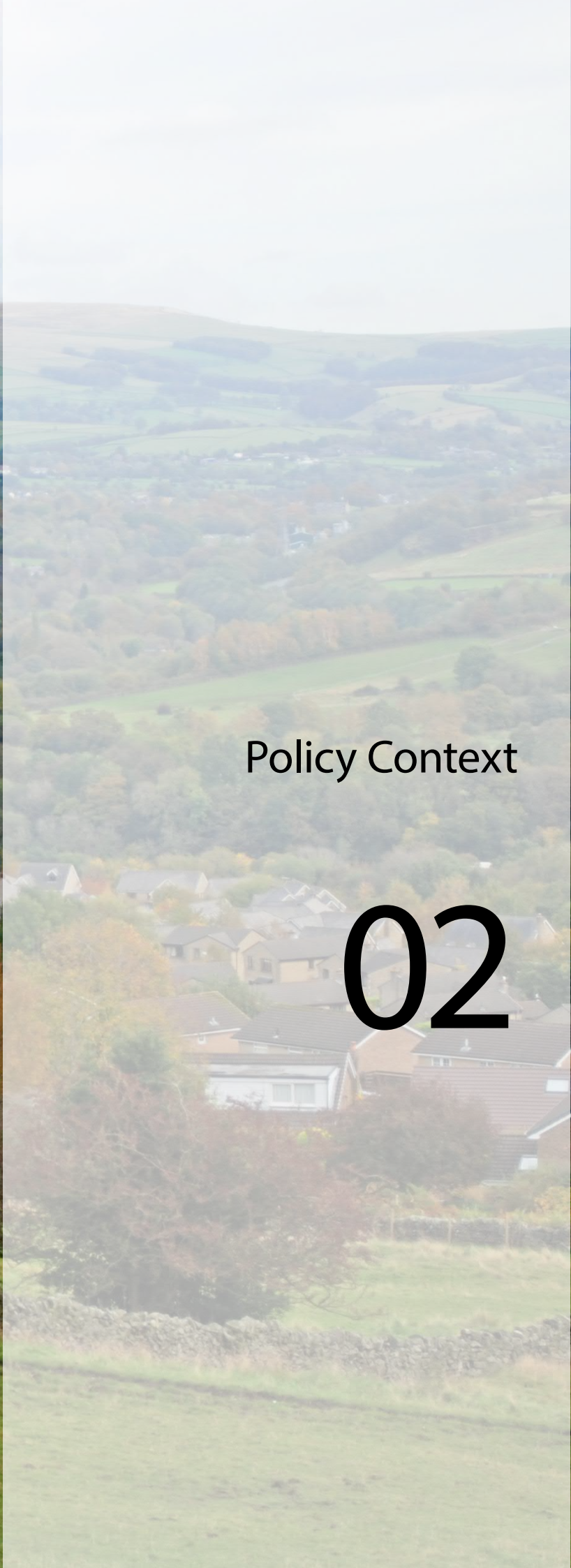


Figure 1: The Vision4Whaley Neighbourhood Plan study area



View to the north-east across Whaley Bridge and the Goyt Valley



Policy Context

02

Policy Context

National Planning Policy

National Planning Policy Framework (NPPF), 2019 Update

The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental and social planning policies for England. The policies within this framework apply to the preparation of local and neighbourhood plans, and act as a framework against which decisions are made on planning applications.

The Revised NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development, which will be achieved with reference to three overarching objectives. One of these is an environmental objective, which seeks to contribute to protect and enhance the natural, built and historic environment. Further updates to the NPPF have since been published by the Government in February 2019.

The parts of the NPPF which are of particular relevance to this Design Code are:

- Part 7 (Ensuring the vitality of town centres)
- Part 12 (Achieving well-designed places)
- Part 13 (Protecting Green Belt land)

National Design Guide 2019

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means. It supports the ambitions of the NPPF to utilise the planning and development process in the creation of high quality places. It is intended to be used by local authorities, applicants and local communities to establish the design expectations of the Government.

It identifies ten characteristics which underpin good design; Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan.

Local Planning Policy

High Peak Borough Council (HPBC) is the local authority for the High Peak, within which the majority of the Neighbourhood Plan area is located. The southern section of the Neighbourhood Plan area is subject to the planning and management of the Peak District National Park Authority. Derbyshire County Council acts as Highways Authority for the whole Neighbourhood Plan area.

High Peak Borough Council Documents

High Peak Borough Council Local Plan 2010

The Local Plan was adopted in April 2016 and establishes the ambitions of the Council for how the Borough should be developed for the period to 2031. One of the key issues the Local Plan seeks to address is protecting and enhancing the character and distinctiveness of the towns and villages within the High Peak. The Parish is located within the Central Area of the Borough. Policies of specific relevance to the Neighbourhood Plan area are listed below:

- Policy S1 (Sustainable Development Principles)
- Policy S6 (Central Sub-area Strategy)
- Policy EQ2 (Landscape Character)
- Policy EQ3 (Rural Development)
- Policy EQ6 (Design and Place Making)
- Policy EQ8 (Green Infrastructure)
- Policy EQ9 (Trees, woodland and hedgerows)
- Policy EQ11 (Flood Risk Management)
- Policy H1 (Location of Housing Development)
- Policy CF6 (Accessibility and Transport)

Allocated Sites

Allocated Sites within the Neighbourhood Plan Area are shown in Figure 2.

High Peak Design Guide 2018

The High Peak Design Guide was adopted to help secure good design within the Borough and support the Government's ambitions for design quality, as outlined in the NPPF. It recognises that towns and villages within the High Peak have a locally distinctive character which should be preserved through sensitive design solutions. The document provides detailed design guidance for development to respond to in order to preserve the High Peak vernacular, and has informed the Vision4Whaley Neighbourhood Plan Design Code.

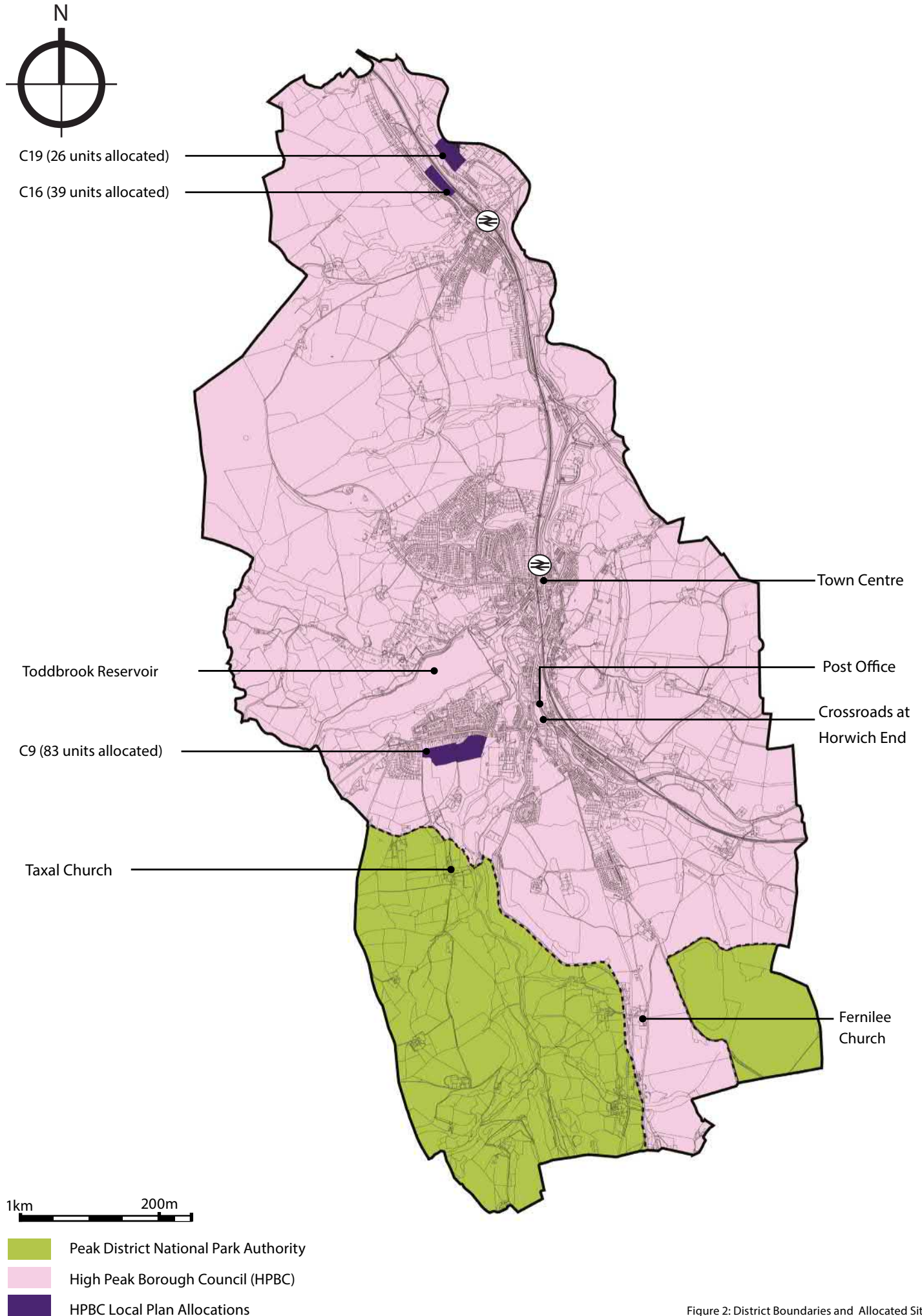


Figure 2: District Boundaries and Allocated Sites

Peak District National Park Authority Documents

High Peak Landscape Character SPD 2006

The Landscape Character SPD was adopted March 2006 and provides guidance for the design of new developments and how it should relate to its traditional landscape setting. It applies to the area of the High Peak Borough which is not captured within the Peak District National Park boundary line. The aim of the guidance is not to disguise development but to help buildings contribute to, rather than detract from, the landscape character.

Given the natural setting of the Neighbourhood Plan Area, particular regard will need to be given to this landscape context and the guidance of this document. The character types relevant to the Neighbourhood Plan area include: Riverside Meadows, Settled Valley Pastures, and Enclosed Moorland.

Residential Design Guide 2005

Detail relating to housing design and layout is provided in the Residential Design Guide for the High Peak. This provides granular understanding of design aspects which affect domestic design, with specific reference to settlement patterns, built form and building details.

Designing Out Crime SPD 2005

The Designing Out Crime SPD was developed with Derbyshire Police Force. It provides design guidance from the perspective of making places safer through positive environmental design, which also contributes to feelings of safety within the community. The principles of designing safe environments should be considered alongside other influential factors in design such as preserving the landscape and historic conservation.

Whaley Bridge Conservation Area Character Appraisal 2008

Whaley Bridge town centre was designated as a Conservation Area in 1987. The Character Appraisal document recognises the special features of this designation and is intended to be used to guide appropriate development.

Design Guide for Signs and Shop Fronts SPD

Commercial development should respond to the Signs and Shop Front design guidance. The advice of this SPD will be adopted in coding for areas likely to be developed for retail and commercial purposes or where these uses currently exist.

Peak District Core Strategy 2011

The Peak District National Park Authority has a statutory duty to protect the natural beauty, wildlife and cultural heritage of the National Park. The Peak District Core Strategy sets the vision, objectives and spatial strategy for the National Park and was adopted in October 2011.

- Policy GSP2 (Enhancing the National Park)
- Policy GSP3 (Development Management Principles)
- Policy L1 (Landscape Character)
- Policy L3 (Cultural heritage assets)
- Policy CC5 (Flood risk and water conservation)
- Policy T3 (Design of transport infrastructure)

Peak District National Park Development Management Policies (May 2019)

The Development Management Policies document forms part 2 of the Local Plan. It contains a written statement of policies for the positive management and control of development and the use of land. These development Management policies build on the strategic principles set out in the Core Strategy (Oct 2011).

Peak District Design Guide SPD

The Peak District Design Guide provides design guidance on a range of topics to ensure development is delivered in harmony with local building traditions for the area. It is a useful tool in securing good, sustainable design, with recognition to the traditions of the Peak District and suitable materiality, siting and layout which development should adhere to.

Peak District Landscape Strategy (Dark Peak Western Fringe and South West Peak) 2009

In addition to the landscape character designations of the High Peak Borough Council, Whaley Bridge also sits within both the Dark Peak Western Fringe and the South West Peak strategy areas defined under the Peak District National Park Authority. The landscape strategy extends beyond the borders of the National Park itself, hence overlap of landscape character areas.

The strategy documents relate to character areas which share common traits and characteristics. The four character areas relevant to the Neighbourhood Plan area include: Enclosed Gritstone Upland, Riverside Meadows, Valley Pastures with Industry, and Slopes and Valleys with Woodland. These are shown and discussed in more detail in Figure 3. The designations of these character areas mimic the character types listed in the High Peak Landscape Character SPD, albeit with slightly different named areas.

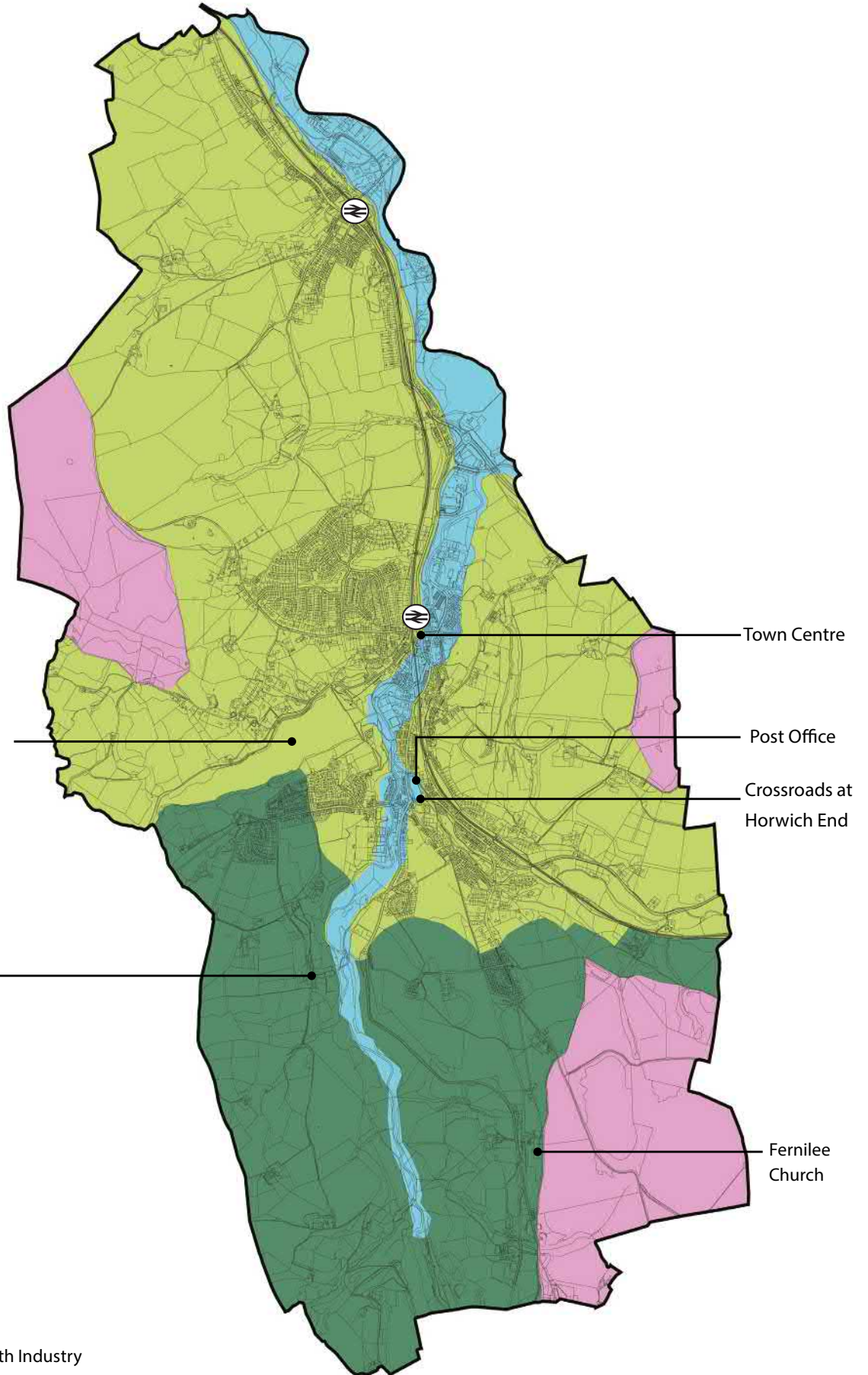
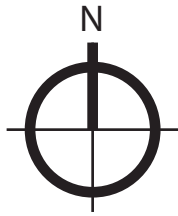


Figure 3: Landscape Character Areas (as defined within the Peak District Landscape Character Strategy)



View along Bridge Street, Whaley Bridge.



