

Chapel-en-le-Frith Parish
NEIGHBOURHOOD DEVELOPMENT PLAN
2013-2028
REFERENDUM VERSION



OUR PARISH – OUR PROPOSALS



Introduction

A Neighbourhood Plan is a new type of planning document. It is part of the new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the 'Localism Act' that came into force in April 2012.

Chapel-en-le-Frith Parish Council wants to ensure that local people are involved in the choices that will help to shape our neighbourhood. This Neighbourhood Plan sets out a vision for the area that reflects the views and feelings of local people with a real interest in their community. It has been produced, after much public consultation, on behalf of Chapel-en-le-Frith Parish Council by Chapel Vision - a volunteer group of local residents from across the Parish.

This Neighbourhood Plan has been compiled following an examination of local housing, employment opportunities, including tourism, town and village centres, sustainable transport movement and the countryside within the Parish.

The Neighbourhood Plan includes a number of policies for each of these areas, which are discussed within the Plan and listed in Appendix 1. These policies are based on evidence collected by Chapel Vision in the research phase of the compilation of the Neighbourhood Plan, which includes the views of the public.

Chapel-en-le-Frith Neighbourhood Plan 2013 – 2028

The Neighbourhood Plan and evidence documents can be viewed via the link from the Parish Council website www.chapel-en-le-frithparishcouncil.gov.uk

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Vision and status of the Neighbourhood Plan

The Chapel-en-le-Frith Parish Neighbourhood Plan provides a vision for the future of the Parish. It sets out planning policies covering the 15-year period of the Plan from 2013 to 2028. These policies generally accord with both the Government's planning policy and High Peak Borough Council's developing Local Plan, as required by the Localism Act. When it is adopted, the Neighbourhood Plan will become part of the development plan for the area.

Following well-attended consultation meetings and a wide-ranging survey, which was completed by over a quarter of the households in the Parish, the Neighbourhood Plan sets out objectives on key themes such as moving around, housing, employment and tourism, the countryside and Chapel-en-le-Frith town centre.

A Neighbourhood Plan is only able to deal with issues of planning and land use, but in the course of Chapel Vision's work a wide range of ideas was put forward to help improve our area and community for the benefit of everyone. Chapel Vision has carefully assessed what is needed and what local people want.

Other important issues that are not related to planning or land use have not been forgotten but are the subject of the separate Community Plan.

"We have taken the opportunity to prepare this Neighbourhood Plan in order that local people can have a say in the future development of our Parish. This is important because our parish has been associated with significant growth in the 'Central Area' of the High Peak Borough Council's Local Plan. A lot of volunteer time and effort has been put into this Neighbourhood Plan. We would like to thank everyone who has helped in the preparation of the Plan, given us their views, and worked with us. We have embraced the opportunity given to us, and hope that this Neighbourhood Plan will serve our Parish well over the next 15 years."

Chapel Vision Steering Committee

"Chapel-en-le-Frith Parish Council is very grateful for the enormous amount of effort put into the production of the Neighbourhood Plan by the members of Chapel Vision, to the hundreds of local people who attended consultation events to give their ideas, and also to nearly one thousand residents who completed the detailed survey, the results of which were used as a basis for the Plan. The Parish Council hopes that local people will continue to be involved in the projects and proposals that will help to make Chapel-en-le-Frith and the Parish area an even better place to live, work and enjoy."

The Parish Council acknowledges the significant assistance provided by the Planning Departments at High Peak Borough Council and the Peak District National Park Authority. We are also very grateful for the advice provided by our Planning Consultant Nigel McGurk BSc(Hons) MCD MBA MRTPI, who has helped shape the final version of the Plan."

Chapel-en-le-Frith Parish Council

Area covered by the Neighbourhood Plan

The geographical area of the Neighbourhood Plan is the same as that defined by the boundary of Chapel-en-le-Frith Parish, which is shown with a black boundary on the map in Figure 1 overleaf and which covers 37 square kilometres.

The Chapel-en-le-Frith Neighbourhood Area was established on 11 April 2013 further to a request by the Parish Council and formal confirmation by High Peak Borough Council.

Structure

The structure of this Neighbourhood Plan is:

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For the purpose of this document the term Neighbourhood Plan is used to refer to the Neighbourhood Development Plan.

Chapel-en-le-Frith Parish

The Parish of Chapel-en-le-Frith is located in an area of North Derbyshire known as the 'High Peak.' Over half of it lies within the Peak District National Park.

Chapel-en-le-Frith is a small historic town, set in beautiful countryside, and is known as 'The Capital of the Peak.' It is an important centre serving the surrounding area, including the important villages and hamlets of Dove Holes, Sparrowpit, Bagshaw, Tunstead Milton, Whitehough, and Combs.