Place Assessment

03

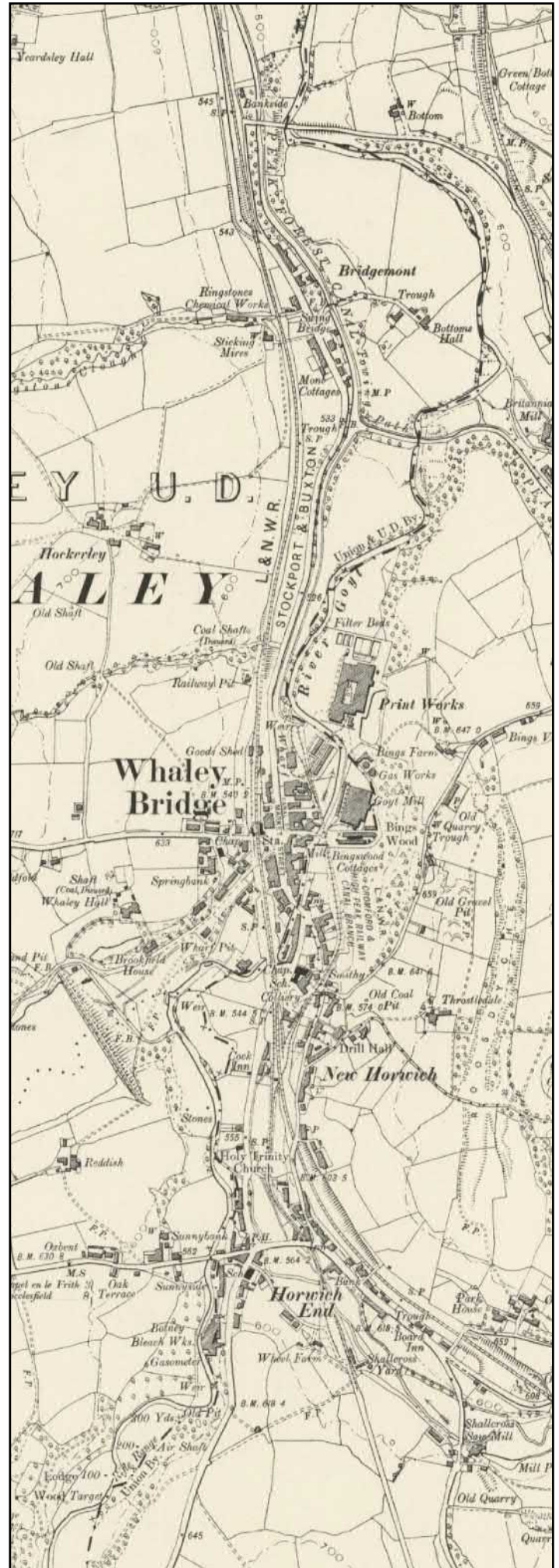


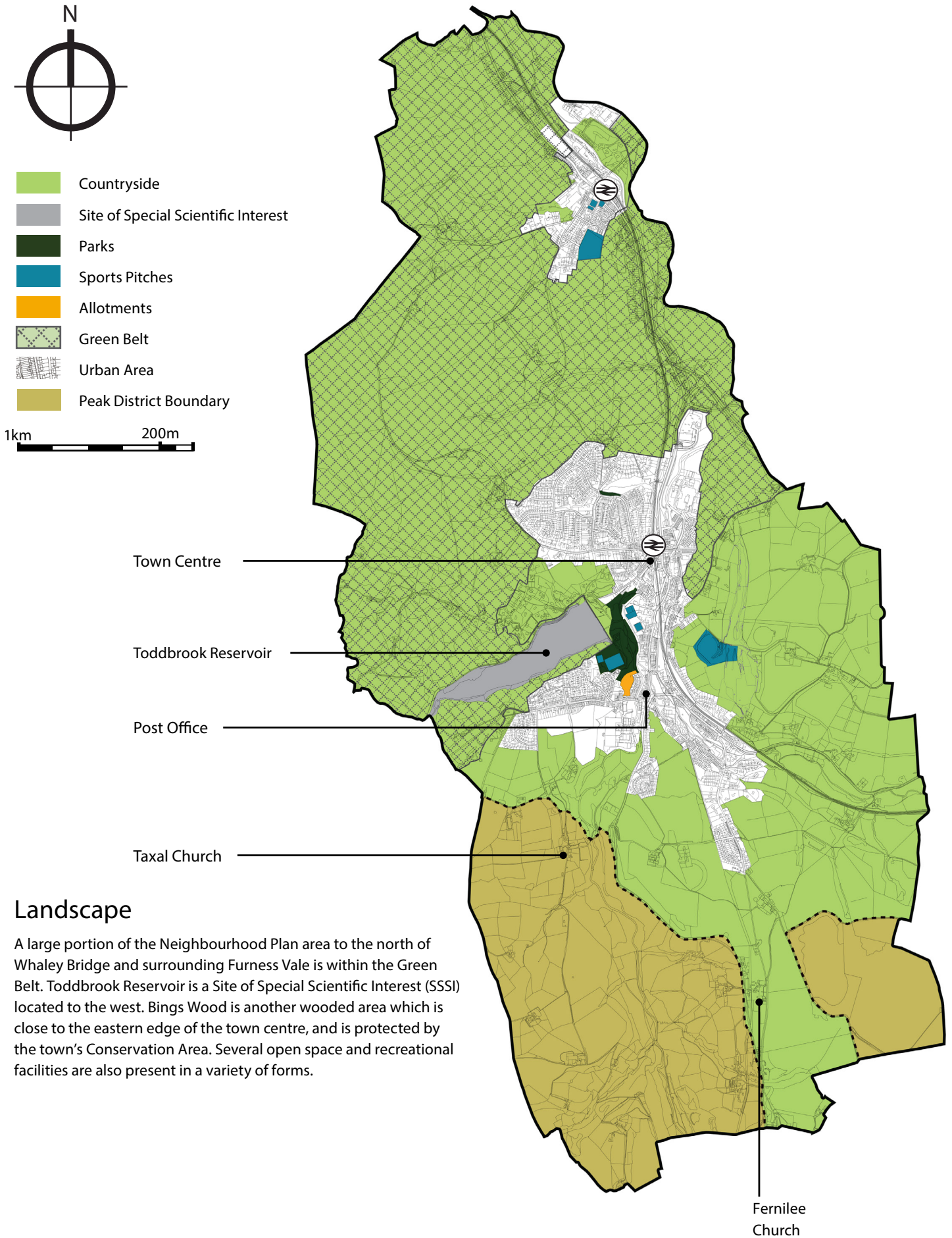
Figure 4: OS Map of Whaley Bridge, 1899

Evolution and Structure

Whaley Bridge historically developed in a linear fashion along the River Goyt at the bottom of the Goyt Valley, with farms scattered within the surrounding landscape. Later additions to the town such as the Peak Forest Canal and Railway have reinforced this linear form.

The town developed as an important centre for the transportation of cotton, the supply of coal and the development of textile mills. Early development, therefore, was concentrated around the canal basin, with extensions along Market Street and Old Road during the mid-19th Century. During the post-war years the town reached up the slopes of the Goyt Valley and expanded through several housing developments.

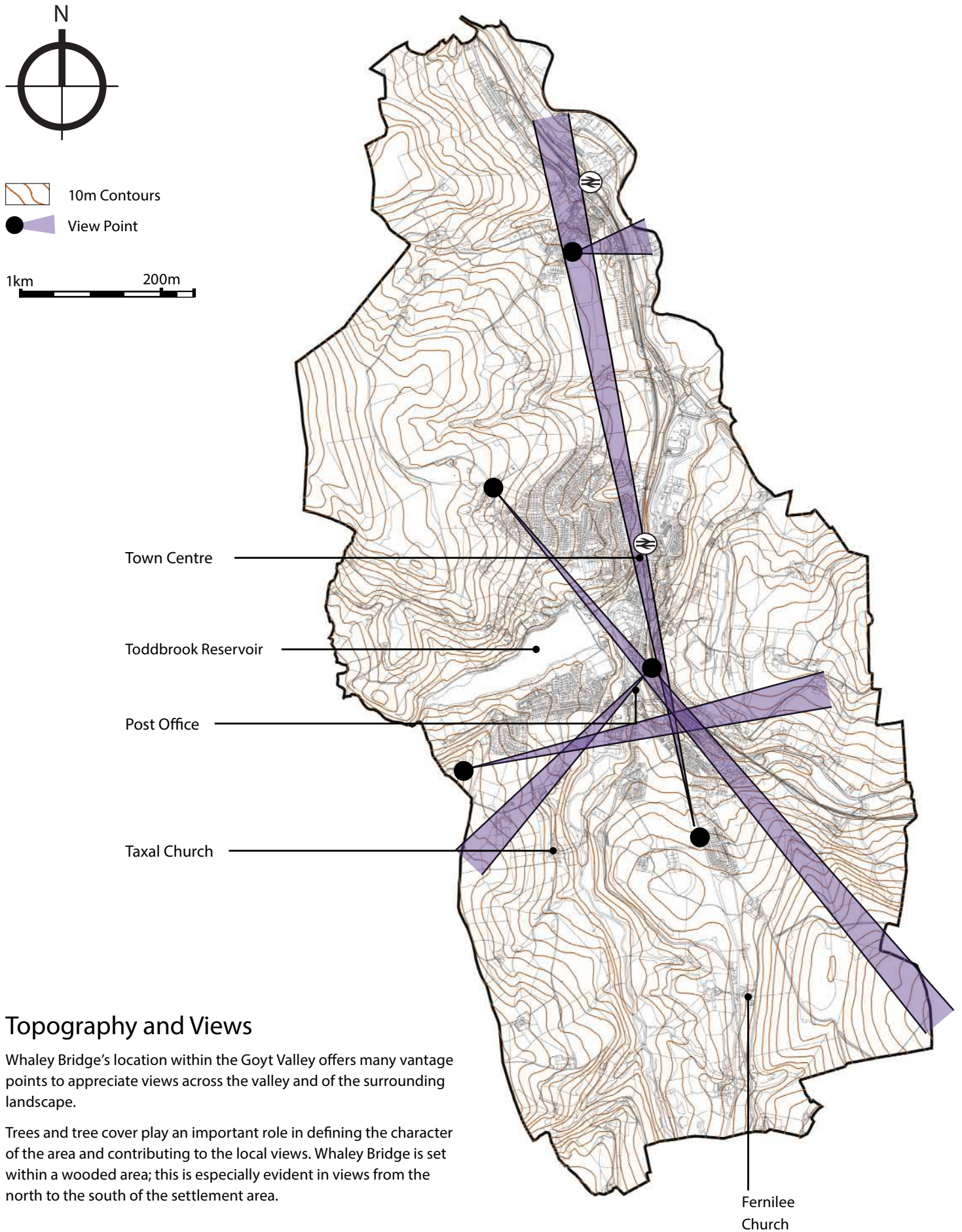
The settlements which make up the Parish have experienced growth in different ways; Whaley Bridge is ballooning to the west, whilst Furness Vale is stretching to the north and south. Fernilee and Taxal have remained nucleated, whilst Bridgemont is adjacent to the north of the Whaley Bridge settlement area.



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.

Figure 5: Landscape Designations



Topography and Views

Whaley Bridge’s location within the Goyt Valley offers many vantage points to appreciate views across the valley and of the surrounding landscape.

Trees and tree cover play an important role in defining the character of the area and contributing to the local views. Whaley Bridge is set within a wooded area; this is especially evident in views from the north to the south of the settlement area.

Figure 6: Topography and Views



1. View from Taxal Edge towards Browne Hill and Eccles Pike



2. View from Old Road towards Taxal Edge



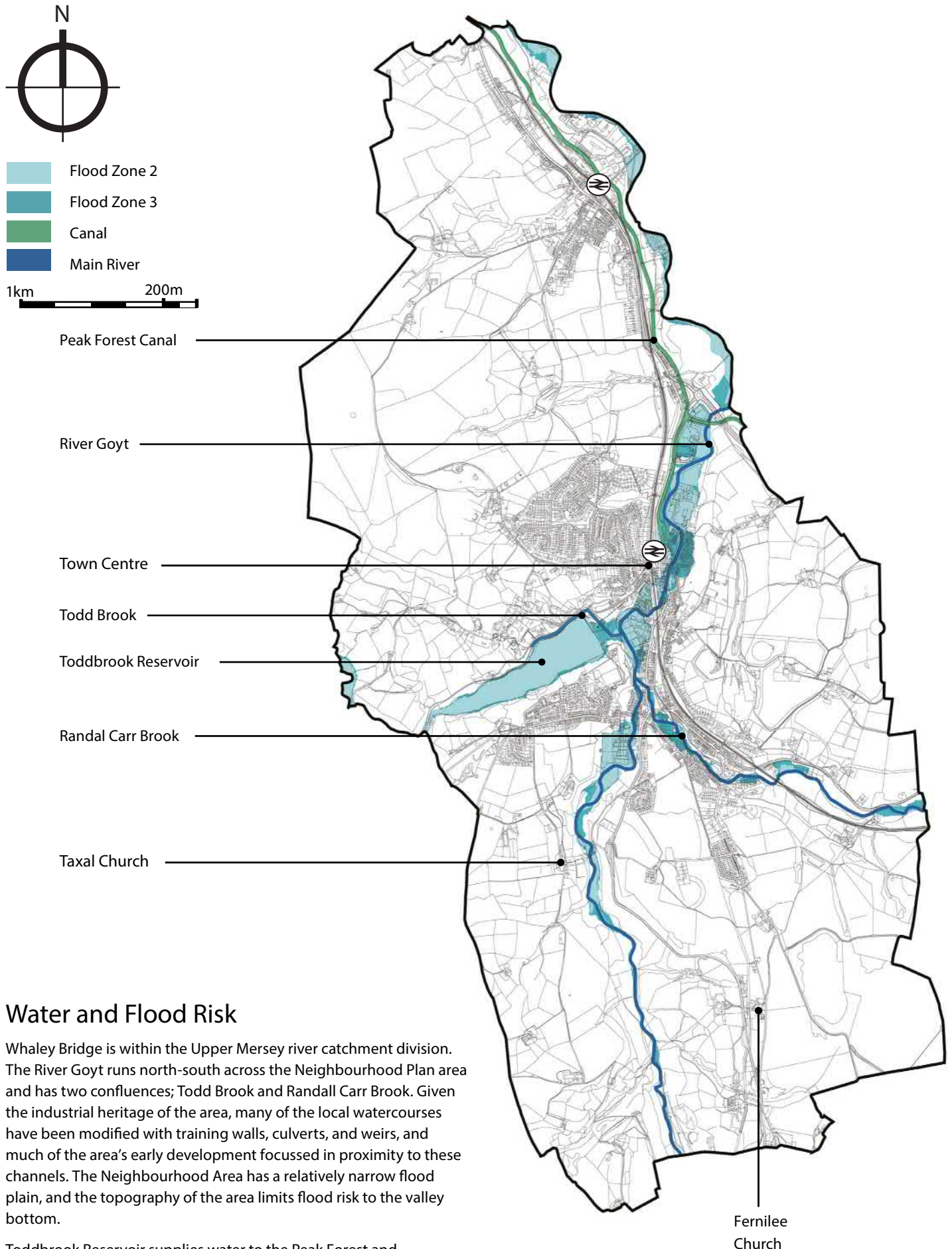
3. View from Whaley Lane towards Ladder Hill



4. View from Shallcross Incline towards Mellor



5. View from Park Avenue towards Chinley Churn



Water and Flood Risk

Whaley Bridge is within the Upper Mersey river catchment division. The River Goyt runs north-south across the Neighbourhood Plan area and has two confluences; Todd Brook and Randall Carr Brook. Given the industrial heritage of the area, many of the local watercourses have been modified with training walls, culverts, and weirs, and much of the area’s early development focussed in proximity to these channels. The Neighbourhood Area has a relatively narrow flood plain, and the topography of the area limits flood risk to the valley bottom.

Toddbrook Reservoir supplies water to the Peak Forest and Macclesfield Canals, and is sited above Whaley Bridge. Heavy rainfall in July 2019 caused concrete panels on the Toddbrook dam to become dislodged. Derbyshire Police requested that 1,600 residents evacuated the Neighbourhood Area.

Figure 7: Water and Flood Risk



Peak Forest Canal



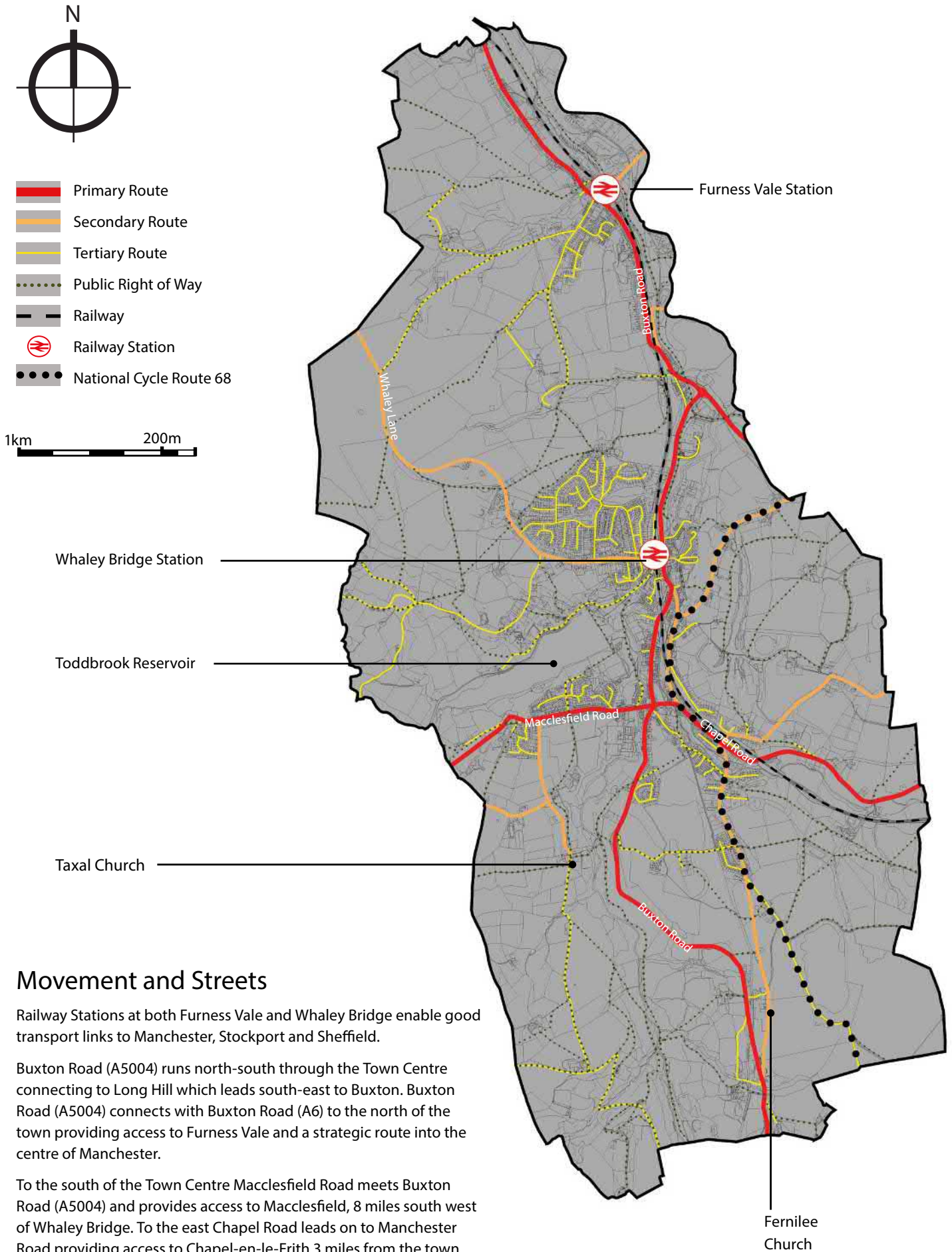
River Goyt



Randal Carr Brook



Toddbrook Reservoir



Movement and Streets

Railway Stations at both Furness Vale and Whaley Bridge enable good transport links to Manchester, Stockport and Sheffield.

Buxton Road (A5004) runs north-south through the Town Centre connecting to Long Hill which leads south-east to Buxton. Buxton Road (A5004) connects with Buxton Road (A6) to the north of the town providing access to Furness Vale and a strategic route into the centre of Manchester.

To the south of the Town Centre Macclesfield Road meets Buxton Road (A5004) and provides access to Macclesfield, 8 miles south west of Whaley Bridge. To the east Chapel Road leads on to Manchester Road providing access to Chapel-en-le-Frith 3 miles from the town.

The Neighbourhood Plan area has an extensive coverage of Public Rights of Way (PROW) providing many traffic free routes for walking and cycling.