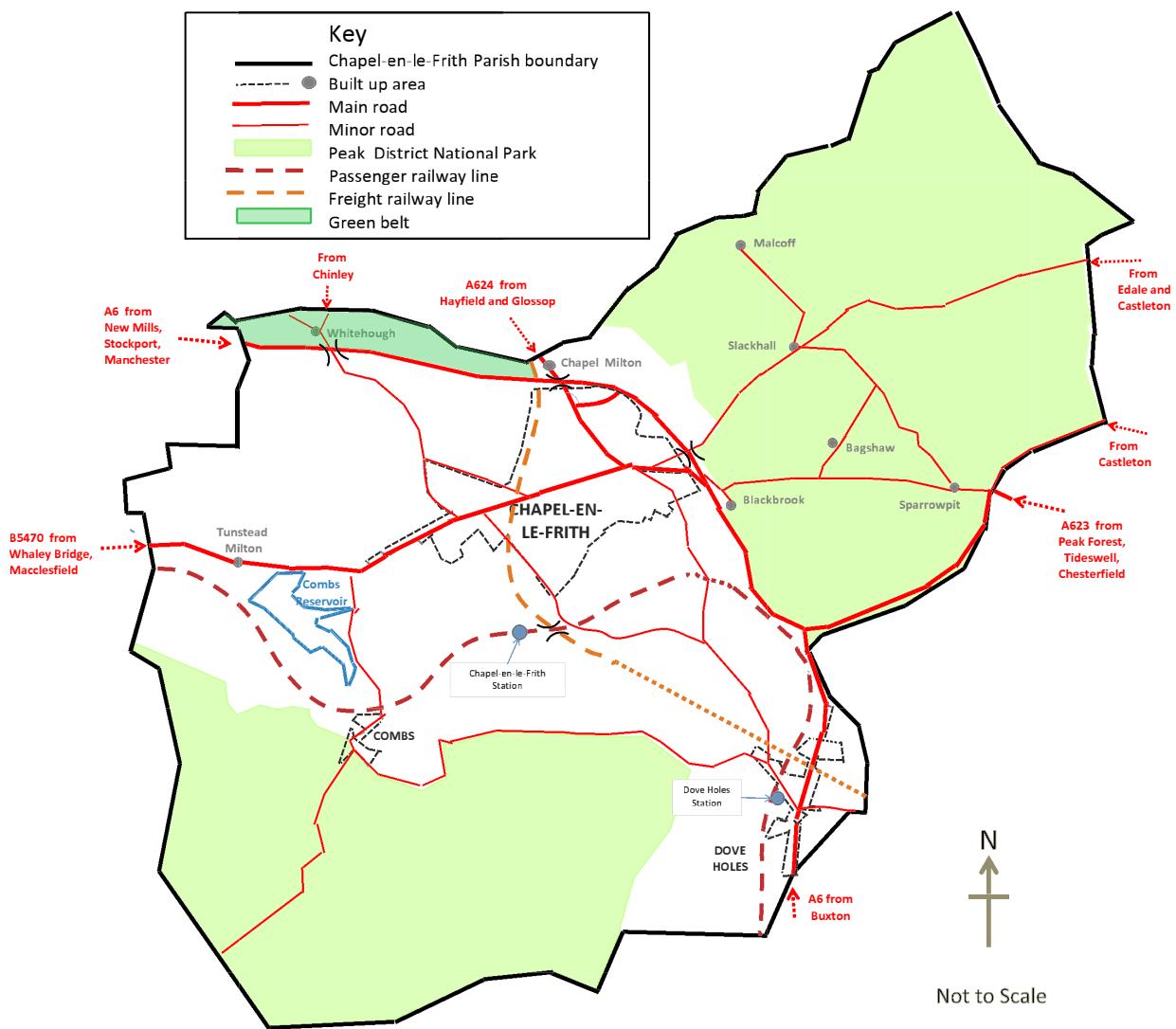


Figure 1. Chapel-en-le-Frith Neighbourhood Area

In 1225 the Earl of Derby gave permission for the foresters in the Royal Forest of the Peak to build a chapel in the forest (Chapel-en-le-Frith). The Chapel was built on a spur of land below Eccles Pike and the settlement that grew around it became a centre of government for the Royal Forest of the Peak and an important trading route between Cheshire and Yorkshire.

A substantial Old Town survives at the core of Chapel-en-le-Frith and old stone houses cling to the hillside below the Parish Church and ancient Inns are clustered around the Market Place. A number of halls in the hills may have their origins in the first colonisation of the Royal Forest when 'burgages' were granted in return for services to the Crown. These include Bradshaw Hall with a fine Jacobean gateway, Bowden Hall bearing the family crest, Slack Hall on the path of the Castleton turnpike and Ford Hall in the shadow of South Head.

Some of the deep lanes which criss-cross the hills are former drovers' roads and trade routes marking Chapel-en-le-Frith's role as an important staging post in coaching days. Horse-drawn wagons carried stone from the quarries at Dove Holes and Peak Dale to the Peak Forest Canal at Bugsworth Basin, supplemented by an innovative gravitation railway which opened in 1796 - its remains are still visible today. Chapel-en-le-Frith contributed to the development of transport with the invention of brake blocks by Herbert Frood, who established the Ferodo Company in 1897.



The company now trades as Federal Mogul Friction Products Ltd and provides friction materials for the automotive and railway industries.



The 'Bull Ring' henge in Dove Holes is a scheduled ancient monument which dates back to the late Neolithic period and is a well preserved example of a Class II henge. Combs is one of a number of other hamlets in the Parish together with the communities of Blackbrook and Bagshaw tucked into the hills which rise up from the eastern end of Chapel-en-le-Frith. Sparrowpit is a linear high-level village and Whitehough is tucked in the hollow below Chinley Churn. There is a hall in the centre of the settlement which has the appearance of a late Elizabethan manor house.

There are several schools in the parish: Chapel-en-le-Frith High School, Chapel-en-le-Frith Primary School, Dove Holes Primary School and Combs Infant School. There are also 63 shops, several public houses, hotels and guesthouses, a range of cafes and restaurants, a golf club, a cricket club and a football club. Scenes from the recent BBC TV series *The Village* and *The Secret of Crickley Hall* were filmed in and around the Parish, and a local Hall featured in both series.

A Vision for Chapel-en-le-Frith Parish

Vision Statement:

The Vision for the Parish is for:

- affordable, quality homes to provide for local needs;
- ample, well-paid jobs for local people;
- re-invigorated town and village centres;
- excellent facilities for all ages;
- safe, convenient and sustainable transport links;
- access to, and protection of, countryside recognised as *special*.

- In order to achieve this Vision, the Neighbourhood Plan should give consideration to maintaining compact settlements by giving preference to the re-use of brownfield sites for development; enhancing the existing built environment; protecting the local natural environment and access to it; enhancing facilities for, and amenity and wellbeing of, residents; and ensuring quality of life for future generations.

The following Objectives define the aims and aspirations for Chapel-en-le-Frith Parish over the next 15 years from 2013 to 2028:

- Providing sufficient new homes for local housing needs, to enable young people and families to buy their first home and subsequent homes within the Parish;
- Employment and local businesses to be protected and encouraged;
- A more active and attractive town centre for Chapel-en-le-Frith that will encourage more local people to use the facilities, and tourists to visit, thus supporting local businesses and providing a focal point for the town;
- For the smaller settlements within the Parish, the historic character and rural village feel should be preserved and greenway links improved;
- A contained community, set in open countryside;
- Easy to get around, by car, public transport, cycle or on foot;
- Developing tourism by enhancing this attractive area, making it easy to visit, and emphasising the rich historical heritage and beautiful countryside.

How the Neighbourhood Plan fits into the Planning System

Neighbourhood Plans must have regard to national policy, be in general conformity with local policies (High Peak Borough Council's existing Local Plan) and contribute towards the achievement of sustainable development. As this Neighbourhood Plan covers the whole area of the Parish, the Peak District National Park Authority's Development Plan (Local Development Framework Core Strategy 2011 and the Saved Local Plan 2001) have also been considered.

In line with the national requirement for sustainable growth, communities can, through neighbourhood plans, provide for more than the number of houses set out by local planning policies, but not for less. On this basis, the Neighbourhood Plan provides for the delivery of a minimum number of homes between 2013-2028. The minimum figure of 454 new homes takes full account of planning permissions granted during 2013 and is based on the development strategy set out in the emerging High Peak Local Plan, along with the Borough's preferred option housing target of 360 new homes per year.

The Plan does not identify or allocate housing sites in the Peak District National Park, in line with National Park Policy.

The Neighbourhood Plan gives local people the power to decide where new housing and employment should go, and how the village and town centres should develop and change. Without this Neighbourhood Plan, these decisions would be made at borough-wide level on behalf of the people of the Parish, either by High Peak Borough Council or by the Peak District National Park Authority for those areas inside the Peak District National Park. Sites that lie within the Peak District National Park are subject to different policy guidelines and therefore have not been identified in the Neighbourhood Plan.