Figure 8: Movement and Streets



Whaley Bridge Train Station



Macclesfield Road, Whaley Bridge



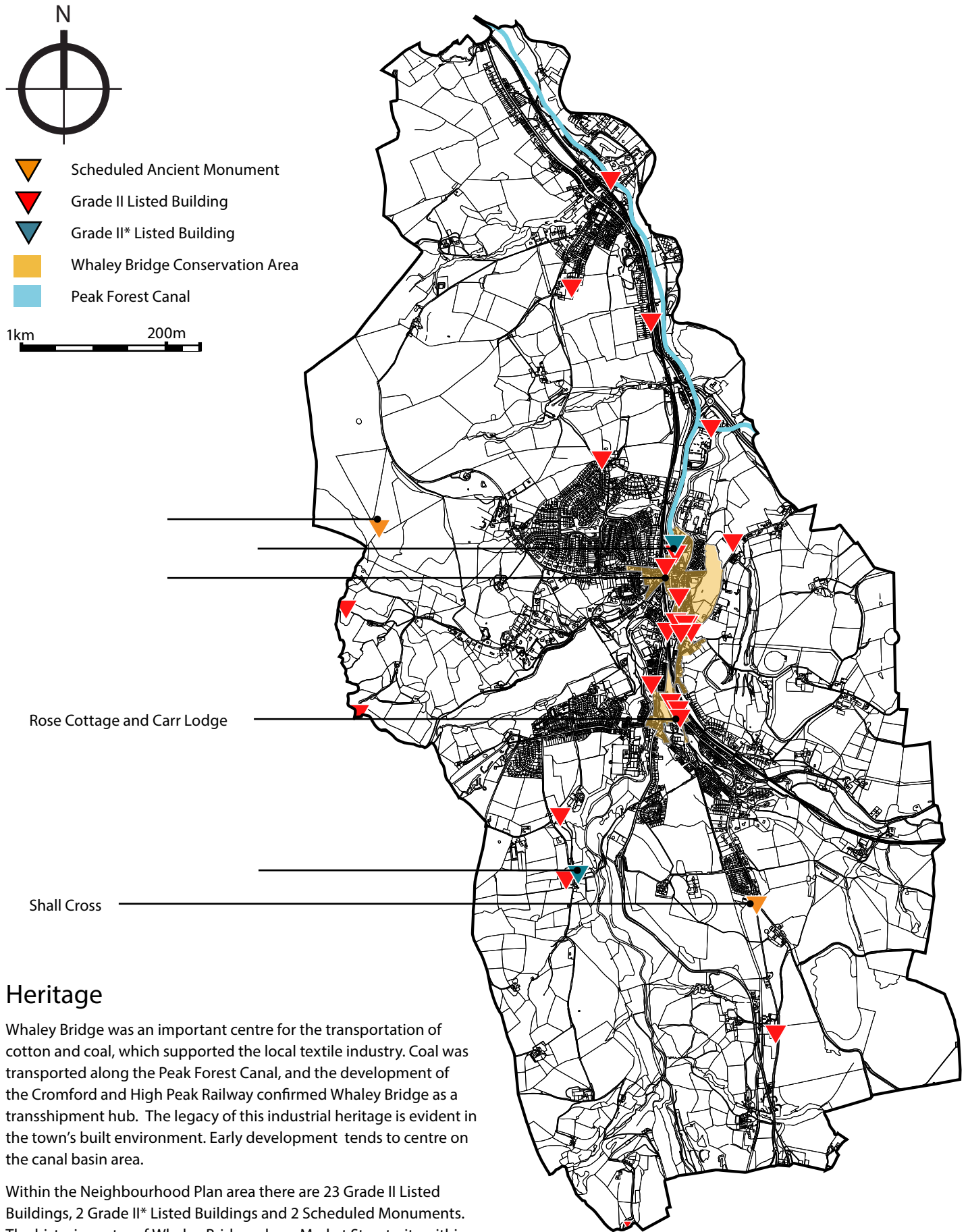
Market Street, Whaley Bridge



Yardsley Lane, Furness Vale



Whaley Bridge Incline PROW



Heritage

Whaley Bridge was an important centre for the transportation of cotton and coal, which supported the local textile industry. Coal was transported along the Peak Forest Canal, and the development of the Cromford and High Peak Railway confirmed Whaley Bridge as a transshipment hub. The legacy of this industrial heritage is evident in the town's built environment. Early development tends to centre on the canal basin area.

Within the Neighbourhood Plan area there are 23 Grade II Listed Buildings, 2 Grade II* Listed Buildings and 2 Scheduled Monuments. The historic centre of Whaley Bridge, along Market Street, sits within a Conservation Area, which was designated in 1987 and extended in 1994 and 2000.

Figure 9: Built Heritage



Shall Cross - Scheduled Monument



The Dipping Stone - Scheduled Monument



Jodrell Arms Hotel, Buxton Road - Grade II



Rose Cottage and Carr Lodge, Old Road - Grade II



Canal Transhipment Warehouse at the end of Peak Forest Canal - Grade II*



Lake View, Furness Vale



Local Vernacular

04

Local Vernacular

In order to understand the built character of the settlement areas, this document has identified two broad characterisations; the Traditional Character and the Non-Traditional Character. This section seeks to describe the identities of these two characters. It is important to understand the details and nuances of these buildings and spaces in order to ensure future development can respond appropriately.

Traditional Building Character

According to the Residential Design Guide SPD, Whaley Bridge is considered to have an irregular and organic settlement pattern. Characteristics of this layout type include twisting street patterns, stepped frontages, a loose grid structure, varied street width with an intimate scale and minimal set back from the street. This is especially true of the Conservation Area. Furness Vale is more linear in its arrangement, whilst Taxal presents a more intimate, enclosed layout. There is a dispersal of built form towards the edges of the Neighbourhood Plan Area, where density reduces. Fernilee has a loose, low density arrangement.

The Residential Design Guide SPD identifies four types of traditional housing defined by their scale, orientation and built form. Together these early buildings and styles make up the traditional tapestry of the Neighbourhood Plan Area and contribute to its heritage and its character. These types of buildings are present across all the settlement areas.

- Traditional Workers Cottages; wide façade, shallow plan of only one room deep, single aspect, stocky and robust, blank gables, and chimneys;
- Mill workers terraces; stocky like the cottages, increased density with a narrow front and two rooms deep, affront onto the pavement, high pitched roof, flat fronted, continuous roofline, recessed doorway, stone lintel and deep cills;
- Small scale villas; semi-detached, set back from the street, small front garden with low stone wall, rectangular form with bay windows with stone surround, recessed doorway, simple pitched roofs some with a gable to the front elevation;
- Grand Villas; set further back from the street, front gardens screened from the street with low stone walls and planting, steep pitched roofs, gables are common, less consistency in form, chimney stacks/ pots are common.



Traditional worker cottage (Bings Road)



Mill worker terraces (Buxton Road)



Small scale villa (Whaley Lane)



Grand villa (Reservoir Road)

Layout

The traditional cottages and terraces exist in a high density arrangement, mainly as two storeys with a linked building line. There is a close-knit relationship between the buildings and the early street pattern, with buildings responding to curves of the road networks. Building plots are narrow and short and buildings are located predominantly to the front of the plot. The linked façade sometimes breaks with off-set gables. The villas have a lower density and are of a grander scale within a considerably larger plot.

Streetscene

The density of the buildings and the containment of local topography gives an intimacy to the streetscene. Cobbles, small alleyways and stepped entrances to buildings contribute to the character and intrigue of the Conservation Area. Stone kerbs are present in part. Tarmac with pre-cast concrete kerbs does not uphold the traditional character favourably. Parking lines also undermine the historic character of the streets.

Boundary Treatments and Gardens

The terraces and cottages often face directly onto the street with no boundary treatment. Some are set back by a small forecourt. These vary in size and treatments and are not standardised. The forecourts are sometimes stepped to overcome level changes.

Gritstone walls are the most common boundary treatment and are topped in a variety of ways, with flat stones, curved coping stones and traditional railings present. Hedges and forecourt planting do exist where there is adequate space (such as along Bingswood Avenue) which complements the building aesthetic.

Parking

On-plot parking to the front or the side of the building is not often possible. On-street parking is the primary parking solution. The presence of parked vehicles undermines the attractiveness of the traditional street-scape and causes problem for movement. Along Bingswood Avenue there is some conversion of the small forecourt into on-plot parking. The villas can better accommodate on-plot parking.

Roof

Welsh blue slate is the most common roofing material, although stone roofs remain in part. The slate is laid in diminishing courses with large slates near the eaves, rising to smaller slates near the ridge. The pitch is a relatively low 30 degree angle (HPBC Design Guide).

Roof ridges run parallel to the street. The linked units share a roofline and eaves. Some of the villas have front facing gables which provide some variation to the horizontal emphasis. Chimneys are common, and are often ridge mounted and occur at party divisions. Dormers are much less common but do exist along Macclesfield Road, some more appropriately sized than others.



Winding and enclosed street layout



Varied stone boundary treatments and planting



Traditional terraces with no set back from the street



Chimneys are common

Building Style and Materiality

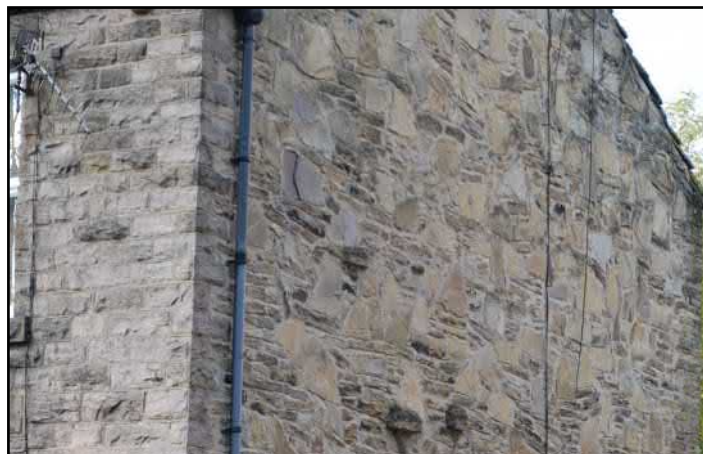
Locally-quarried, coursed gritstone is the predominant building material for walls, chimney stacks and boundary walls given its durability.

Gritstone is a coarse, grained sandstone which varies in colour, from a dark pink to a grey or a brown. It is a strong material and cannot be carved to a deep relief, which contributes to its robust and solid character. Different styles of gritstone identify different periods of development across the settlement areas. The weathered nature of this material contributes to the integrity and aesthetic of the buildings.

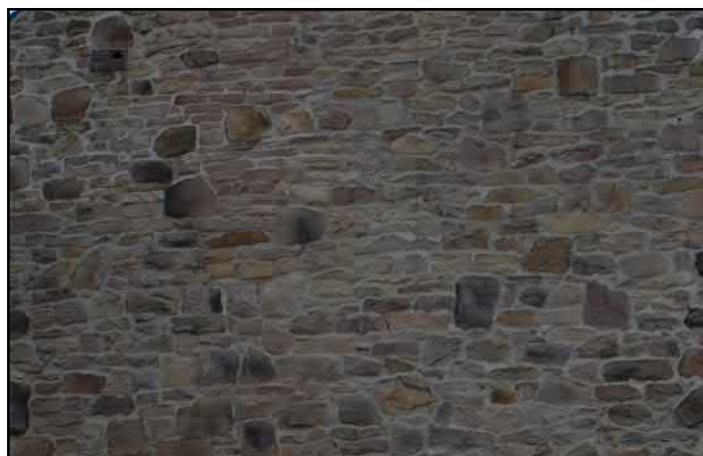
Many of the traditional window and door features have been replaced over time, and the original features such as sliding sash windows and traditional joinery details are now quite uncommon. Modern windows are unsympathetic additions which are present across the Neighbourhood Area. In most cases the windows and doors are recessed into the building façade. Dressed gritstone (which is sometimes ornately carved) is used for window and door surrounds, sills and headers.

Where gritstone quoins do exist they are typically around 350mm high. They can be rusticated (rough) or ashlar (defined).

It is common for exposed gable ends to be more textured, with the front elevation having ashlar gritstone and the exposed side elevation having rusticated gritstone.



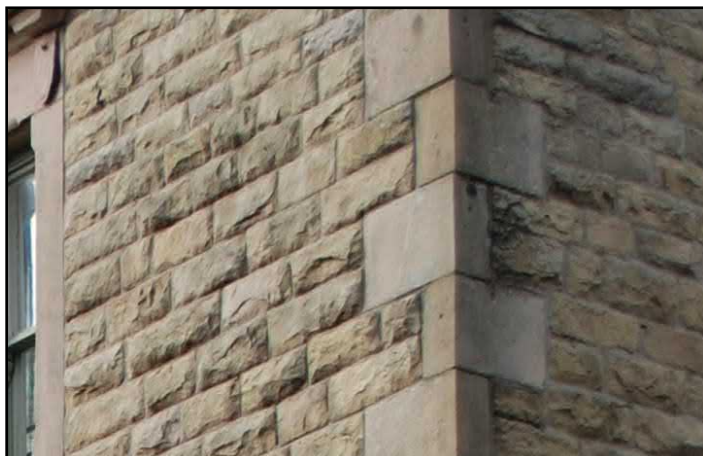
Exposed gable ends



Rubble walling

Overview

The overall aesthetic of the traditional buildings is one of a rich, textured, well-worn vernacular, made with strong materials which complement the beauty and the rural nature of the high-peak landscape. It is a style built for practicality and function, with few decorative or ornate features. The simplicity and durability of the vernacular works well, and the buildings have the appearance of being well-settled into their environment, given the weathering of the gritstone. There is consistency between the traditional styles which mean they complement each other and contribute to a strong built heritage within the Neighbourhood Area.



Ashlar quoins

Non-Traditional Building Character

Whaley Bridge and Furness Vale have continually expanded in the post-war era. The piecemeal nature of the growth has introduced new building styles into the Neighbourhood Area. Post-war expansions now exist with a different character to the traditional buildings; in some cases this is complementary and in others it is less so.

Whilst building style varies, these residential buildings have been summarised in this document as ‘Non-Traditional’. This does not account for the detailed nuances between the developments, but instead draws similarities across the buildings which have been delivered in the last century or so.

Layout

The non-traditional buildings often occupy ‘anywhere’ estate layouts, as defined within the Residential Design Guide SPD. These are characterised as cul-de-sacs which are dictated more by highways regulations than by place-making principles. Estate layouts are inward looking, irregular and disconnected, and result in a suburban character. The cellular layout leaves the streets largely disconnected.

The parcels of development are medium to low density. Buildings are typically two storeys, detached or semi-detached with breaks between, resulting in an irregular building line. All units are set back from the street and there is a loose enclosure. Front and rear gardens are common.

Building Style and Materiality

The dwellings represent standard designs seen across the country. Materiality, roofing, windows and detailing are consistent within the parcel of development, but generally have little reference to adjoining parcels. Despite differences, there is a relatively consistent application of stone (or artificial stone) which brings some cohesion. However artificial stone does not age well over time and weathers differently to the stone used in traditional builds. This maintains differences in vernacular. Brick, exposed timber and painted facades remain in the minority.

Streetscene

Tarmac streets and pre-cast concrete kerb lines are the norm and contribute little to environmental quality. Such materiality reinforces the street as a functional movement network, rather than a place in its own right. The streets are relatively wide and suburban in character compared to those within the Conservation Area. Double-sided pavements, open-plan front gardens and driveways create a sense of openness and a lack of enclosure.

Boundary Treatments and Gardens

Dwellings include front gardens and are set back from the residential street. A mixture of boundary treatments define public and private space. Many front gardens are landscaped or accommodate on-plot parking with driveways creating an open character. Examples of fencing and modern built brick walls undermine the rural characteristics of the Neighbourhood Plan area, especially on the settlement edges.

Parking

Parking is captured on-plot either to the front or side of the property or in-curtilage. Due to level changes in the local topography, some of the driveways serving the buildings are steep.



Cotton Close



Reservoir Road



Hill Drive
31

Photographic Observations

The following images show how the building and design characteristics work together to create a sense of place.



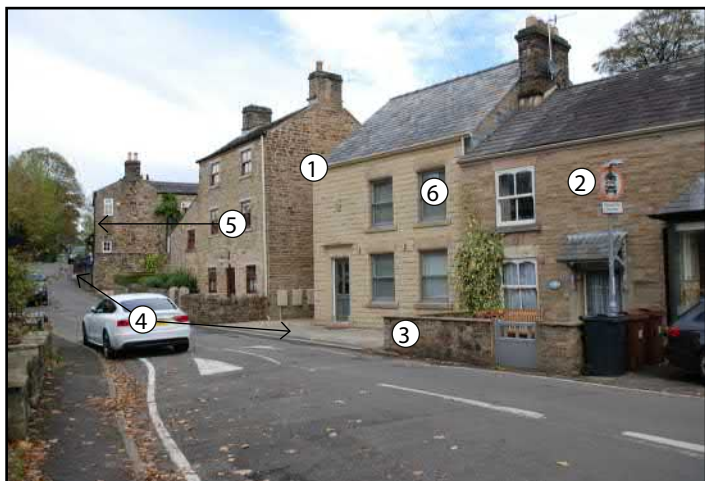
Canal Street

1. Gable roofed building with gable end facing the street
2. Stone building materials
3. White painted elevations
4. Rendered gable end
5. Hipped roof buildings of varying heights
6. Strong building frontage along the street



Macclesfield Road

1. Terraces are stepped to tackle the gradient of the street
2. Windows have a strong vertical alignment
3. Buildings have a formal coursed front elevation
4. Gable end uses informal rubble materials
5. Parking is provided on the street
6. Front gardens have low stone boundary walls
7. Terraces typically have shared chimneys
8. Sash or mock sash windows are typically painted white
9. Roofs are tiled with slate
10. The street is only paved on one side



Old Road

1. There are variations in building and storey height
2. Buildings are constructed using natural stone materials
3. Boundary walls are built of stone
4. Parking is provided on plot to the front or side of a dwelling or on the street
5. Buildings are oriented to address the curvature of the street
6. Windows typically have stone sills and lintels



New Horwich Road

1. The natural material palette sits comfortably within the textures and colours of the surrounding natural landscape



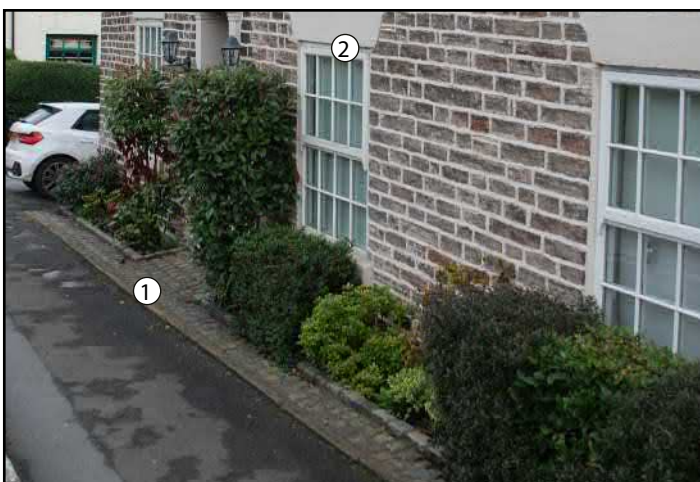
Chapel Road

1. Building has a centrally aligned door
2. A stone material palette has been used with a formal coursed front elevation and rubble gable end.
3. Building heights and set backs are varied
4. An end of terrace building has quoin detailing
5. The roof is covered with slate
6. Window frames are white with horn detailing



Macclesfield Road

1. Buildings are set back from the street
2. Front gardens with stone boundary walls and hedgerows



Canal Street

1. A stone sett paved area and planted strip defines the cobbled building apron
2. Timber framed windows have a stone sill and lintel



Reservoir Road

1. Buildings are set back behind a short front garden
2. Gardens have a low stone boundary wall and hedgerow



Back gardens of housing on Macclesfield Road

1. Back gardens are heavily planted with hedgerows and trees which softens the transition of the edge of development on the abutting open countryside
2. A natural stone boundary treatment has been used



View from Whaley Lane

1. The valley has is densely covered with mature trees which reduces the visual impact of the buildings on the rural landscape



View from Linglongs Road

1. Chinley Churn
2. Mount Famine
3. South Head



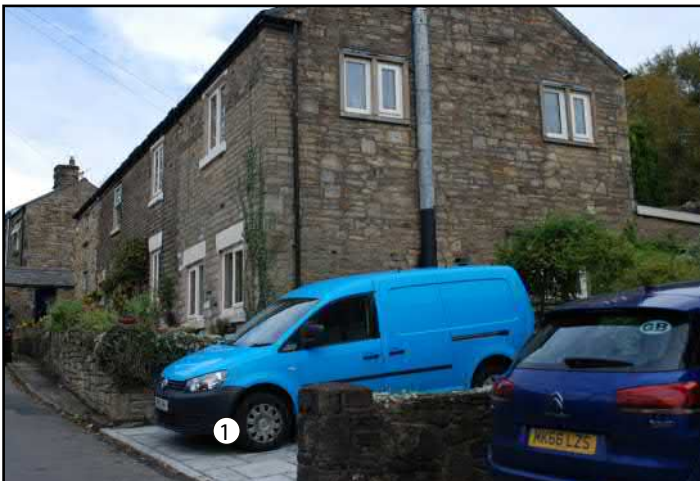
Old Road

1. The building line is set back to provide a paved driveway for car parking
2. Low stone walls act as boundaries between properties.