A Plan by the Community, for the Community

The production of the Neighbourhood Plan has involved extensive consultation and preparation for over two years.



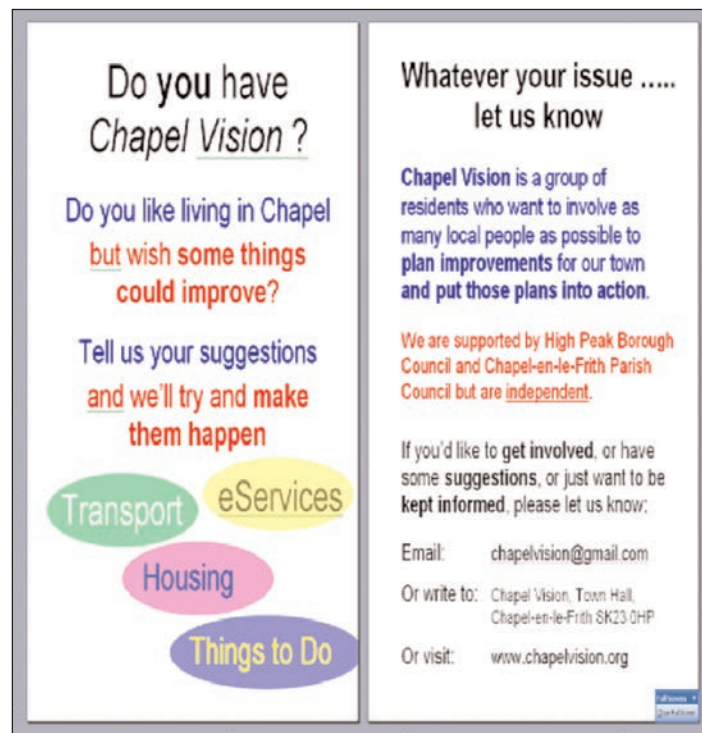
Preparation of the Neighbourhood Plan: Steering Committee Meeting (left) and site visit (below)¹



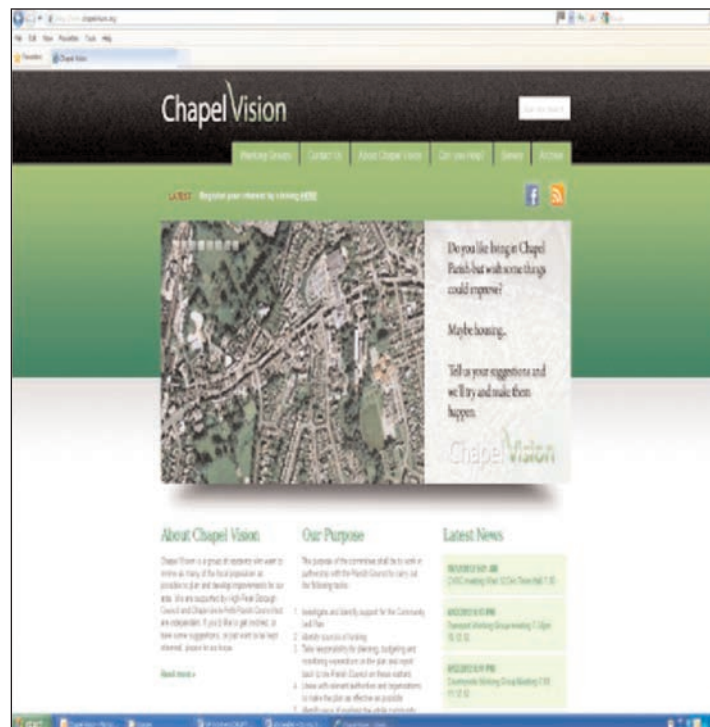
Public consultation meetings, March 2011 Combs (above) and October 2011 Dove Holes (right)



¹ Photographs courtesy of Chapel Vision



Poster campaign



Chapel-en-le-Frith Vision website

SECTION 1: HOUSING

Introduction

The Neighbourhood Plan must provide for sustainable growth, which includes provision for a minimum number of new homes in Chapel-en-le-Frith Parish. To give an indication of future growth, the Government predicts that the number of households in High Peak as a whole will grow by around 24% by 2028². As the Vision for the Neighbourhood Plan sets out, it is extremely important to provide sufficient new homes, enabling people to buy or rent their first and subsequent homes within the Parish, as their requirements change.

Housing development can also bring benefits to the community through developers contributing to infrastructure and improvements to local services, whilst additional residents will support and help to sustain local businesses and facilities.

This Neighbourhood Plan thus provides for a minimum number of new homes to meet the needs of the local community, whilst setting out policies to ensure that development is of a high quality and, where appropriate, contributes towards the provision of local services, infrastructure and facilities.

Aims for Housing

The Neighbourhood Plan's aims for housing are:

- To provide for a minimum number of new homes in line with national and local policy over the next 15 years, both for sale and for social housing for local people;
- To preserve the character of Chapel-en-le-Frith as a small market town, Dove Holes as the second largest settlement and other settlements as small outlying villages, with appropriate local infrastructure and service provision;
- To ensure that housing is located on the most sustainable sites that are accessible to local facilities and services;
- As far as possible to meet the expectations of local people, with high quality sustainable development, as was set out in consultation meetings and responses to Chapel Vision's survey;
- To set out design specifications to ensure that new homes and streets are designed so that they complement and enhance existing buildings and minimise the impact on the surrounding countryside.

The Plan allocates sites for a minimum of 454 homes (outside the Peak District National Park). During the research phase 412 homes received planning consent from the Borough Council. In addition, we have provided a policy for small sites within the built-up area, and for single additional properties where required for a specific purpose within the countryside.

Whilst the plan was in preparation a further 401 homes have also received planning permission, a grand total of 813 homes, which comfortably exceeds the minimum target provided by the Borough Council, based on its preferred options plan February 2013. All of the large sites allocated in the Neighbourhood Plan were granted planning permission during 2013.

Any new housing or development within the Neighbourhood Plan area that is approved by the National Park Authority can be counted towards the housing targets for the Parish.

² The 2008 Based Sub National Population Projections for England, published by the Office for National Statistics on 27th May 2010.

Proposed Sites for New Homes

Chapel Vision's Housing Group analysed as many sites as possible in order to find the most sustainable sites for residential development.

The Group contacted site owners who had previously applied for planning permission and put out a press notice to encourage land owners who were interested in development to speak to the group about their proposals and the advantages and disadvantages of their site. The Group also conducted a Sustainability Appraisal of each site to assess its suitability as objectively and rigorously as possible. The main criteria were:

- Within 15 minutes' walk of a town or large village centre, to enable residents to access facilities and services, to support those services and reduce the need for travel by car;
- Minimise the impact on conservation and biodiversity;
- Minimise the impact on the landscape.

The sites proposed gained the highest rankings for sustainability of all available sites. Importantly, these findings were very similar to the views expressed by local people in the survey of residents. Of the major sites available for development which were within walking distance of all basic services, the sites at Federal Mogul, Dorma in Whitehough and between Long Lane and the railway embankment received the most support.

Policy H1: Housing Allocations

This Plan allocates land for a minimum of 454 new homes, where, subject to meeting the requirements of the Plan, as well as other relevant national and local planning requirements, planning permission will be granted for the approximate number of homes shown. The allocations include sites for which planning permission was granted in 2013:

Allocated Sites

Brownfield Sites		Potential Homes*
HS1	Federal Mogul (Permission granted – June 2013)	164
HS2	Former Dorma site (Granted on appeal – June 2013)	<u>182</u>
		346
Town Centre Sites		
HS3	Pickford Meadow behind Pickford Place	30
HS4	Park Road Factory and bungalow	<u>12</u>
		42
Greenfield Site		
HS5	Long Lane – fields next to railway embankment (Permission granted – April 2013)	<u>66</u>
Total		<u>454</u>

* The number of potential homes is based on approved planning applications and other sites identified in the neighbourhood area for housing provision.

As at October 2013 the total number of housing approvals totalled 813 and this is shown in Appendix 2.

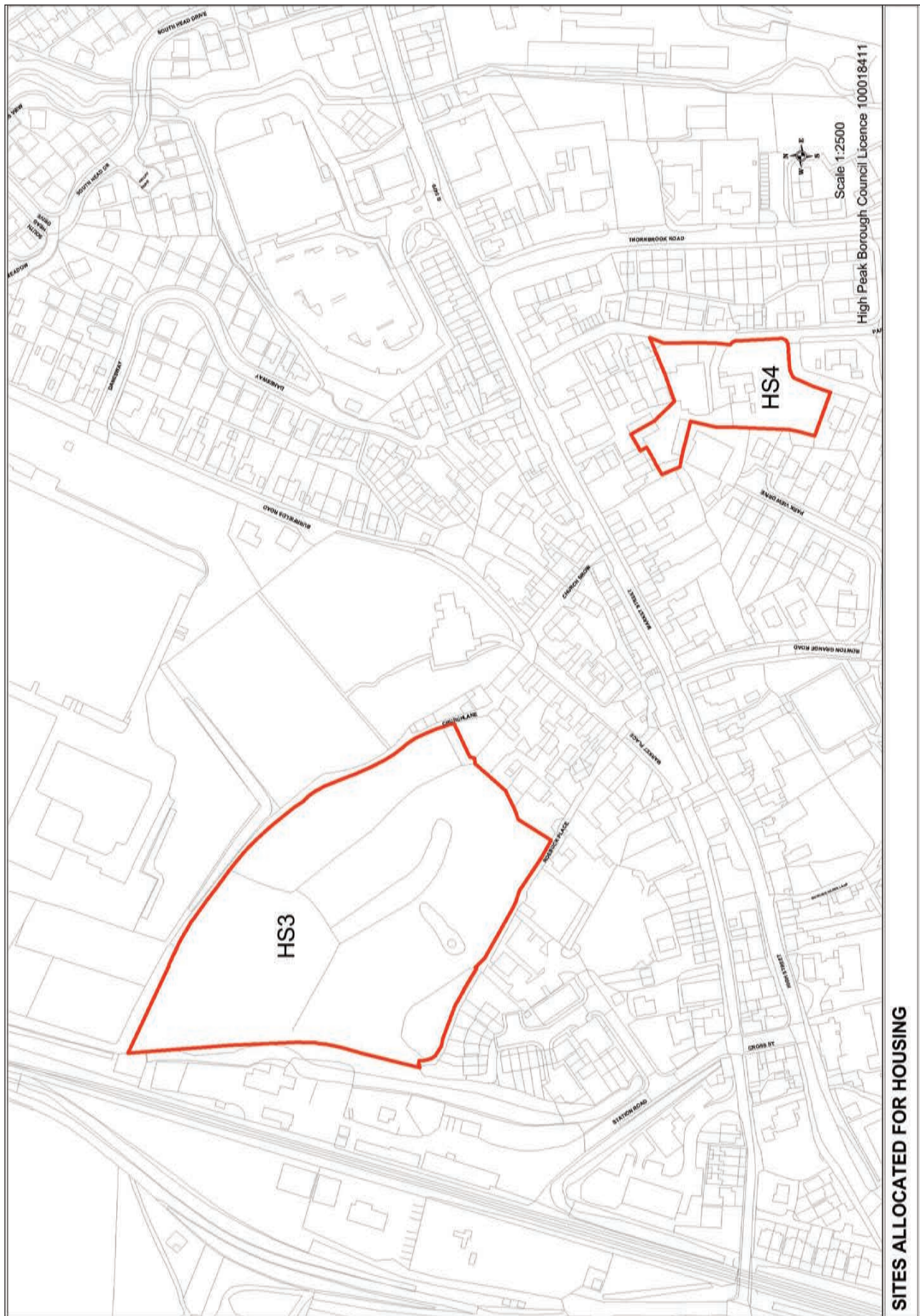


Figure 2

Policy H2: Smaller Sites

Permission will be granted for small residential developments of fewer than 6 units on infill and redevelopment sites within the Parish that lie outside the Peak District National Park. Proposals should be within the built-up area, be of a high quality and should not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours.

Proposals for single dwellings outside the Peak District National Park, and outside the built-up-area boundary will be supported where they provide homes for key workers in agricultural, forestry or other rural enterprises or accord with other special circumstances in paragraph 55 in the NPPF, subject to the policies of this Plan, as well as other national and local policy requirements.

The circumstances for new housing in the National Park are set out in the Peak District National Park Authority's adopted Core Strategy and provide for a range of locally needed affordable homes, homes which support essential land management functions and some open market housing via the conversion of valued vernacular buildings. These circumstances appropriately address the needs of Chapel-en-le-Frith Parish but are constructed carefully to reflect the statutory purposes of the National Park.

Policy H3: Design Criteria

New housing development in the Neighbourhood Plan Area must be of a high quality. The design and density should seek to reflect and distinguish the attractive characteristics of Chapel-en-le-Frith and other settlements within the Parish. Proposals must demonstrate how they have taken into account the following where appropriate and subject to viability:

Connections

Development should integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site. Developers must demonstrate how they have had regard to movement (vehicular, pedestrian and cycle).

Public transport

Good access to public transport to help reduce car dependency and support public transport use.

Meeting local housing requirements

Development should provide a mix of housing types and tenures that suit local requirements.

Character

Development should seek to create a place with a locally inspired or otherwise distinctive character.

Working with the site and its context

Development should take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates.

Creating well defined streets and spaces

Buildings should be designed and positioned, with landscaping, to define and enhance streets and spaces. Buildings should be designed to turn street corners well.

Easy for people to find way around (legibility)

Development should be designed to make it easy for people to find their way around and to recognise distinctive places.