Old Road

1. The building line is positioned up against the pavement.
2. Parking is provided on the street



Old Road

1. Parking is provided to the side of a dwelling



Apartments off Wharf Road

1. The liveable space of an apartment building adjacent to the river has been elevated to the first floor to allow parking garages to be provided on the ground floor. This reduces the potential risk of flooding to the building.



The Transshipment Warehouse, within the Canal Basin












Engagement

05

Engagement

AECOM has liaised with the Vision4Whaley NPSG throughout the production of this Design Code document. Following a Site Visit to Whaley Bridge with the NPSG, AECOM led an engagement session on 2nd December 2019 with the wider Vision4Whaley Neighbourhood Group. During this session, AECOM delivered a presentation which explained design coding, updated the group the work undertaken on the document to date, and introduced the suggested Spatial Areas (see Section 06) for Whaley Bridge.

During the workshop session, each Spatial Area was discussed in turn and the group were asked whether they agreed with the Spatial Area boundaries. The group identified strengths and opportunities within the Neighbourhood Plan Area, with a focus around a number of themes relating to design. The themes to help this discussion are as listed below.

-  Layout and orientation
-  Views
-  Settlement edges and boundary treatments
-  Drainage
-  Green Infrastructure
-  Movement
-  Street-scene
-  Parking
-  Heritage and Character

Community Questionnaire

A Community Questionnaire was prepared by the Vision4Whaley Steering Group for the purpose of informing the Neighbourhood Plan. The questionnaire was created and shared in a digital format (Survey Monkey) in June 2020, and garnered 873 resident responses. Whilst the survey was written to allow for a comprehensive understanding of the Neighbourhood Plan Area, many of the questions were related to design and the built environment. AECOM commented on some of the questions and helped to prepare mapping material to support the survey. The responses of relevance to this document are captured within the design codes in Section 07.

Strengths	Weaknesses
<ul style="list-style-type: none"> • The character of Whaley Bridge is one of ‘durable and cosy gritstone’; it largely prevails across the neighbourhood area despite various expansions and creates a strong vernacular. • Green Infrastructure permeates into Whaley Bridge such as the canal basin, the memorial park, the various green ways and the parks. These create a closeness and positive relationship to the surrounding landscape. • Traditional dry stone walls are positive features within the landscape. Woodland, moorland and farmland create a rich tapestry of surrounding countryside which is highly attractive. The overall effect is one which contributes to the rural nature of the Neighbourhood Area • Various PRoW and footpaths help to connect the settlement areas via off-road routes, which are attractive and have a positive recreational function. • Where they exist, traditional shop frontages contribute to local character and help to strengthen the identity of the high street. • The long views within the valley are celebrated as a special feature within Whaley Bridge and add great value to the settlement area. 	<ul style="list-style-type: none"> • Unsympathetic developments and ill-considered design features (such as examples of night-time lighting) detract from the quality of local views. • Recent developments have expanded the settlement areas within the Parish. Where unsympathetic development styles exist, they detract from the traditional character of Whaley Bridge and set an unacceptable precedent for developments. • There is a relative abruptness in the transition between the natural and the built environment. • Fast moving traffic and congestion along the A6 (Furness Vale) and Buxton Road (Whaley Bridge) undermines the pedestrian experience of these spaces, and also undermines notions of safety. • No designated cycle lanes can make cycling in some places feel dangerous, especially along the Primary Roads. Traffic and congestion also contributes to local air pollution. • Some shop-frontages do not complement the traditional heritage of the area and undermine the attractiveness of the street-scape, especially along Buxton Road. • Whilst tarmac is a common surfacing material, it does little to enhance environmental quality. In particular it does not complement the character of the Conservation Area well. • The Jodrell Arms is a vacant building and creates an unattractive and underwhelming gateway for those arriving by train, despite its potential. • Walking routes could be better signposted, and some routes would benefit from additional street lighting or overlooking properties in order to feel safer.
Opportunities	Threats
<ul style="list-style-type: none"> • To reinforce the traditional character with considered design guidance, whilst also allowing contemporary interpretations so long as they are appropriate in nature. • To recognise and strengthen the different identities of settlements within the Neighbourhood Area at Furness Vale, Taxal, Fernilee and Horwich End with design guidance which recognises the attributes and contexts of each place. • To adopt more planting within the streetscape to create a more attractive and colourful environment. • To enhance wildlife corridors and safeguard local biodiversity • To bring the Jodrell Arms back into use by to strengthen the arrival experience by train. • To introduce age-friendly, accessible and inclusive design into the area to ensure built resilience for an ageing population. • There is interest in bringing the Transhipment Warehouse into use as a community facility and celebrated heritage site. 	<ul style="list-style-type: none"> • The traditional character of Whaley Bridge (and especially the Conservation Area) could be undermined should unsympathetic development continue. This could weaken the identity of the Parish and the qualities which make it special. • Increased and unmitigated vehicle travel through the settlement area could exacerbate environmental problems (such as air pollution) and also reduce pedestrian and cyclist feelings of safety. • Flooding poses a threat to the area, and design guidance should provide some awareness and mitigation against potential impacts of flood events. • The long views within the Neighbourhood Area are at risk of being compromised should development be located inappropriately. Views and local topography need to be considered with sensitivity. • The group identified the need to keep Furness Vale and Whaley Bridge as separated settlement areas. There is a threat of unmanaged ribbon development which could merge these two areas together.



View along Diglee Road, Furness Vale

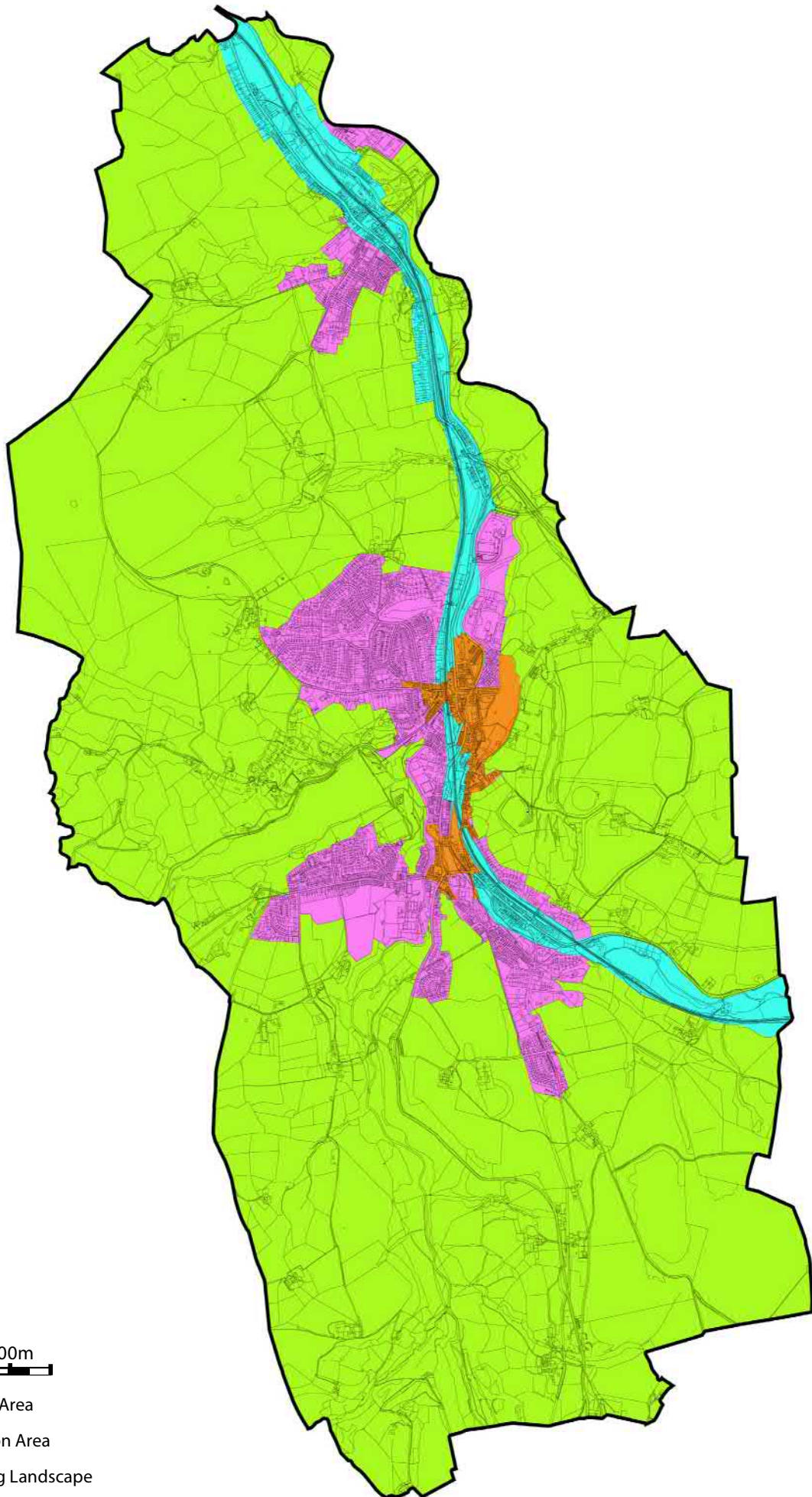


Spatial Areas

06

Spatial Areas

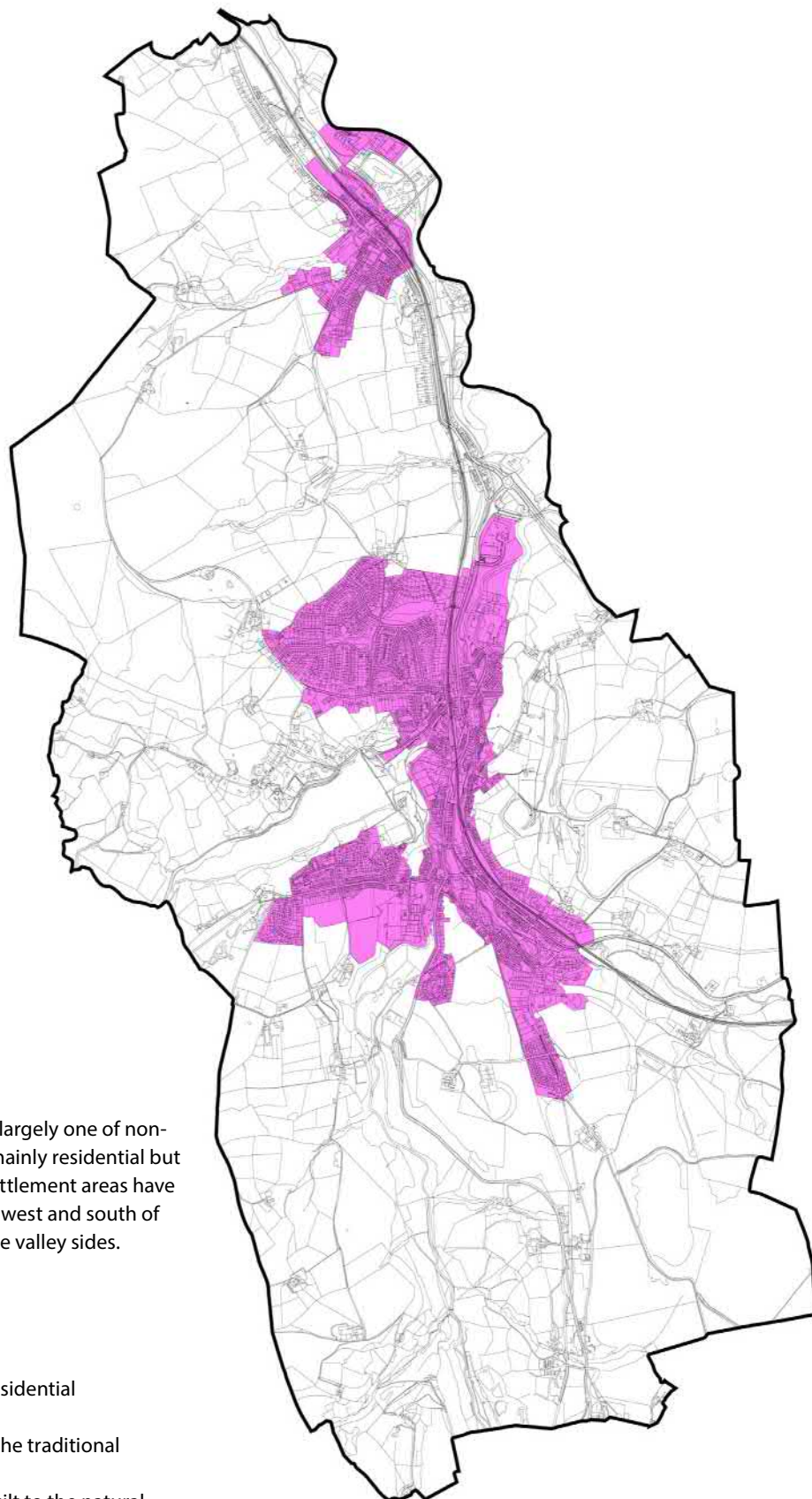
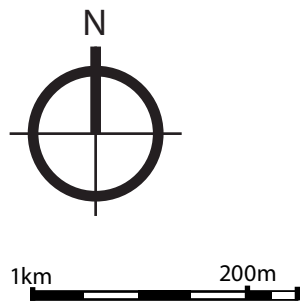
The Neighbourhood Plan area can be broken down into four Spatial Areas. These areas share common characteristics and face similar development pressures. They have been agreed with the Neighbourhood Plan group as part of the engagement exercise.



1km 200m

- Settlement Area
- Conservation Area
- Surrounding Landscape
- Valley Bottom

Figure 10: Spatial Areas



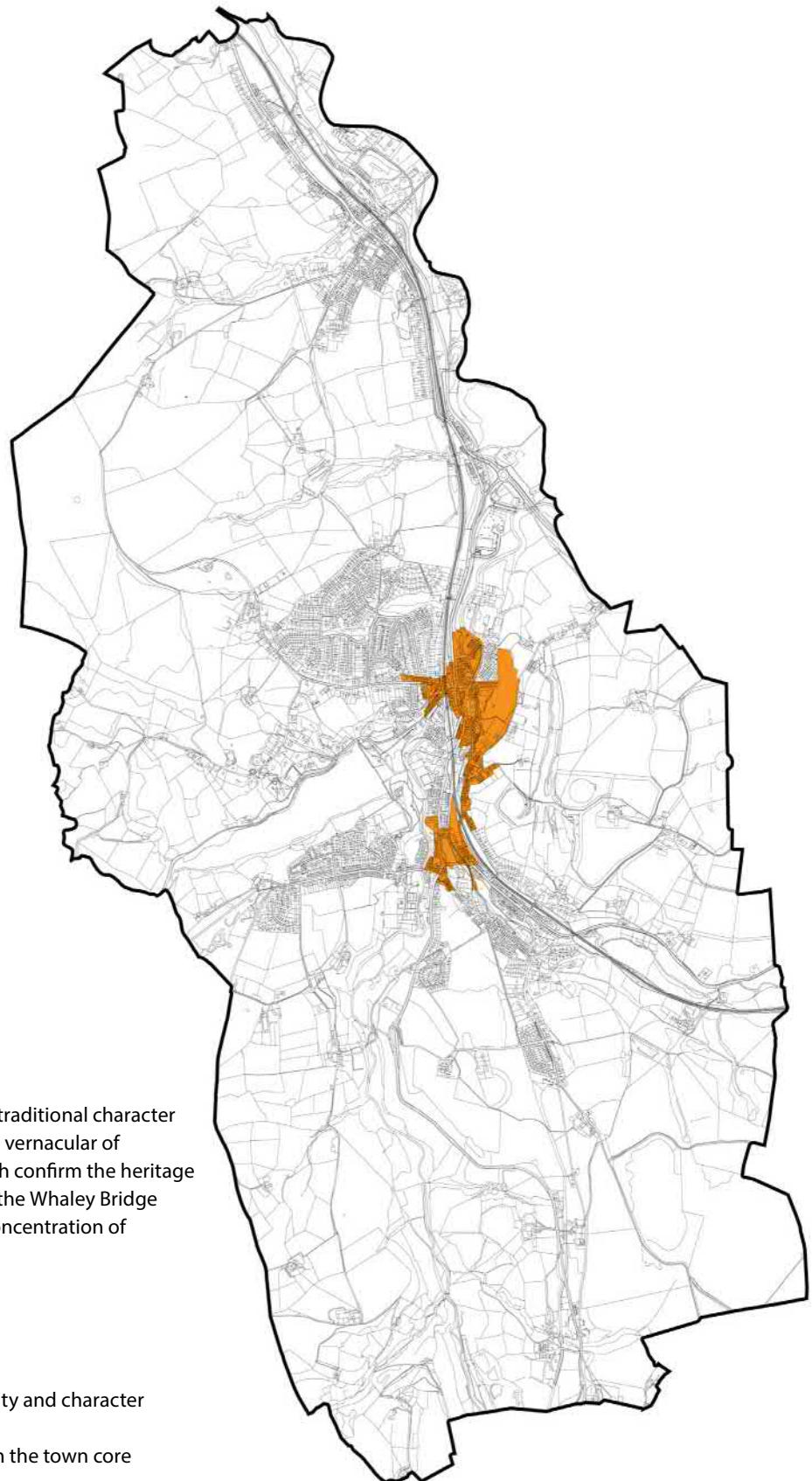
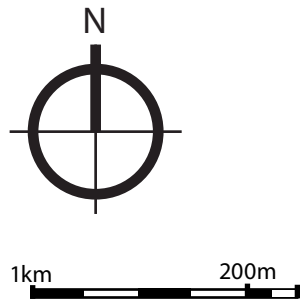
Settlement Areas

Within the Settlement Area the vernacular is largely one of non-traditional buildings (see Section 04) and is mainly residential but also includes some employment land. The settlement areas have expanded west from Furness Vale and to the west and south of Whaley Bridge, and have typically risen up the valley sides.