Streets for all

Streets should be designed in a way that encourages low vehicle speeds and allows the streets to function as social spaces.

Policy H3: Design Criteria continued

Car parking

Resident and visitor parking should be sufficient and well integrated so that it does not dominate the street. Car parking must meet minimum standards, as set out by Derbyshire County Council. In addition, frontages must not be entirely dedicated to car parking, but should provide for appropriate and significant public and private open space and landscaping, reflective of the Parish's character and countryside setting.

Public and private spaces

Public and private spaces should be clearly defined and designed to be attractive, well managed and safe. There should be suitable private outdoor amenity space for new dwellings.

External storage

There should be adequate external storage space for bins and recycling facilities as well as for cycles.

Meeting the Need for Affordable Homes for Local People

Affordable homes here means 'social housing' - homes which are made available to local people who have an identified need for housing but who cannot afford to buy or rent a home at market rates. Local Authorities allocate social housing to local people who have a proven housing need and are on the Council Waiting List. These mainly comprise homes to rent, but there are other options such as shared ownership and other tenures.

The Housing Needs survey for Chapel-en-le-Frith in December 2009 identified 148 households in housing need. In December 2012 there were over 200 households registered in the Parish on the Borough Council Waiting List. Affordable housing need was highlighted by the community during consultation.

Policy H4: Affordable Housing Criteria

Affordable homes should be designed to be well integrated with existing and other new housing development.



Policy H5: Site Specific Policies

Pickford Meadow (behind Pickford Place)

Proposals should demonstrate how they have taken into account the statutory requirements to preserve the setting of St Thomas's Church and to preserve or enhance the character or appearance of the Conservation Area.

Subject to viability and deliverability in accordance with paragraph 173 in the NPPF, proposals should demonstrate how they have taken into account the following:

- Accessibility for wheelchairs or those with impaired mobility.
- A high quality design approach to the provision of a higher density scheme.
- Provision of appropriate public and private open space, including an area comprising approximately the north western half of the site, incorporating the pond and ample green space around it to protect wildlife.
- Arboriculture – Retention of all mature trees worthy of retention and, where trees are, removed the appropriate planting of replacement tree of native species.
- As a town centre site, the development should demonstrate how it contributes towards town centre improvements in accordance with Policy CNP1.
- Access should be via Miry Meadow Car Park, and the approach route leading to the site from Eccles Road should be made up and adopted.

Park Road – Bungalow and Factory

Subject to viability and deliverability in accordance with paragraph 173 in the NPPF, proposals should demonstrate how they have taken into account the following:

- Accessibility for wheelchairs or those with impaired mobility.
- A high quality design approach to the provision of a higher density scheme.
- The relevant part of Park Road between Market Street and Grange Park Road should be made up and adopted.
- Vehicular access to the site is to be from Park Road only. Pedestrian access is to be from both Park Road and Sunday School Lane.

Developer contributions will have a significant role to play in infrastructure delivery, including contributions towards affordable housing and other measures required to make developments acceptable in planning terms.

A short list of community items to which developers will be asked to contribute will be included in the High Peak Infrastructure Delivery Plan that accompanies the High Peak Local Plan which is currently under development.

Policy CNP1: Provision of Infrastructure & Facilities and Developer Contributions

New residential development should, where applicable and where possible, provide appropriate and proportionate new facilities and infrastructure on site, and make appropriate and proportionate contributions to related off-site facilities and infrastructure.

SECTION 2: EMPLOYMENT, TOURISM AND COMMUNITY LAND DEVELOPMENT



Peakdale Molecular Ltd.

Employment

The Neighbourhood Plan recognises that the provision of local employment opportunities is crucial to support a thriving community and to minimise the number of people who have to undertake long journeys to work. The Neighbourhood Plan encourages business and employment opportunities by providing adequate land for current and future employment needs. The need for local jobs was a key concern identified at public meetings. 90% of respondents to Chapel Vision's survey supported giving help to existing employers and over 90% of respondents indicated that they want to see new employers attracted to Chapel-en-le-Frith.

Growing employment from new and existing industrial sites is a key factor in the prosperity of a community. For this reason new employment land should be made available for continual growth and existing employment land should, wherever possible, be preserved for the continuing prosperity of the community, particularly where it will not interfere with residential amenity.

The Employment Policies listed below do not apply to land that lies within the Peak District National Park area.

Employment Policy EP1: Design of Employment Sites

- Development should be visually attractive, compatible with the character of the surrounding area, include necessary screening and be of a scale, design and finish appropriate to the locality, particularly where the development can be viewed from main roads or other heavily used areas, including high ground and beauty spots.
- Development must not cause detriment to valuable areas or features of nature conservation or man-made heritage.
- Development must not exacerbate flooding and must deal satisfactorily with waste, emissions and effluent.
- Development must include adequate internal roads (where applicable), parking, loading/unloading, servicing and manoeuvring areas. Junctions with the outside adopted road network are to be of current highway design standards.
- Development must retain trees and hedgerows and should seek to include additional planting and landscape management.
- Outside storage areas should be adequately screened from public view, including from neighbouring residential properties.
- Proposals must include details of appropriate treatment of boundaries, and means of enclosure and surfacing within the site.
- Development should have no unduly adverse effect on residential amenity.

Employment Policy EP2: Existing Employment Sites

Proposals which lead to the improvement, modernisation or upgrading of current employment sites will be welcomed and supported, subject to there being no adverse impacts on the amenity of neighbours.

Site ES3 has an existing Planning Consent for a retail outlet with Car Parking. A further application for additional Car Parking has been submitted.

These developments take up the majority of the remaining land at ES3. A small area of the site is still available for development.

Employment Policy EP3: New Employment Development Sites

The larger employment allocations in the Plan are intended to maximise their employment potential and hence, proposals for employment-intensive classes of use and for larger sized development units providing significant numbers of jobs will be welcomed and supported.

Review of Employment Land

Due to the need to build houses on brownfield land that is no longer viable for industrial or commercial use, the availability of employment land has been reduced. This situation prompted a review of what aspects of employment land actually attract development, as significant amounts of brownfield land considered no longer valuable as employment zones had remained unused and unsold for many years.

The Parish has lost at least 4,000 industrial jobs over the last three decades. There is a need to consider what land can be made available that would attract employers to help promote new jobs within the community. Potential employment sites need to be attractive to a developer.

Chapel Vision reviewed and assessed sites for employment within the Parish that could reasonably be expected to yield employment opportunities in the future. The list of sites and their review, and the criteria for assessing the sites, was included in the Evidence Base supporting the Plan. The outcome from this review was a list of sites that could, with good marketing and a favourable economic environment, lead to the establishment of new businesses or extensions of existing ones to yield jobs for the community.

Employment Policy EP4: Employment Land Allocation

This Plan allocates land of approximately 9.44 hectares for employment use. Subject to meeting the requirements of this Plan, as well as other relevant national and local planning policies, planning permission will be granted for employment use on each of the following sites all of which are identified on the map, Figure 3, on page 18.

Site Number	Location	Areas for potential industrial development (approximate)
ES1	Former Longson's Transport Site	1.56 hectares
ES3	Fallow Deer Site	1.6 hectares
ES4	Frith Knoll Road	2.4 hectares
ES5	Bowden Hey Road	2.3 & 0.2 hectares
ES6	Bowden Hey Farm	0.74 hectares
ES7	Bowden Park/Bowden Lane (Rear of Crimped Paper)	0.64 hectares - approx. 0.2 hectares of the site is undeveloped
	TOTAL	9.44 hectares

Employment Policy EP5: Site Specific Requirements for Allocated Employment Land

Site ES1 Former Longson's Transport Yard:

- No unacceptable impact on neighbouring properties through noise, vibration, smell, smoke, dust, fumes, lighting, litter, traffic and other disturbance, and no unacceptable impact on residential amenity including consideration of hours of operation.
- Minimisation of opportunities for crime and anti-social behaviour.
- Improving the access from either Sheffield Road or Buxton Road.
- The neighbouring historic Peak Forest Tramway must be protected in the form of a buffering zone.

Site ES3: Fallow Deer

- Safe pedestrian routes are to be established linking the site to the town centre via Foresters Way and Burrfields, with pedestrian crossings provided across Foresters Way and Hayfield Road.
- Adequate screening of Bowden Lane is a pre-requisite of site development.

Site ES4: Frith Knoll Road

- Buildings should not breach the ridge-line/sky-line and, where appropriate, should be cut into the hillside to minimise their visual impact.
- Buildings will be of low profile to blend in with the rising land. Where this is not possible, adequate vegetative screening will be employed.
- Access to the site will be via Frith Knoll Road.

Site ES5: Bowden Hey Road

- Buildings on higher ground should be cut into the hillside to minimise their visual impact.
- Buildings will be of low profile to blend in with the rising land. Where this is not possible, adequate vegetative screening will be employed.
- Care will be needed in allowing the remaining area to be developed as it rises quite steeply above the town. Development must take into account the potential requirement to remove large quantities of soil or to allow only low profile buildings.

Site ES6: Bowden Hey Farm (Greenfield Site)

- Access will be from Bowden Lane.

Site ES7: Bowden Park/Bowden Road (rear of Crimped Paper)

- The trees around the site will be retained.
- Access will be via Bowden Lane.

Employment Policy EP6: Bridgeholme Industrial Estate

This site comprises a developed site within the Green Belt. Proposals which lead to the improvement, modernisation or upgrading of the buildings on the site will be welcomed and supported, subject to their meeting Green Belt policy requirements.

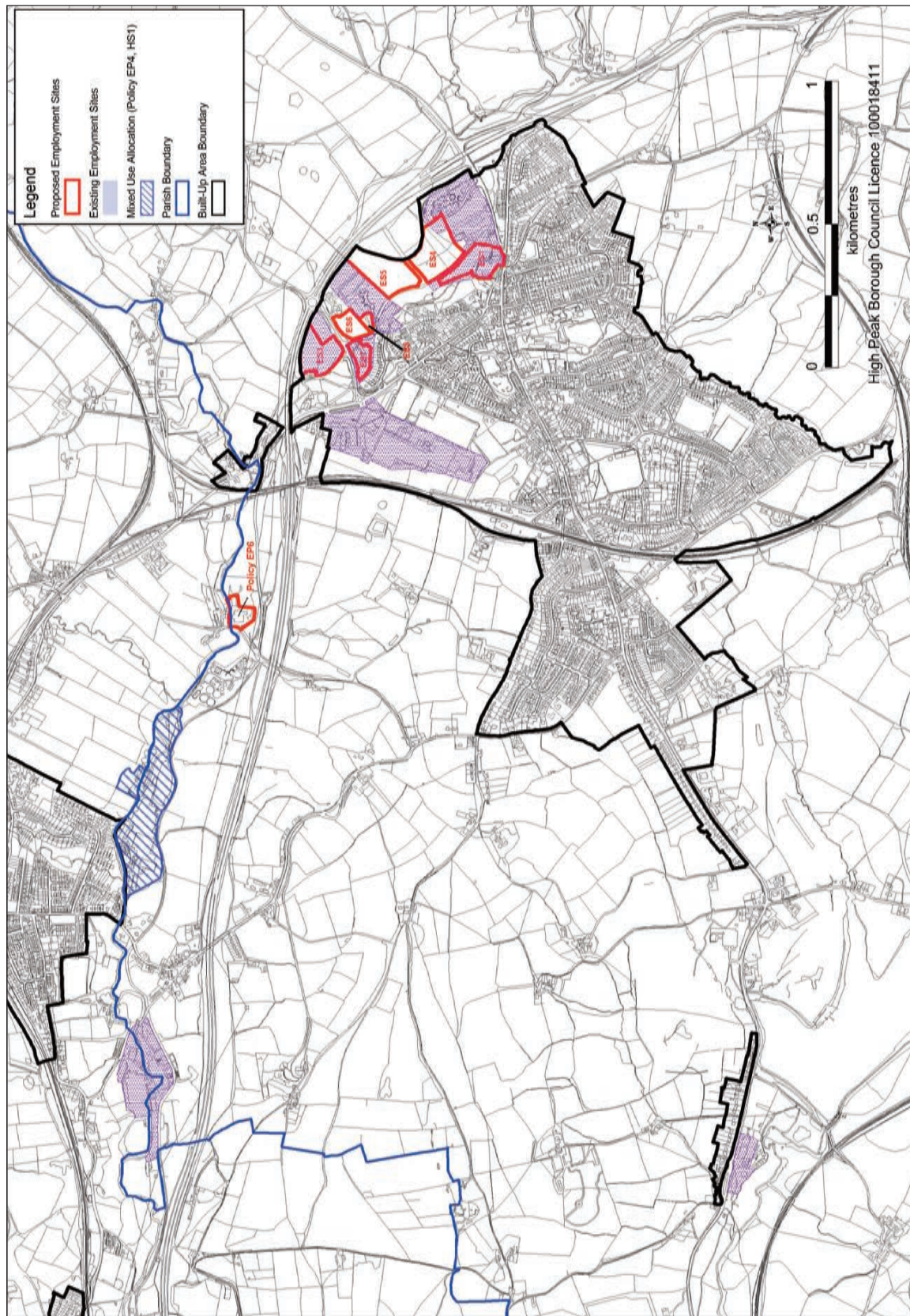


Figure 3. Chapel-en-le-Frith Parish – All Employment Sites

Tourism



Church Brow

Over 70% of respondents to Chapel Vision's survey felt that we should be doing more to attract tourists.