Priorities for this area

- Deliver high quality and appropriate residential development
- Set a design standard to complement the traditional character of Whaley Bridge
- Ensure a smooth transition from the built to the natural environment
- Enhance pedestrian and cyclist permeability
- Respond to the challenges of topography
- Integrate green and open spaces

Figure 11: Settlement Area



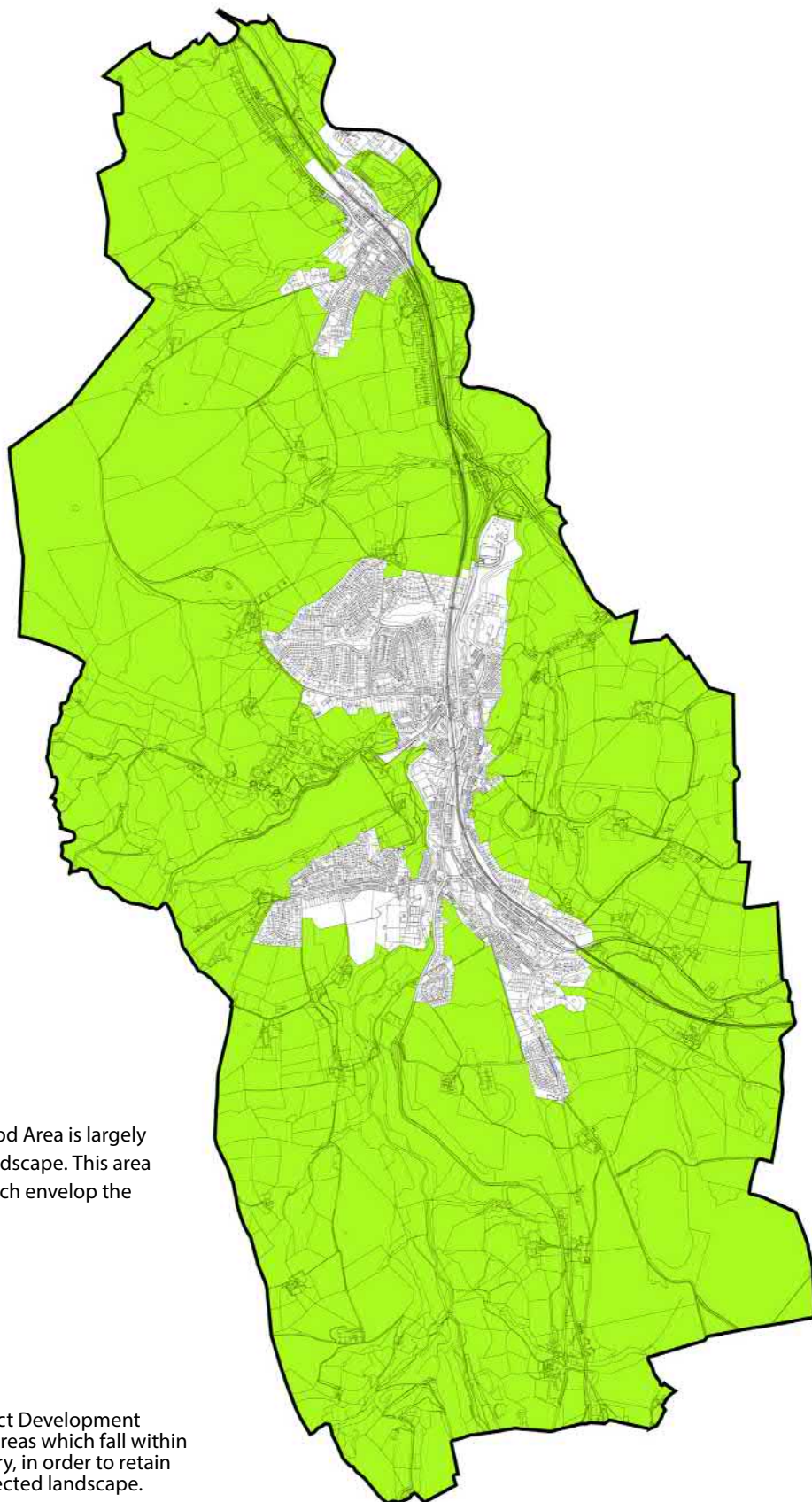
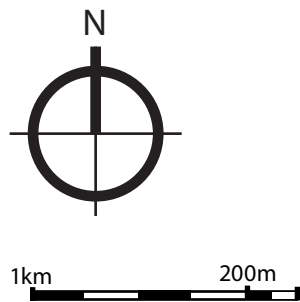
Conservation Area

The Conservation Area strongly exhibits the traditional character as described in Section 04. It has a consistent vernacular of gritstone buildings in an organic layout which confirm the heritage of the Neighbourhood Area. It also captures the Whaley Bridge town centre along Buxton Road which is a concentration of commercial and civic activity.

Priorities for the area:

- Protect and enhance the historic identity and character
- Address parking and congestion within the town core
- Enhance shop frontages and create an attractive public realm
- Enhance the arrival experience into the Whaley Bridge settlement area

Figure 12: Conservation Area



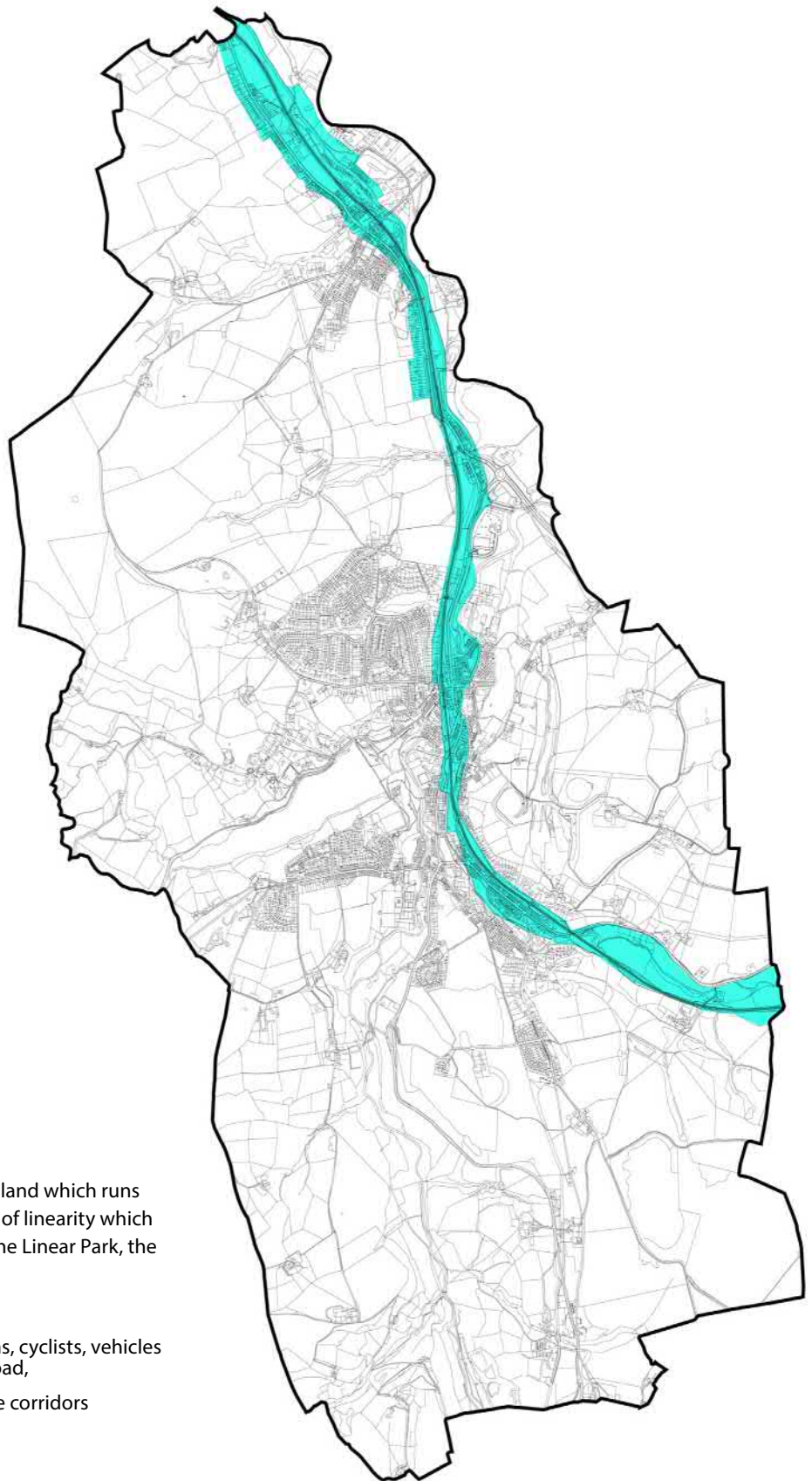
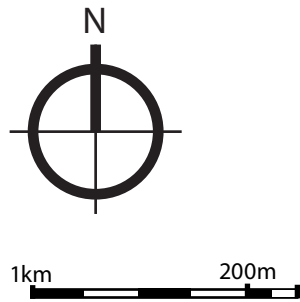
Surrounding Landscape

Located in the Goyt Valley, the Neighbourhood Area is largely defined by the beauty of the surrounding landscape. This area captures the valley pastures and uplands which envelop the Settlement Area.

Priorities for this area

- Maintain the expansive views
- Uphold the guidance of the Peak District Development Management Policies (2019) for those areas which fall within the Peak District National Park boundary, in order to retain the integrity and character of this protected landscape.
- Uphold the rural and traditional character of the Neighbourhood Area
- Adopt a sensitive response to the landscape, topography and open countryside and to mitigate against any impacts of development
- Maintain recreational walking and cycling routes.

Figure 13: Surrounding Landscape Spatial Area



Valley Bottom

The Valley Bottom Area captures the low lying land which runs through the Neighbourhood Area. It is an area of linearity which closely follows the railway line, Buxton Road, the Linear Park, the River Goyt and the Peak Forest Canal.

Priorities for this area

- Address the conflict between pedestrians, cyclists, vehicles and heavy goods traffic along Buxton Road,
- Protect the blue and green infrastructure corridors
- Mitigate flood and drainage impacts
- Encourage designs which respond well to the linearity of space in this area and to maintain permeability.
- Retain the ecological value of the valley bottom.

Figure 14: Valley Bottom Spatial Area



Buxton Road, Furness Vale



Design Codes

07

The Codes

The Neighbourhood Plan Area benefits from a significant amount of existing guidance to influence good design in the area, as outlined in Section 02. It is not the intention of this document to duplicate all the existing national and regional design guidance, but rather to consolidate it into a form that is locally appropriate and relevant to any future development proposals in Whaley Bridge. The design code will apply the guidance specifically to the Spatial Areas in order to appropriately address the priorities of each. More detailed documents will be signposted within the coding sections.

This guidance has been informed by spatial analysis, planning policy analysis, best-practice guidance and engagement with the Vision4Whaley Neighbourhood Group. Future development proposals in Whaley Bridge must be framed with reference to this design code and, in particular, the Spatial Area within which the proposal site is located.

Additional guidance and documentation to support the codes are provided in the green text boxes throughout this section.

Feedback from the Community Questionnaire is provided in the grey boxes throughout this section.

When to use the Codes

The matrix table helps to distinguish which codes apply to which Spatial Area, and which apply across the entirety of the neighbourhood area. The design codes are separated into themes to enable their application. The themes include:

- Structure and Layout
- Built Form
- Heritage Assets
- Site Edges
- Views
- Topography
- Water and Drainage
- Movement Network
- Parking
- Commercial Frontages
- Boundary Treatments
- Streetscene
- Green-Blue Infrastructure
- Building Material
- Large Scale Development
- Eco-Friendly Design

Code Theme	Code Reference	Settlement Area	Conservation Area	Surrounding Landscape	Valley Bottom
Structure and Layout (SL)	Code SL1 Structure and Layout	X	X	X	X
	Code SL2 Nucleated Settlement	-	-	X	-
	Code SL3 Conservation Area Layout	-	X	-	-
	Code SL4 Ribbon Development	-	-	X	X
	Code SL5 Layout on Settlement Edges	X	X	X	X
	Code SL6 Layout on the Valley Bottom	-	X	-	X
Built Form (BF)	Code BF1 Built Form	X	X	X	X
	Code BF2 Traditional Built Form	X	X	X	X
	Code BF3 Building within the Landscape	-	-	X	X
Heritage Assets (HA)	Code HA1 Heritage Assets	X	X	X	X
Site Edges (SE)	Code SE1 Settlement Edges	X	X	X	X
Views (VEW)	Code VE1 Views	X	-	X	X
Topography (TP)	Code TP1 Addressing Topography	X	X	X	X
	Code TP2 Following Sloped Contours	X	-	X	-
	Code TP3 Uphill Arrangements	X	-	X	X
Water and Drainage (WD)	Code WD1 Sustainable Drainage	X	X	X	X
	Code WD2 Flood Resilient Housing	X	X	X	X
Movement Network (MN)	Code MN1 Movement Network	X	X	X	X
	Code MN2 Primary Routes	X	X	X	X
	Code MN3 Secondary Routes	X	X	X	X
	Code MN4 Tertiary Routes	X	X	X	X
	Code MN6 Pedestrian and Cyclist	X	X	X	X
Parking (PK)	Code PK1 Parking	X	X	X	X
Commercial Frontages (CF)	Code CF1 Commercial Frontages	X	X	-	X
Boundary Treatments (BT)	Code BT1 Boundary Treatments	X	X	X	X
Streetscene (ST)	Code ST1 Streetscene	X	X	X	X
	Code ST2 Conservation Area Streetscene	-	X	-	-
Green-Blue Infrastructure (GBI)	Code GB1 Green-Blue Infrastructure	X	X	X	X
	Code GB2 Biodiversity	X	X	X	X
Building Material (BM)	Code BM1 Building Materiality	X	X	X	X
	Code BM2 Traditional Building Materiality	-	X	X	X
	Code BM3 Roofing	X	X	X	X
Large Scale Development	Code LS1 Large Scale Development	-	-	X	X
Eco-Friendly Design (EF)	Code EF1 Eco-Friendly Design	X	X	X	X

Table 1: When to use the codes

Structure and Layout (SL)

There is huge variety in terms of the structure and the layout of the urban form and vernacular across the Neighbourhood Area. The intention is not to create streets of homogeneity, but to ensure diversity is achieved in a well-considered way, whilst avoiding pastiche replications of styles. Each settlement within the Parish area has a different layout and this needs to be recognised within design guidance.

Code SL1 General Structure and Layout

- Development should be arranged in a legible layout which is permeable and complementary to the arrangement of adjoining development parcels.
- Building frontages should offer natural surveillance to the street network and any areas of public space.
- Buildings should be orientated to have a positive relationship to the surrounding units.
- Any development within the PDNP boundary should adhere to Policy DMC3 (Siting, design, layout and landscaping) (Development Management Policy DPD 2019).

Code SL2 Nucleated Settlements

Taxal has retained its traditional, compact layout. Proposals should seek to preserve this nucleated arrangement.

Code SL3 Conservation Area Layout

The irregular and organic layout should be retained and strengthened. There should be few gaps between building line. Contoured building lines are considered appropriate.

Code SL4 Ribbon Development

Furness Vale has expanded in a north-south direction, following the railway and road network. Proposals should seek to limit this expansion to ensure the settlement edges do not blur into adjoining settlements, weakening the identity of Furness Vale

Code SL5 Layout on Settlement Edges

Development on the settlement edges should be open, small scale, visually permeable, and unobtrusive in order to respect the surrounding landscape. It should avoid standardisation of layout and reflect organic, ad-hoc growth.

Code SL6 Layout on the Valley Bottom

Development should seek to avoid strengthening north-south linearity and provide breaks to also move east-west across the valley bottom.

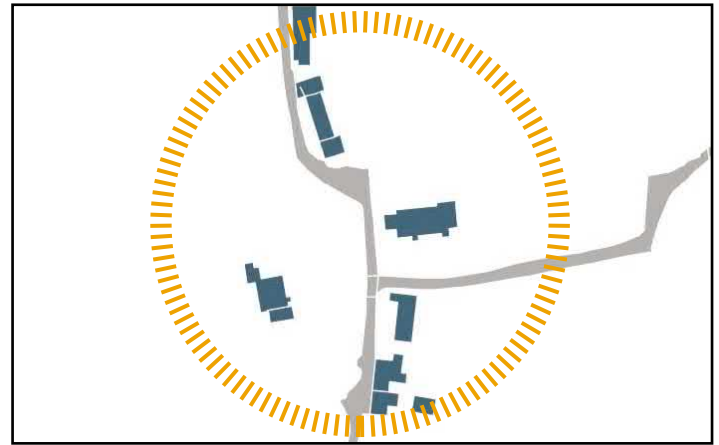


Figure 15: Code SL2 Nucleated Settlements

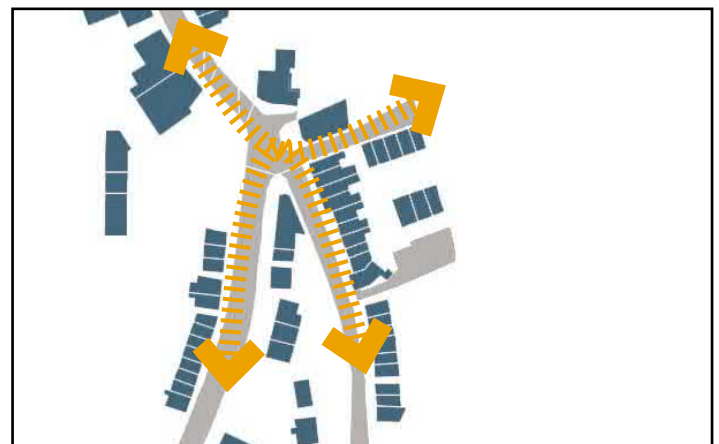


Figure 16: Code SL3 Conservation Area Layout

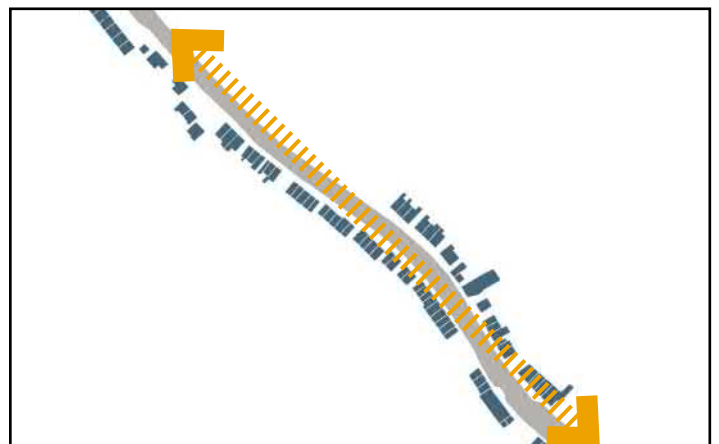


Figure 17: Code SL4 Ribbon Development

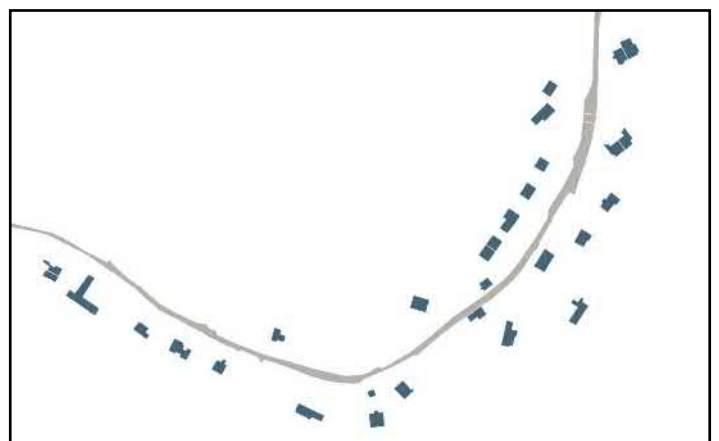


Figure 18: Code SL5 Layout on Settlement Edges

See also:

Residential Design Guide SPD
PDNP Development Management Policy DPD 2019

Built Form (BF)

The Residential Design Guide SPD tells how most housing types are acceptable within the High Peak Borough so long as they conform in scale and character to the local area, and reflect the traditional character typologies listed in Section 04 (Workermen’s Cottages, Mill Workers Terraces, Small Scale Villas, and Grand Villas).