Chapel-en-le-Frith Parish lies in a highly attractive location in the Dark Peak and should be a centre for tourism, not only for visiting the Peak District National Park, but also for visiting places of historic interest in and around the Parish itself. Chapel-en-le-Frith lies close to the tourist centre of Buxton and the 'honeypot' villages of the Hope Valley and should be able to develop strategies to attract tourists already visiting those places. Tourism can increase the footfall for our local retailers but also requires tourists who stay overnight to have maximum effect. It is also extremely important that there is a balance so that tourism development does not have an adverse effect on local beauty and tranquillity.



Stocks on the Market Place

Policy TM1: Promoting Tourism

Applications for tourism-related uses will be welcomed and supported, subject to meeting the other policies of this Plan and Peak District National Park Authority Policies.

Efforts should be made to encourage land use for high-quality small touring caravan and camping sites within the Parish as both these activities can help increase tourism revenue. The conversion of touring sites into more permanent sites – for lodges or additional static caravans, is not encouraged by the Plan and proposals for such are likely to be resisted as comprising "development creep".



Topograph on Eccles Pike

Policy TM2: Touring Caravanning and Camping Sites.

Development proposals for the use of land for small touring caravanning and/or camping sites – especially those with good access to local services and facilities - will be supported subject to conforming to the following:

- Sites should be well screened, have appropriate access to the road network and not adversely affect the existing living conditions of neighbours;
- Provision of improved facilities on existing caravan and camping sites, including shops and recreation opportunities, must be of a scale appropriate to the site itself;
- Development that would improve the quality of the existing sites, including improvements to upgrade facilities, access, landscaping, or the appearance of existing static caravans, will be supported.



Chapel-en-le-Frith Golf Course

Development which enhances the quality of life in Chapel-en-le-Frith can only be to the benefit of the community as a whole.

Policy TM3: Development for Community Use

Proposals for community facilities, especially within existing settlement boundaries, will be supported.

In the Peak District National Park area community facilities are only permitted through the conversion or change of use of existing buildings or by new build to replace an unsuitable facility, in which case it may be on the same site or another site by agreement with the planning authority taking all relevant planning considerations into account.



View of Chapel-en-le-Frith from the south

SECTION 3: TOWN CENTRE

The Neighbourhood Plan and the Town Centre

Chapel-en-le-Frith town centre is the centre of activity for both the town and the Parish and, with 63 shops, retailing is the predominant land-use, attracting people from a wide area. It also has a diverse range of restaurants, pubs and hot food takeaways which, with nearby tourist attractions, bring both local residents and visitors to the town centre. It is the place of work for local people and there are also many homes in the town centre.

The historic and attractive Market Place and the surrounding streets are the main focal point of the town, being the centre of the Conservation Area and so having the right image on which to base future opportunities for developing the tourist and heritage potential of this part of High Peak. The town centre is within easy walking distance of all parts of the town, leading to a 'compact town' ethos, where walking and cycling can be encouraged as the norm for routine journeys.

Objectives

Re-invigorating the town centre is a major aim of this Plan. Like many other towns, it faces great challenges as a result of changing shopping habits. The Plan defines the geographical extent of the town centre, and then identifies policies that promote a diverse range of facilities and services, but with retailing continuing to dominate, giving the maximum flexibility to respond to development opportunities as they happen, whilst improving the important historical character of the town centre.

This Neighbourhood Plan aims to create a climate in which investment will be made to maintain and develop a wide range of businesses and local facilities. The range of quality independent shops needs to be maintained and expanded. Shopper attraction and retailer co-help schemes will be important in this regard - an example of projects being owned, directed and driven by the community. We also need to capitalise on the unspoilt historical nature of the town centre to develop tourism, for which the development of visitor attractions will be important.

Together, the policies aim to ensure that:

- The Market Place achieves its full potential, making the most of the attractive historical heritage of the market place area and its surroundings;
- Mixed use development adds to the vitality of the town centre;
- There is a coherent parking strategy, providing sufficient spaces in the right places;
- Visitors can identify attractions and find their way around.

Extent of Chapel-en-le-Frith Town Centre

Chapel-en-le-Frith Town Centre will cover the area defined on the map below. The defined area covers:

- The length of High Street/Market Street between Cross Street and Hayfield Road;
- Market Place, Church Brow, Cross Street, Morrison's, the shopping lengths of Thornbrook Road and Eccles Road;
- Existing and proposed town centre car parks.