Code BF1 Built Form

- Development should respect existing building lines, plot widths and setbacks.
- Significant increases in size or scale of existing properties should be avoided to help maintain the integrity of the landscape.
- Buildings at the termination of a street should recognise their focal position and adopt a design of an appropriate nature

Code BF2 Traditional Built Form

Traditional buildings tend to have a high solid to void ratio and a simple arrangement of openings. Buildings should seek to reflect the traditional character typologies reflected in Section 04, and in the diagrams below.

Code BF3 Building within the Surrounding Landscape

- Conversion of farm buildings should maintain a simple, functional form and not involved additional development (High Peak Landscape Character SPD).
- A simple and robust building form with minimal design is encouraged.
- Plain, broad front elevations, with no porches and with doors and windows recessed into the walls.

See also:

Building for Life 12 (2015) Section 7 (Creating well defined streets and spaces)
Residential Design Guide
High Peak Landscape Character SPD

Traditional Workers Cottages: wide façade, shallow plan of only one room deep, stocky and robust, blank gables, and chimneys;

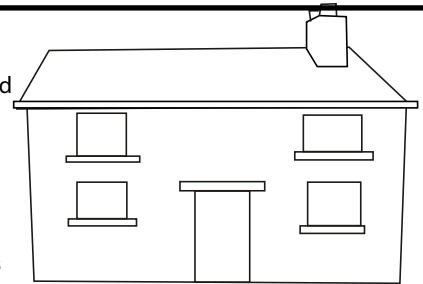


Figure 19: Traditional Workers Cottages

Mill Worker Terraces: stocky, increased density with a narrow front and two rooms deep, fronts immediately onto the pavement, high pitched roof, flat fronted, continuous roofline, recessed doorway, stone lintel and sills.

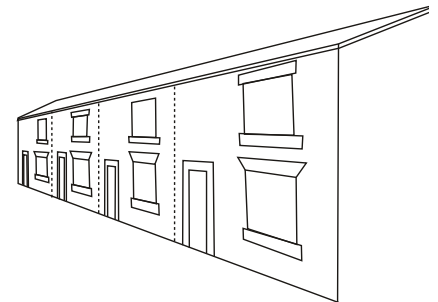


Figure 20: Mill Worker Terraces

Small scale villas: semi-detached, set back, small front garden with low stone wall, rectangular form with bay windows with stone surround, recessed doorway, simple pitched roofs some with a gable to the front elevation;



Figure 21: Small-scale Villas

Grand Villas: set back, front gardens screened from the street with low stone walls and planting, steep pitched roofs, gables are common, less consistency in form, chimney stacks/ pots.



Figure 22: Grand Villas

Heritage Assets (HA)

Code HA1 Heritage Assets

Whaley Bridge has a rich history and heritage which should be preserved and celebrated. It is important to protect historic assets and, where possible, keep them in productive use as this enables more active maintenance and ongoing care. These heritage assets are a link to the past and give expression to the historic development and evolution of the area.

- Any conversions should respect and retain the character of the original building or structure. Sympathetic and appropriate conversions of special buildings, such as the Transhipment Warehouse, Taxal Lodge and the Jodrell Arms Public House, are encouraged in order to bring life back into these buildings. The former Chimes Pub is a good example of how the conversion of a former public house to residential dwelling can be achieved sympathetically (see images below).
- Development should positively contribute and emphasise the historic character of the Neighbourhood Area.
- Development should have regard to the Heritage Assets identified on Figure 9 and how they could be impacted by development proposals. It should seek to uphold the quality of these designations.
- Any development within the PDNP boundary should adhere to Policy DMC5 (Assessing the impact of development on designated and non-designated heritage assets and their settings), Policy DMC7 (Listed Buildings) and Policy DMC8 (Conservation Area) (Development Management Policy DPD 2019).
- Any conversion within the PDNP boundary should adhere to Policy DMC10 (Conversion of a heritage asset) and Policy DMS2 (Change of use of shops, community services and facilities) (Development Management Policy DPD 2019).



The Jodrell Arms



The Transhipment Warehouse



Taxal Lodge



The Chimes, Taxal- Former Public House



The Chimes, Taxal- Sympathetically converted into Residential Dwellings

See also:

- Streets for All: Advice for Highway and Public Realm Works in Historic Places- Historic England (2018)
- Whaley Bridge Conservation Area- Character Appraisal
- PDNP Development Management Policy DPD 2019

Settlement Edges

Code SE1 Settlement Edges

- 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.
- Regular breaks in built form to increase visual permeability and opportunities for views.
- Appropriate landscaping treatments should be adopted.
- 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 (High Peak Design Guide 2018).

- New shrub and tree planting can provide screening for privacy. Preference should be given to locally indigenous species and varieties of plants.
- Developments along the railway line should adopt suitable visual and noise mitigation through screening.
- Any development within the PDNP boundary should adhere to Policy DMC1 (Conservation and enhancement of nationally significant landscapes) and DMC4 (Settlement limits) (Development Management Policy DPD 2019).

See also:
 High Peak Design Guide
 PDNP Development Management Policy DPD 2019



Figure 23: Example to the rear of Macclesfield Road

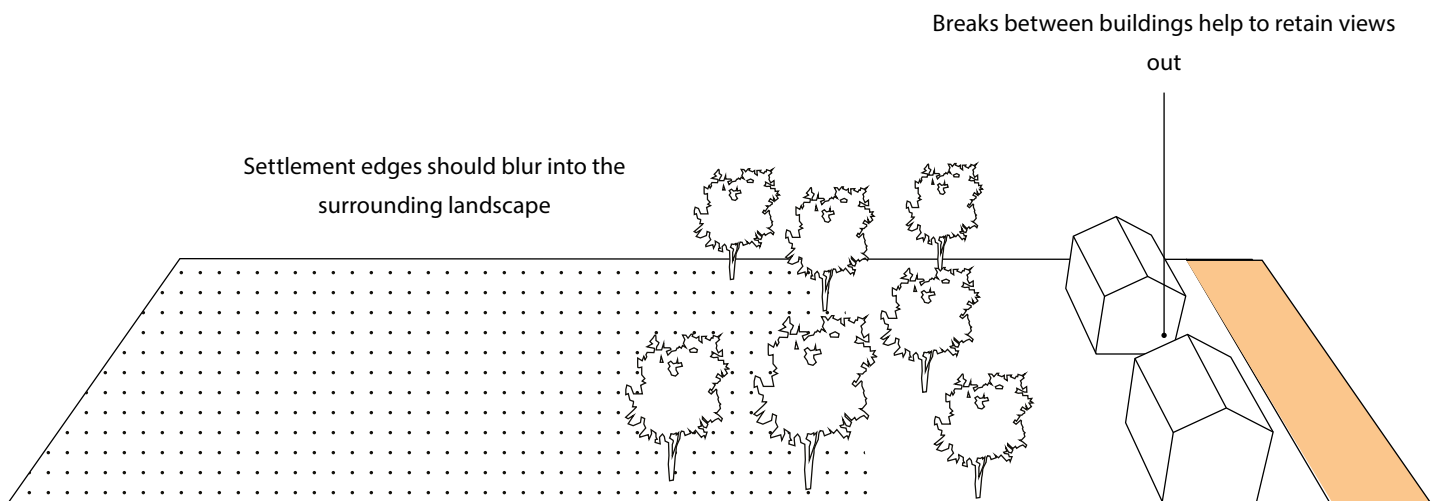


Figure 24: Code SE1- Landscaped Edges

Views (VE)

Code VE1 Views

- The views identified in Figure 6 should be protected from inappropriate development. Key views of settlement landmarks should be maintained.
- Development should be aware of its position within the local topography. The height and massing of units should not impose on views across the landscape.
- Visual impact should be mitigated through the design of the site layout, built form and the landscape.
- Development should seek to maintain visual connections to the surrounding local landscape and long views out of the settlement across the Goyt Valley.
- Buildings on a slope should be orientated to enjoy views to the surrounding landscape.

See also:

High Peak Landscape Character SPD

Retaining views within and around the Neighbourhood Area is considered to be very important to 86% and important to 12% of all respondents to the Community Questionnaire (Question 33).

77% of respondents feel the land surrounding the settlement (Green Belt or Peak District National Park) should be left as open space (Question 39).



Figure 25: A good example of screening with trees



Figure 26: A poor example of screening which lacks sufficient tree cover

Visual links to the surrounding landscape should be protected

Landscaped screening should be used to ensure privacy from elevated areas

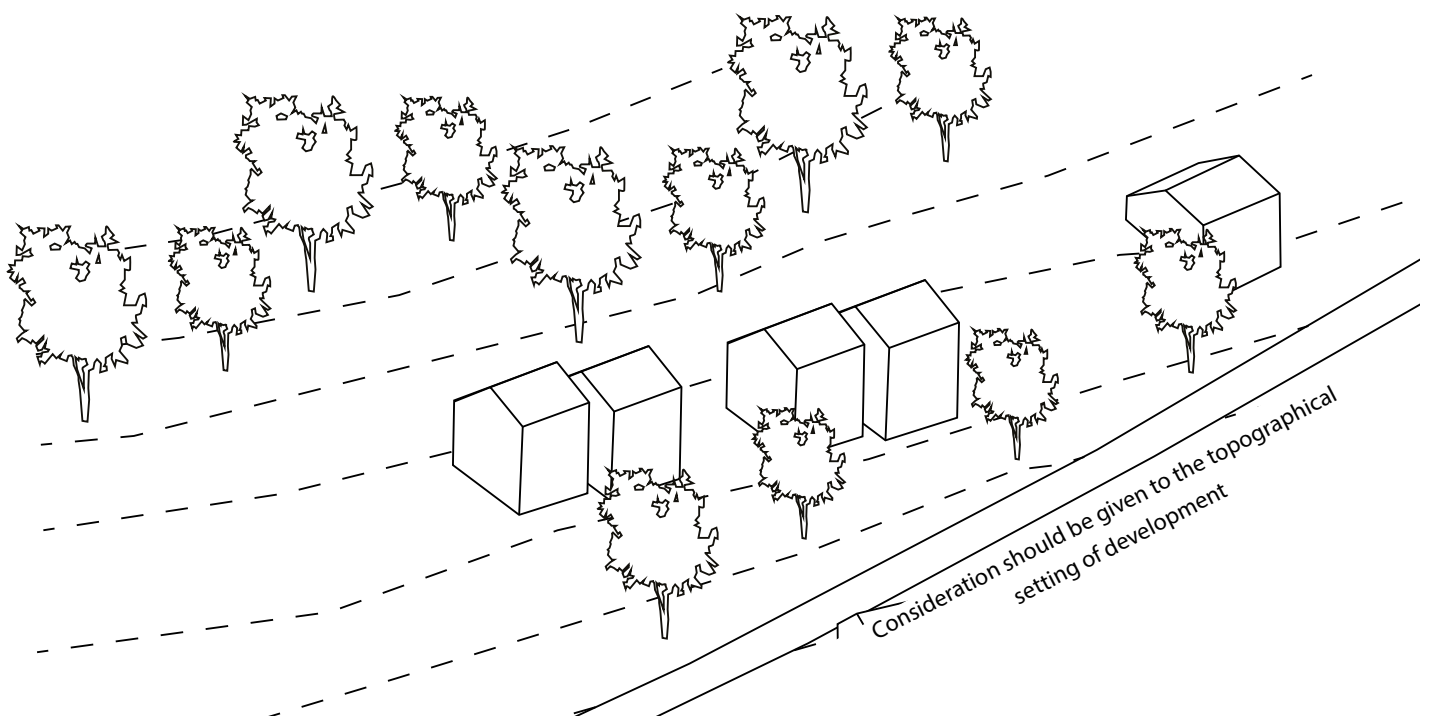


Figure 27: Code VE1 Views

Topography (TP)

Code TP1 Addressing Topography

- Development should avoid positions on skylines, and instead be sited in shallow depressions or positioned to fit into the landform (High Peak Design Guide).
- Properties should be nestled into the moorland side, below the summit (High Peak Landscape Character SPD)
- In elevated positions, buildings should emulate the horizontal, ground hugging form of the traditional buildings, with strong eaves and simple, low silhouettes which run parallel to the contours.
- Development in elevated positions should consider the privacy of those below
- Buildings should seek to adopt appropriate design solutions to address level changes. Buildings should not appear to be out of scale in comparison to their surroundings.
- Respond to topography with sensitivity; terraces often require significant cut and fill which hides the varied form of the land.

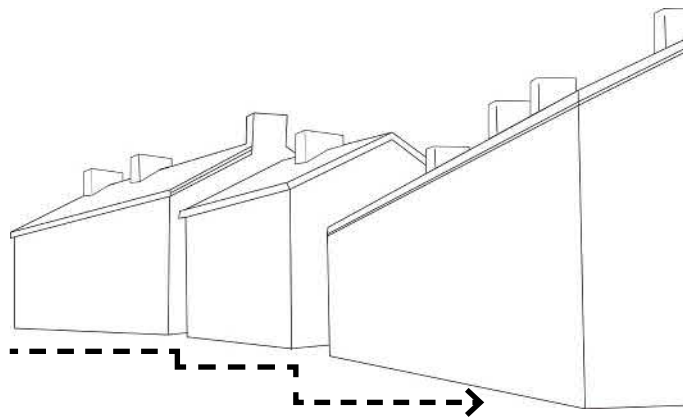


Figure 29: Example of a tiered arrangement

TP3 Uphill Arrangements

- Where buildings run uphill, the standard approach is to create a tiered effect of grouped or individual houses (Macclesfield Road). This creates strong vertical lines which can be accentuated by chimneys.
- Roof pitches should run parallel to the slopes.

TP2 Following sloped contours

- Buildings built along a slope will need to respond to the slope in section. Setting houses back from the street will help to improve views out from the dwelling.
- Split-level dwellings are familiar in the High Peak area. ‘Underlivings’ refers to the lower storeys on a split-level dwelling which would have functioned as a separate dwelling. Such arrangements can be appropriate responses to topography.

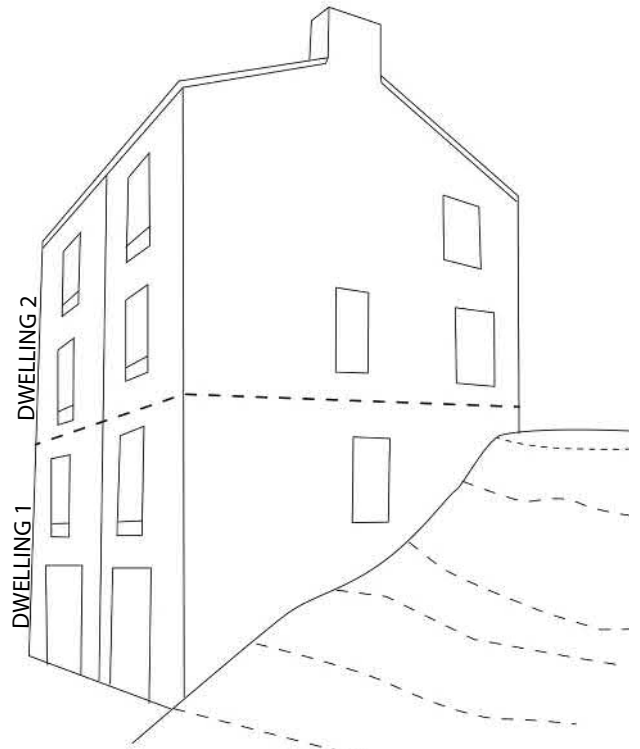


Figure 28: ‘Underliving’ arrangement



Boundary treatments can respect topography

See also:

High Peak Design Guide

High Peak Landscape Character

Water and Drainage (WD)

Code WD1 Sustainable Drainage

- SuDs should be integrated into developments to help address surface water run-off.
- Drainage should be considered early in the development planning and design process, along with other key considerations.
- Existing watercourses, existing flows of surface water across the site, and existing drainage systems, must be taken into consideration and the drainage strategy should mimic natural drainage patterns as closely as possible.
- Adoption of permeable paving solutions instead of tarmac is encouraged.
- Development in elevated positions should be aware of surface water run-off.

Code WD2 Flood Resilient Housing

- Development in flood zone will be actively discouraged, except in exceptional circumstances (High Peak Landscape Character SPD).
- Boundary treatments within the flood zone are encouraged to be designed with high water resistance materials and/or effective seals to minimise water penetration, provided these treatments are in keeping with the local character.
- Management of surface water runoff should be considered with all developments.
- Proposals should take a proactive approach to incorporating flood resilience into building design through internal layout.



Good example of adopting more resilient ground floor uses (parking)

See also:

Improving the flood performance of new buildings: flood resilient construction (2007) Section 6 (CIRIA Guidance)

High Peak Landscape Character SPD

68% of respondents to the Community Questionnaire felt the adoption of natural flood mitigation measures was an important environmental measure to be adopted in new developments (Question 13).

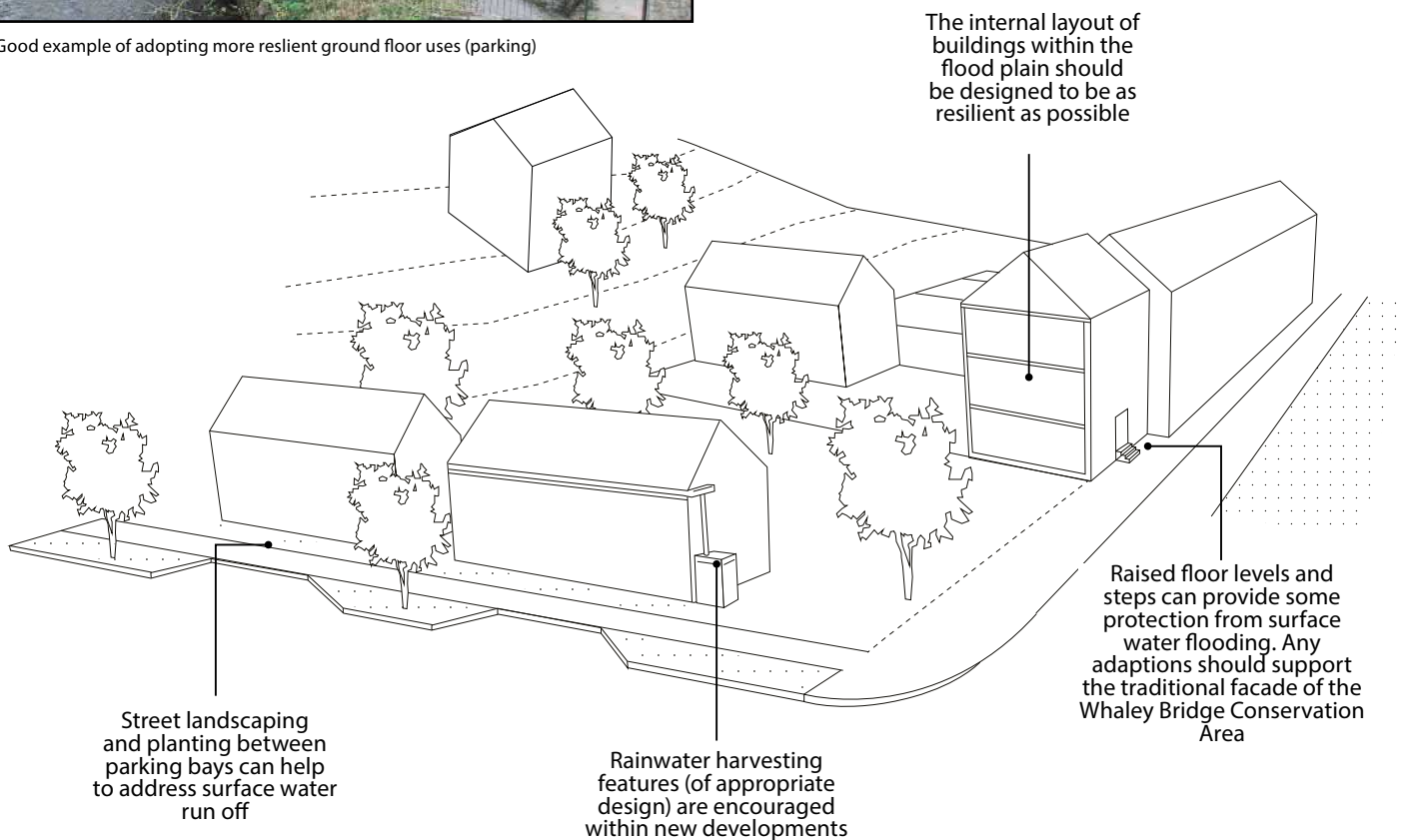


Figure 30: Addressing flood risk and drainage within developments

Movement Network (MN)

Derbyshire County Council is the acting Highways Authority for the construction, maintenance and operation of all Adopted Highways within the Neighbourhood Area. Street design should refer to statutory highways legislation and meet technical highways requirements. Placemaking principles are encouraged to be adopted within the streetscape, and these spaces should be seen as being attractive and safe by all users on foot, cycle, wheelchair, public and private transport.

Code MN1 Movement Network

- Traffic and congestion along Buxton Road needs to be addressed.
- Carriageway widths should be appropriate for the context and use of the street. Designs should take into account the volume of vehicular and pedestrian activity.
- Access into the Bingswood Industrial Estate needs to be addressed (Conservation Area Character Appraisal).
- Designs should seek to remove barriers to movement for all users. The streets should be easy to navigate and feel safe for all.
- The pattern of housing should inform the road layout and not vice versa (Residential Design Guide).
- Any development within the PDNP boundary should adhere to Policy DMT2 (Local road improvements) and Policy DMT3 (Access and Design criteria) (Development Management Policy DPD 2019).

Code MN2 Primary Routes

- Designed to accommodate heavier traffic flows and through routes.
- Allow for safe pedestrian and cyclist flow, as well as unhindered vehicular movement
- On-street parking should be contained within designated spaces and should avoid creating pinch-points.
- Primary roads should be defined with strong building lines.

Code MN3 Secondary Routes

- Secondary routes should emphasise the human scale and be designed for lower traffic volumes compared to primary routes.
- Carriageways should be designed to be shared between vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations. Limited on-street residential and visitor parking to be designed into the layout

Code MN4 Tertiary Streets

- Residential streets serve a smaller number of units and can have a more intimate scale. With limited vehicular use, these streets work well as informal, shared spaces. Shared surface streets are a prime example of prioritising place over movement. Effort should be made to create pedestrian linkages across cul-de-sac layouts.



Primary Route (Market Street, Whaley Bridge)



Secondary Route (Whaley Lane, Whaley Bridge)



Tertiary Route (Charlesworth Road, Furness Vale)

See also:

Manual for Streets
Residential Design Guide
Conservation Area Appraisal
PDNP Development Management Policy DPD 2019

Movement Network for Cyclists and Pedestrians

Code MN6 Pedestrian and Cyclist Connections

- Cycle networks need to be coherent, direct, safe, comfortable and attractive (Cycle Infrastructure Design).
- Where appropriate, pedestrians and cyclists should be given precedence over vehicles. Stone setts at junctions can slow vehicles and define pedestrian routes (High Peak Design Guide).
- Retain and enhance National Cycle Network Route 68
- Retain and enhance PRow which connect the settlement with the surrounding countryside.
- Walking routes should be better signposted (Engagement Feedback).
- A neighbourhood where the movement of people is prioritised over the movement of motor vehicles is known as a filtered neighbourhood. The adoption of filtered neighbourhoods, which are permeable and easily accessed by pedestrians and cyclists, is encouraged but should be delivered with due regard to privacy and security. Development should seek to provide active frontages onto any pedestrian linkages.
- Any development within the PDNP boundary should adhere to Policy DMT5 (Development affecting a public right of way) (Development Management Policy DPD 2019).

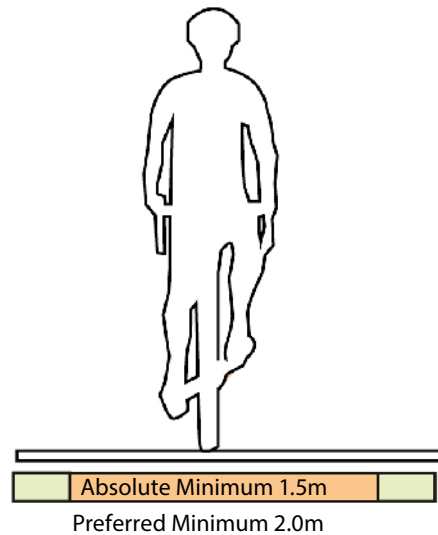


Figure 31: Designing for one-way cycling

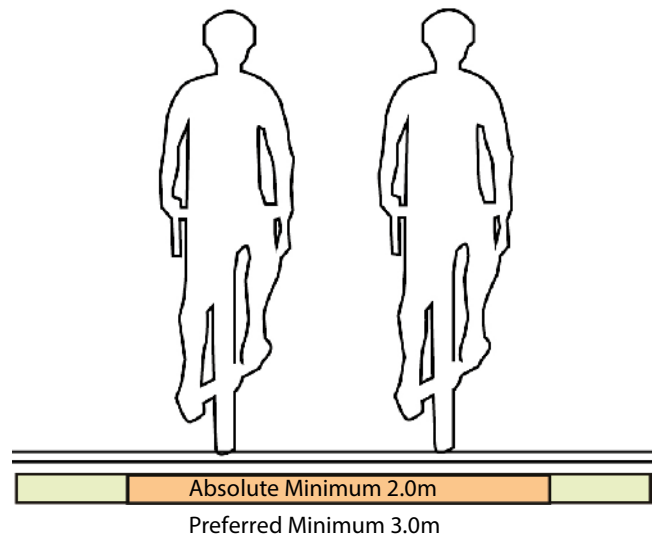


Figure 32: Designing for two-way cycling



PRow like the Linear Park should be retained

See also:
 High Peak Design Guide
 Department for Transport- Cycle Infrastructure Design (July 2020)
 PDNP Development Management Policy DPD

55% of respondents to the Community Questionnaire felt the implementation of cycle pathways and footpath links were an important environmental measure to be adopted in new developments (Question 40).

The improved marking of existing footpaths or cycle routes, and improved road safety measures for cyclists within Whaley Bridge, are considered to be the most important factors in encouraging people to travel without a vehicle (Question 19).

83% would like to see improvements to walk or cycle paths to link up with other towns (Question 21).

Parking (PK)

- Parking guidance is provided within Appendix A of the High Peak Local Plan
- Car parking solutions need to have due regard to their impact on the streetscape and the setting of buildings within the Conservation Area (Conservation Area Character Appraisal)
- On-street parking bays should be broken up with street trees, be provided in small groupings and not dominate the streetscene. Planting or gaps should be incorporated after every 5 continuous bays of parallel parking. Sensitive demarcation of parking bays is encouraged.
- On-plot parking. Driveway angles can prove problematic for accessibility and drainage. Hard standing driveways must be constructed of porous material to minimise surface water run-off and should have regard for the potential drainage impacts it may have.
- Hedges, trees, planting and high quality paving or landscaping help to reduce the appearance of a space being dominated by cars and also identify separation between the private and public realm. Appropriate boundary treatments should be used to reduce visual impact on the street-scene (see Boundary Treatments section).
- Any development within the PDNP boundary should adhere to Policy DMT7 (Visitor Parking) and Policy DMT8 (Residential off-street parking) (Development Management Policy DPD 2019).
- Courtyard Parking is not a common parking treatment in Whaley Bridge. Where it exists it should be overlooked to ensure safety.

See also:

- Manual for Streets
- Residential Design Guide
- Conservation Area Character Appraisal
- Appendix A- High Peak Local Plan
- PDNP Development Management Policy DPD

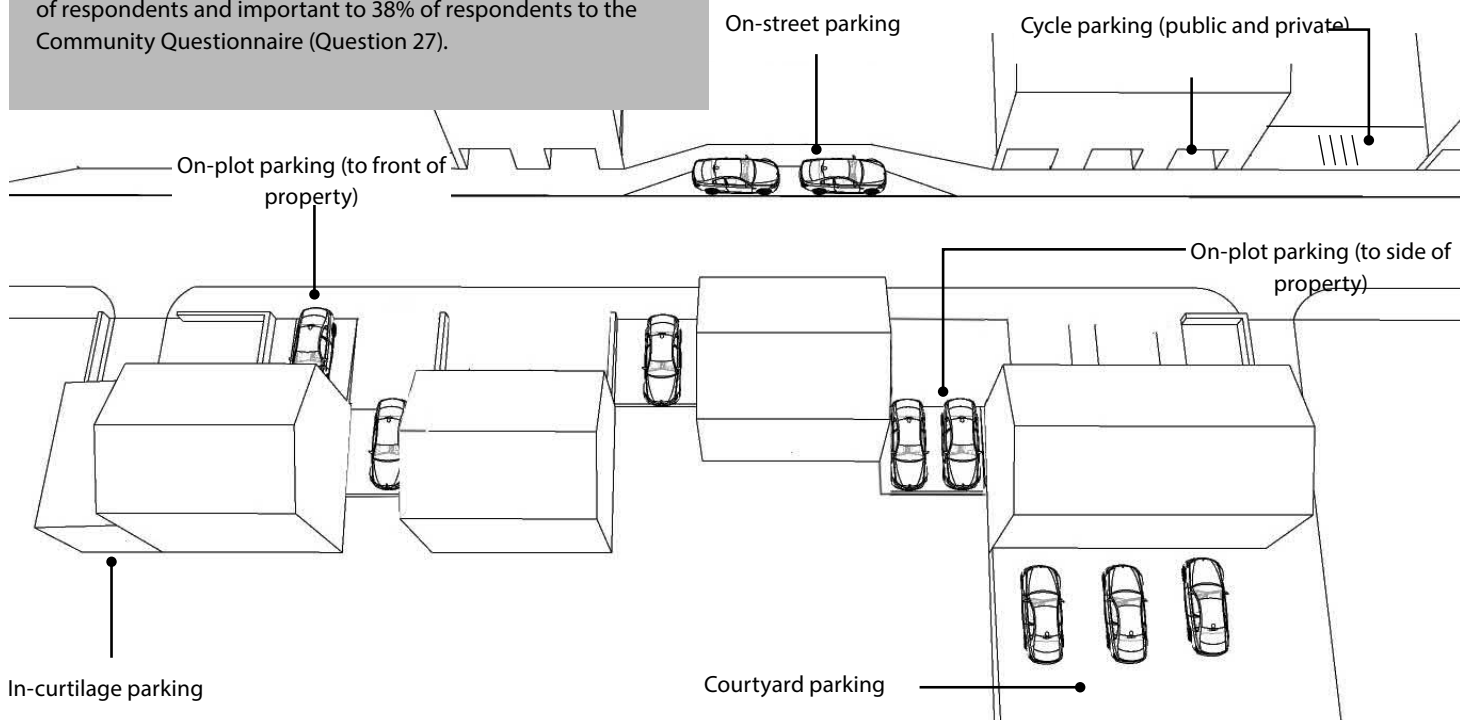


On-street parking along Old Road

Dwelling House	Parking Requirements
1 bed dwelling	1.5 space. 1 cycle
2/3 bed dwelling	2 bed- 1.5 space per unit. 3 bed- 2 space per unit. 1 cycle
4+ bed dwelling	3 space per unit. 1 cycle

Figure 33: Example parking requirements taken from Local Plan

Off-street car parking is considered to be very important to 50% of respondents and important to 38% of respondents to the Community Questionnaire (Question 27).



Commercial Frontages

Code CF1 Commercial Frontages

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.
- Reflect the character and architectural style of the upper floors of the building which they occupy.
- 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.
- Any development within the PDNP boundary should adhere to Policy DMS4 (Shop fronts) (Development Management Policy DPD 2019).

See also:

Design Guidance for Shopfronts
 Design Guidance for Signs
 High Peak Design Guide
 PDNP Development Management Policy DPD 2019



Figure 34: A good example of a traditional shop-frontage

Boundary Treatments (BT)

Code BT1 Boundary Treatments

- New development should use boundary features which are complementary to the street. Traditional boundaries are predominantly gritstone or limestone walls.
- Boundaries should tie in with adjoining boundary lines, treatments and proportions.
- Brick is not a common walling material in the High Peak.
- Panel fencing along publically visible boundaries should be avoided.
- Boundary treatments should not impose on narrow pavements or disrupt the movement of pedestrians.

See also:
Conservation Area Character Appraisal

Hedgerows, Mature Trees and Stone Walls are considered to be very important features to over 72% of all respondents of the Community Questionnaire (Question 40).



Traditional dwellings without a front boundary

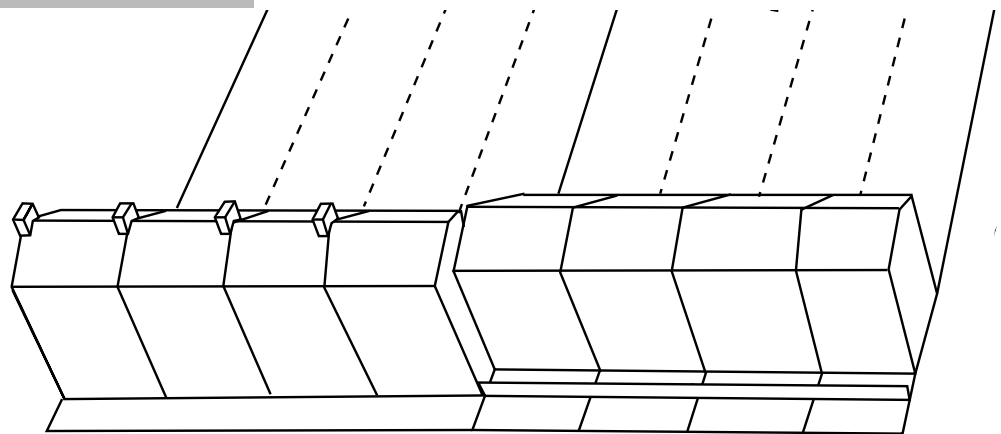


Figure 35: Traditional dwellings commonly have no front boundary



Stone walls can be topped in various copings



A contemporary interpretation of stone boundaries

Streetscene (ST)

Code ST1 Streetscene

- Planting should be an essential part of street design (Engagement Feedback). Policy EQ1 of the High Peak Borough Council Local Plan 2016 requires all lost trees to be replaced on a 2:1 basis.
- Materials used in the public realm should be high quality with an attractive material palette.
- Cluttering the street scene with unnecessary features should be avoided, but street furniture which enhances character and user-experience is encouraged.
- Highway designs should avoid the need to incorporate too much signage, which can detract from environmental quality.
- The impact of hardstanding and other surfaces should be considered, including the colour, brightness and reflectivity of the surfaces and how it appears from a distance (High Peak Landscape Character SPD).

Code ST2 Conservation Area Streetscene

- Pedestrian paving traditionally uses Yorkstone slabs, or gritstone or limestone setts.
- It is encouraged to use natural stone for edgings and to infill with tarmac with a top-dressing.
- Traditional streetscape elements should be maintained and preserved.

See also:

High Peak Borough Council Local Plan 2016

High Peak Design Guide

Conservation Area Character Appraisal



Cobbles help to establish the traditional setting

50% of respondents to the Community Questionnaire felt that the planting of trees was an important environmental measure to be adopted in new developments (Question 40).

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.



Figure 36: Code ST2 Conservation Area Streetscene features to note

Green and Blue Infrastructure

Green infrastructure (GI) is the planned and managed network of green spaces and natural elements which connect and exist within our urban environments. Blue infrastructure refers to water or fluvial networks which are also present, such as rivers, streams and standing bodies of water, including drainage features. Integration of green and blue infrastructure has proven health, environmental and economic benefits.

Code GB1 Green and Blue Infrastructure

- Field boundaries should be reinforced with appropriate planting (or traditional stone boundary treatments). Planting should reflect the natural shrub species of the locality and utilise native species.
- Consideration should be given to the provision of growing areas to ensure all residents have the opportunity to grow their own food.
- Water features such as ponds and streams, to support wildlife diversity and improve community quality of life, should be considered within designs. Any access from new development to the waterway should be convenient, attractive and safe.
- Any development within the PDNP boundary should adhere to Policy DMC13 (Protecting trees, woodland or other landscape features put at risk by development) (Development Management Policy DPD 2019).



The footpaths, bridleways and greenways are considered to be very important to 85% of respondents and important to 13% of respondents to the Community Questionnaire. (Question 32).

83% of respondents strongly agree that access to waterways, including the canal, riverbanks and ponds is important (Question 34).

Code GB2 Biodiversity

- New developments should strengthen biodiversity and the natural environment. Biodiversity Net Gain (BNG) should be adopted as a statutory requirement for all strategic development sites;
- Existing habitats and biodiversity corridors should be protected and enhanced;
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens. Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species
- The adoption of swift bricks, bat and owl boxes are encouraged to help provide nesting and roosting spaces for bats and birds.
- Proposals should seek to enhance wildlife corridors to support local biodiversity such as the provision of new areas of woodland, hedgerows, grassland or wetland habitats.
- Any development within the PDNP boundary should adhere to Policy DMC11 (Safeguarding, recording and enhancing nature conservation interests) (Development Management Policy DPD 2019).

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).

Building Material

Code BM1 Building Materiality

Towns and villages in the High Peak have a locally distinctive character which is defined by their high density, historic development and prevalent use of natural and traditional materials. These contribute to a sense of place which needs to be retained. The relationships between buildings create a sense of rhythm and balance which should also be maintained.

- Design needs to complement traditional styles of the area and the High Peak vernacular, whilst distinguishing itself from the original architecture. This can be achieved through the use of common materials, a high standard of workmanship, and care in ensuring the form is in harmony with surrounding buildings (High Peak Design Guide).
- Gritstone is the predominant building stone. It is important that the correct type, colour and finish of stone is chosen for alterations to an existing building.
- Pointing to stonework should be similar in colour to the stone and be an appropriate lime mortar mix.

Features to avoid

- Any new materials adopted need to ensure they weather well and are not recommended in the open countryside or in protected areas such as the Conservation Area. UPVC is also discouraged on aesthetic grounds.
- There is no tradition of external timber boarding in the High Peak and this should be avoided.
- Render is not characteristic to the High Peak area. Only limited use of render is considered appropriate, and should be limited to naturalistic tones which reflect the local stonework

See also:

High Peak Design Guide
Landscape Character SPD

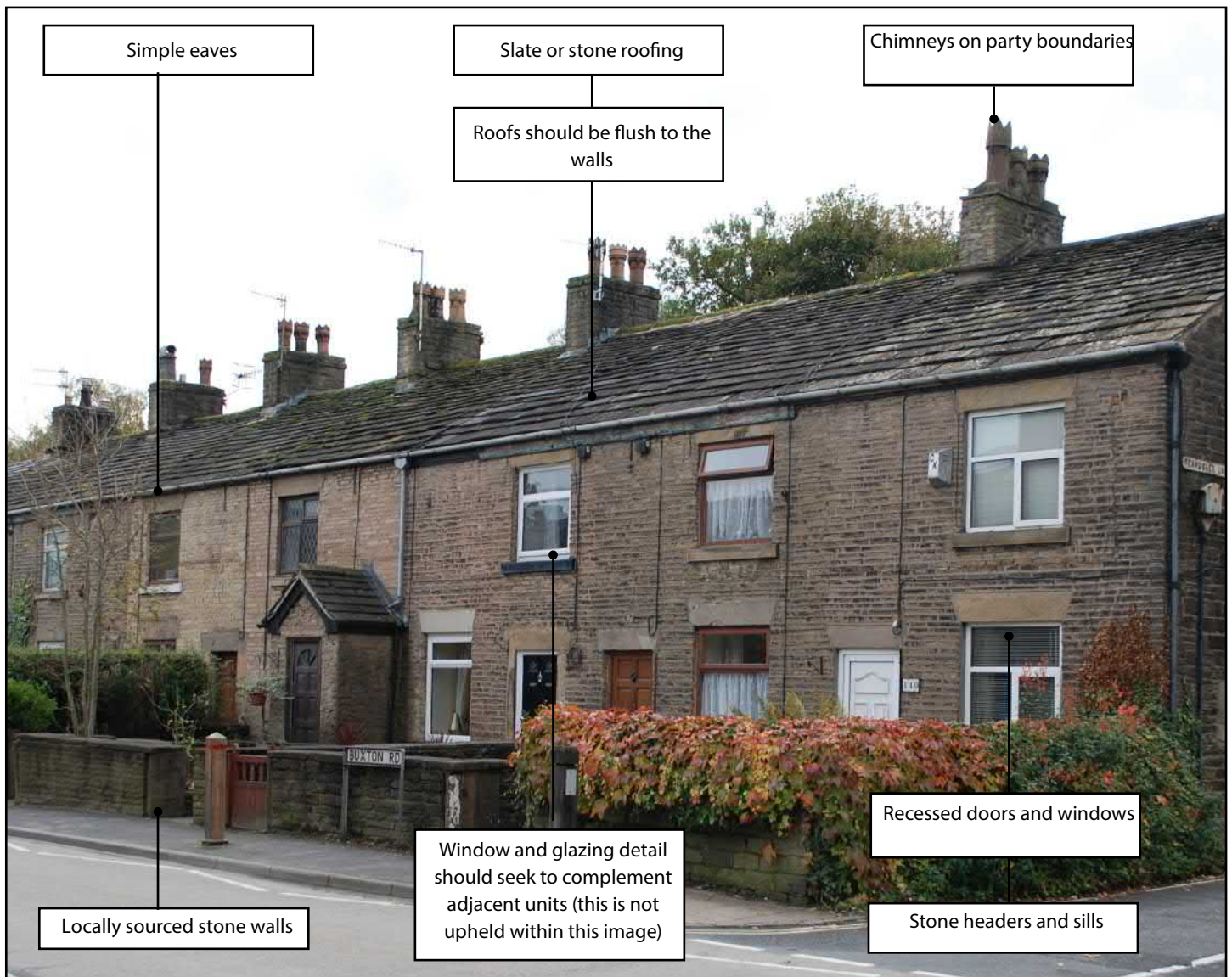


Figure 37: Code BM2 Features of traditional buildings

Code BM2 Traditional Building Materiality

- Give consideration to the design and proportion of windows, lintels and sills.
- Downpipes and guttering should be discreet, black and located close to the eaves of the house.
- Windows should be set below the roofline and not break the continuity of the eaves.
- Roofs should be flush to the walls.
- Materials, colours and textures should reflect local buildings and the colour of the local landscape.
- Wide door openings.
- Chimneys should be low, substantial, and located on gable ends.



Example of different uses of gritstone. Simple downpipes

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).



Dormers need to be appropriately proportioned

Code BM3 Roofing

- New roofs should complement the existing roofscape by respecting the traditional characteristics, such as chimneys and gables.
- Dormers need to be an appropriate size to the building to which they relate.
- Properties should have a broad front elevation with narrow sides and a steep roof of 26-32 ° (Landscape SPD).
- Material palette should be limited - grey slate is most appropriate.



Figure 38: Code BM3 Roofing

Large Scale Development

Code LS1 Large Scale Development

- As identified within the High Peak Design Guide, large buildings (such as those for a commercial or manufacturing function) should be designed to be as inconspicuous as possible. They should have a low profile and a shallow pitched roof to reduce ridge height.
- Buildings should be durable and easy to repair
- Stone detailing helps to assimilate the unit into the landscape
- Downpipes and guttering should be discreet, black and located near the eaves of the buildings
- Colours should reflect traditional gritstone buildings
- Prefabricated metal buildings do not weather well and should be avoided in favour of materials which weather more sympathetically to the surroundings, such as vertical slatted boarding. Effort should be made to adopt materials which complement the texture, tones and colour palette of the surrounding landscape.
- New buildings should be kept as small as possible.
- Reclaimed stone is a good material for the construction of out-buildings
- Any development within the PDNP boundary should adhere to Policy DME1 (Agricultural or forestry operational development) and DME8 (Design, layout and neighbourliness of employment sites including haulage depots) (Development Management Policy DPD 2019).



Example of poorly screened large scale development, seen from Buxton Road



Prefabricated material should be avoided where possible



Figure 39: Good example of screening large scale development in Furness Vale

Eco-Friendly Design

Code EF1 Eco-Friendly Design

- Integration of sustainability should be considered at the design stage, with consideration of passive solar heating, cooling and energy efficient strategies.
- Retro-fitting renewable technologies to heritage buildings should be done with care.
- Designs should encourage local recycling, energy production and energy efficiency.
- Rainwater harvesting helps to capture and store rainwater, and also enables re-use of greywater. Efforts should be made to conceal the units, or install them with attractive materials, cladding and finishings.
- Solar panels on historic buildings and within the Conservation Area should not detract from the appearance of the building, or its historic vernacular. It should not interrupt building line or roofline. Panels should especially have regard to the position below any views in the landscape. Tile or slate colours, which are complementary to the existing roofing materials of the building or the nearby units, are encouraged.



Solar panels can be adopted to look like original slate roofing



An attractive screen for recycling and refuse facilities

See also:

High Peak Design Guide

Landscape Character SPD

67% of respondents to the Household Questionnaire welcomed the encouragement of people to use recycling points more and also the introduction of sustainable shopping options (also 67%) (Question 26).

Modern Interpretations

Whilst contemporary interpretations are acceptable, designs need to show a good understanding and appreciation of the local Whaley Bridge vernacular and draw inspiration from good quality local precedents. Natural materials such as stone and slate, and an appreciation for the simplicity of style within the area, would help to retain the local heritage in a more contemporary format.



Sympathetic solid and void ratio, glazing details, door fittings and colour tones.
Closely matched stone colour



Contemporary use of stone and slate which complements the traditional vernacular

Features to avoid

The design features on the following pages should be carefully considered against their potential impact on the Neighbourhood Area. Inappropriate materials, scale and positioning of features can undermine the character of Whaley Bridge and its special qualities.



White render uncommon and inappropriate



Stone relies on weathering to look appropriate



Dormers out of scale to local context



Timber fencing inappropriate and discouraged



View of Botany Mews



Site Specific Codes

08

Site Specific Codes

This section of the Design Code document will identify the allocated Sites within the High Peak Borough Council Local Plan (2016). It will apply relevant codes to help guide their development, which can be used to help inform the design process. It is intended to be used as high level design guidance to inform site design, and is provided for all sites unless they have been constructed and delivered at the time of writing. The process of applying site specific codes can be used for any additional sites, should they come forward in future allocations.



Figure 40: Locations of Site Allocations

South of Macclesfield Road (Site C9)

This site is located in the 'Settlement Area' Spatial Area. Developments should seek to respond to the priorities listed for this area on Page 44.

Planning consent had already been granted for the development of housing at the time of publication of the Local Plan.

Relevant Code	Site specific application.
SL1/ SL5	Development on the settlement edge should be unobstrusive by adopting an appropriate height, scale, density and arrangement which allows for views in/out, and signalling a transition to the open countryside.
BF2	Development should reflect the traditional style along Macclesfield Road (eastern end).
SE1	Boundaries should be softened given the site's position on the settlement edge. Development near employment locations should adopt suitable screening mitigations.
MN6	Maintain PRoW across the Site.
VE1	It is important to protect the long views from Linglongs Road, and from the other side of the valley.
TP1	Respond to the sloping nature of the Site (which falls to the east).

BT1	Stone walling is appropriate for this Site.
GB1/ GB2	Efforts should be made to retain the mature trees on Site. Biodiversity should be retained where possible and enhanced across the wider site.
BM1	Development needs to respect the traditional character evident along the eastern end of Macclesfield Road.
BM2	The appearance of roofing is important given the exposure of the Site up the valley side. Roofing materials should not appear overly prominent.
BF1 WD1 MN1 PK1 ST1 EF1	These codes should be applied more generally to the Site.



Figure 41: Site specific codes for Site C9

Furness Vale Business Park (Site C19)

Located across the ‘Settlement Area’ and ‘Surrounding Landscape’ Spatial Areas. Developments should seek to respond to the priorities listed for these areas on Page 44 and Page 45. This site is considered to be suitable for 26 dwellings.

This is listed as a Strategic Development Site and, therefore, has a policy within the Local Plan. Developments should refer to Policy DS 12 Furness Vale Business Park, Calico Lane, Furness Vale.

The Policy reads ‘Land amounting to 3.25 hectares is allocated for business, tourism and leisure uses, and residential development of approximately 26 dwellings. The development of live/work units in lieu of business will be supported subject to the submission of an appropriate viability assessment to demonstrate that live/work is required to support enhancements to the business park.’

Relevant Code	Site specific application.
SL6	Development on the valley bottom should encourage east/west movement.
SE1	Boundaries should be softened given the site’s position on the settlement edge.
VE1	Maintain visual connections to the countryside.
TP1	Respond to the sloping nature of the Site (which falls to the east).

WD1	SuDS to be adopted
WD2	Policy DS12 states a Flood Risk Assessment is required. Flood risk should be mitigated.
MN6	Retain and strengthen the canal PRoW
MN1	Movement should account for mixed-use activity, with improved access (Policy DS12).
PK1	Appropriate parking solutions to be adopted
CF1	Commercial frontages to be appropriate to function.
BT1	Stone walling is appropriate
GB1	Retain mature trees (as per Policy DS12).
GB2	Support existing biodiversity
LS1	Employment units to be designed appropriately
GL1 BF1 ST1 GB1/ GB2 BM1/ BM2 BM3 EF1	These codes should be applied more generally to the Site.



Figure 42: Site specific codes for Site C19

Furness Vale A6 (Site C16)

Located in the 'Settlement Area' Spatial Area. Developments should seek to respond to the priorities listed for this area on Page 44. This Site is considered to be suitable for 39 dwellings.

Relevant Code	Site specific application.
SL1	Seek to maintain strong frontage along Buxton Road.
BF1	Respect the existing building line along Buxton Road.
BF2	Adopt traditional cottage or terraced built form
SE1	Development should be appropriately screened from the railway line.
VE1	Protect key views across the Site, especially those to the east and from the south.
TP1	Respond to the sloping nature of the Site (which falls to the east).
WD1	SuDS to be adopted.
MN1	Location along Buxton Road means access/ egress of the Site needs to be carefully considered.
PK1	On-street parking should be avoided on Buxton Road.
BT1	Stone walls are common on nearby dwellings.
ST1 GB1/ GB2 BM1/ BM2 BM3 EF1	These codes should be applied more generally to the Site.

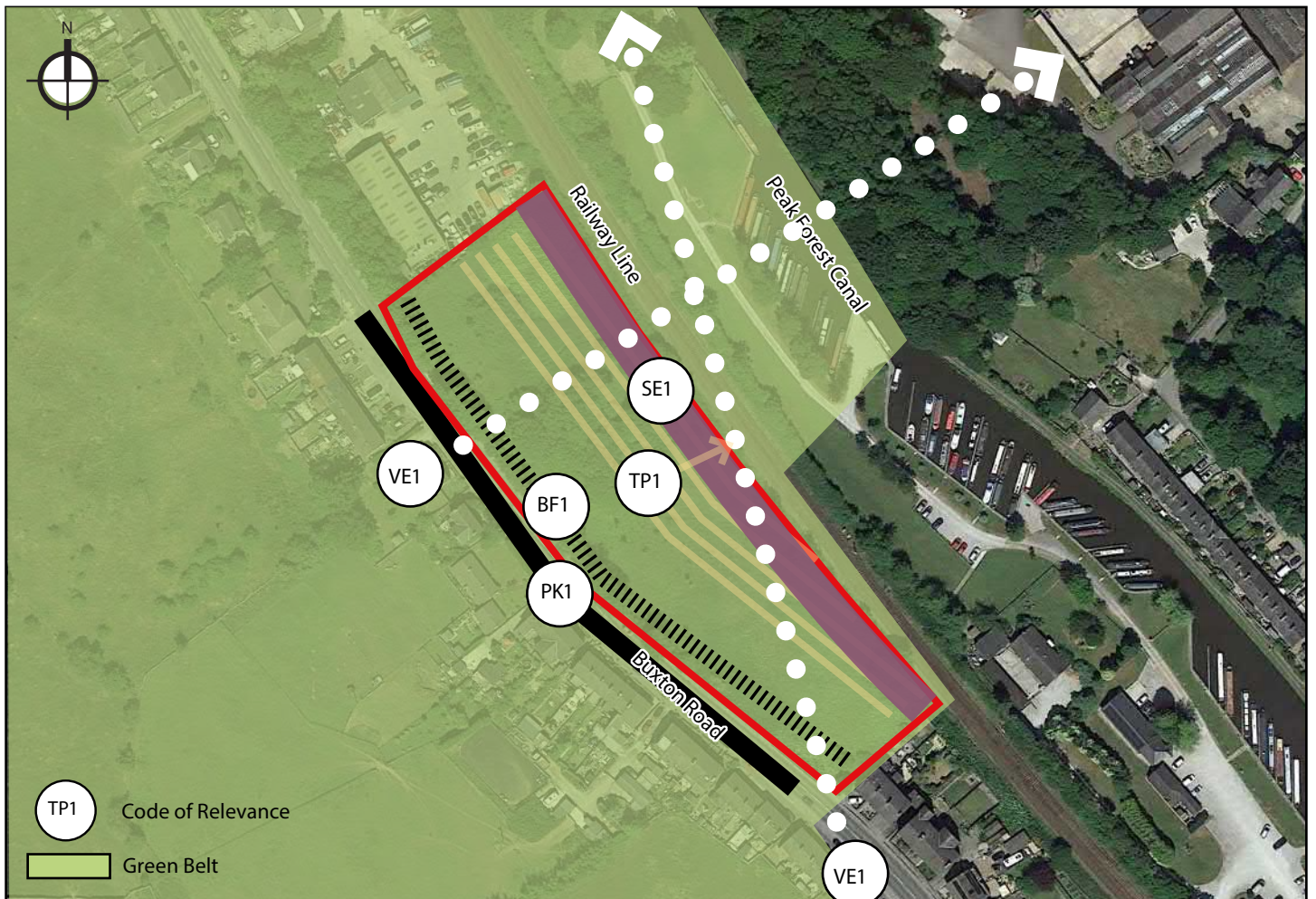


Figure 43: Site specific codes for Site C16



View of Toddbrook Reservoir



Next Steps

09

Next Steps

This document provides design guidance in respect of future development in Whaley Bridge, based on a thorough analysis of the existing character of the Neighbourhood Area, informed by our engagement with the Neighbourhood Plan Steering Group.

It identifies distinct Spatial Areas, based on our understanding of the local identity and character of the four settlements which form part of Whaley Bridge. This document provides an evidence base for the Vision4Whaley Neighbourhood Plan, and it is recommended that the codes are embedded within the forthcoming plan as policy.

The design codes within this document give certainty to developers, as they clearly set out local aspirations in respect of what represents good, sustainable and appropriate design. It is expected that new development proposals will be framed with reference to these design codes, which explicitly build upon and complement the other design standards referenced in this document.

Using these codes, developers will be able to design a scheme that is reflective of community aspirations, and also offers guidance to good design and placemaking principles.

Developers should also note that housing developments of any size should strive to achieve carbon neutrality in line with the Government's forthcoming Future Homes Standard. Further standards on residential developments should also be obtained from Building for a Healthy Life, a government endorsed industry standard for well-designed homes and neighbourhoods.





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