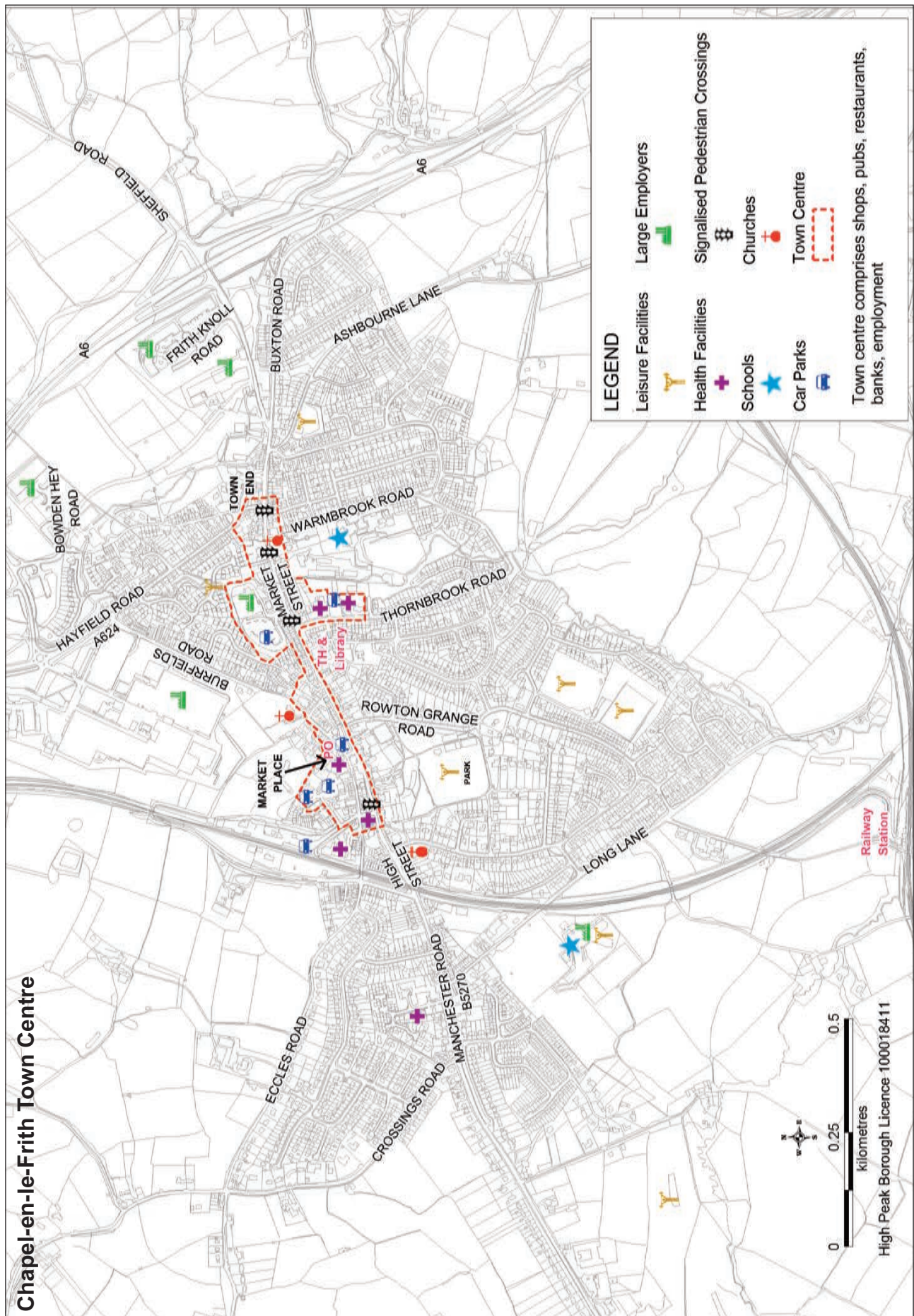


Figure 4

Policy TC1: New Retail Development in Chapel-en-le-Frith Town Centre

Subject to other policies of this plan, planning permission will be granted for retail development in Chapel-en-le-Frith town centre, including new build, extensions, alterations and changes of use, for:

- Shops (A1);
- Financial and professional services (A2);
- Restaurants and cafes (A3);
- Drinking establishments (A4) and
- Hot food takeaways (A5).

Where appropriate, and particularly where homes are nearby, conditions will be imposed to control operating arrangements and / or opening hours to mitigate the environmental impacts of the development.

Policy TC2: Mixed Use in the Town Centre

Mixed use development will be welcomed in the town centre and subject to the other policies in this plan. Planning permission will be granted for the following development in Chapel-en-le-Frith town centre, including new build, extensions, alterations and changes of use:

- Business (B1);
- Hotels and Guest Houses (C1);
- Residential Institutions (such as care homes) (C2);
- Residential Development (C3);
- Community Facilities, Assembly and Leisure (D1 and D2);
- Tourist Attractions and Facilities;
- Car Parks, and
- Public Transport Facilities.

Where appropriate, and particularly where homes are nearby, conditions will be imposed to control operating arrangements and / or opening hours to mitigate the environmental impacts of the development.

Policy TC3: Use of Redundant Buildings in Chapel-en-le-Frith Town Centre

The re-use of redundant buildings in Chapel-en-le-Frith Town Centre will be welcomed and supported.

Policy TC4: Use of Shop Upper Floors in Chapel-en-le-Frith Town Centre

Residential, retail and office use of accommodation on upper floor levels above existing shops in the town centre will be supported.

Policy TC5: High Quality Town Centre Design

Development will be supported in respect of proposals covered by Policies TC1, TC2, TC3 and TC4 provided that it is of high quality design and is sympathetic in use, siting, scale and character to its immediate and wider surroundings.

In the case of developments within the Town Centre Conservation Areas:

- All such developments should comply with High Peak Local Plan conservation and heritage policies. Wherever possible, construction materials and finishes should reflect the surrounding area and the character and heritage of the immediate environment. Where approved, modern replacement/new build materials should visually reflect the immediate environment.
- Commercial property alterations and frontages should also reflect the heritage of the immediate environment with suitable wall-mounted signage.
- Any enhancement of the street furniture, signage and street lighting should have a heritage appearance but also have regard for energy conservation and public safety.

Policy TC6: Small Local Shops

Planning Permission will be granted for small shops, including new build, extensions, alterations and changes of use, in the following locations and subject to other provisions of this Plan:

- Outside Chapel-en-le-Frith town centre but within the Chapel-en-le-Frith built-up area boundary, with the exception of the employment sites allocated within this Plan;
- Within the built-up area boundaries of Dove Holes, Combs, Tunstead Milton, Whitehough and Sparrowpit;
- In the Peak District National Park area, shops can only be provided by conversion or change of use of existing buildings.

Where appropriate, conditions will be imposed to control operating arrangements and / or opening hours to mitigate the environmental impacts of the development.

Partnership Working for Town Centre Development

Chapel-en-le-Frith Parish Council will work in partnership with High Peak Borough Council, Derbyshire County Council, local businesses, the voluntary sector and others to develop and secure improvements to Chapel-en-le-Frith Town Centre to promote its future viability.

Regeneration of Chapel-en-le-Frith Market Place

The Market Place is the hub of the town and the centrepiece of the Conservation Area. It includes the War Memorial, Market Cross and the ancient stocks, as well as being surrounded by historic buildings, including pubs which date from the era of the stagecoach, and the thirteenth century parish church at the eastern end. There are also cafes and shops, with a small market on Thursdays. It is a focal point for the community, where ceremonies take place such as the May Day Celebration, Remembrance Day service and the Christmas lights switch-on.

At present, parking is available on-street around the Market Place, limited to forty minutes during the working day, and also on the cobbled 'off-street' area of the Market Place, where no time limits are in force. The parking and traffic impinge adversely on this important historic focal point of the town, preventing it achieving its full potential. A complete prohibition of traffic on the cobbled area of the Market Place may be considered in future if it is felt desirable.

In addition to the parking spaces on the cobbled area, some on-street spaces would also need to be removed from the north side, with up to twenty-two spaces being lost in total. Alternative parking facilities would need to be made available. The Plan seeks to provide for this through the Car Parking Strategy.

Chapel-en-le-Frith Parish Council will work in partnership with High Peak Borough Council and Derbyshire County Council to develop and approve proposals for the regeneration of the Chapel-en-le-Frith Market Place. Proposals will be set out in a Design Brief and will undergo public consultation prior to any planning application.

Policy TC7 Regeneration of Chapel-en-le-Frith Market Place

The redevelopment of Chapel-en-le-Frith Market Place, comprising the relocation of some parking spaces, restoration of the surfacing and the provision of seating and other street furniture, and high quality landscaping, will be supported. This will be subject to the provision of suitable nearby replacement car parking spaces elsewhere.

Town Centre Car Parking Strategy

The residents' survey indicated that half of respondents thought that parking is a problem, with the vast majority referring to the town centre. Of the problem locations mentioned, almost one third of respondents identified the Market Place, demonstrating the status of this relatively small area, which for local people is seen as the hub of the town.

Parking provision will be required for the projected increases in population resulting from development and to support tourism, most appropriately near to the Market Place where there are tourist attractions together with eating and drinking establishments. A substantial increase in parking spaces near to the Market Place is therefore sought early in the Plan period.

There are currently 412 car parking spaces in the town centre, both on-street and off-street. It is currently estimated that up to another 126 are required³.

A study of existing parking patterns throughout Chapel-en-le-Frith town centre will be undertaken early in the Plan period, in order to inform the future parking strategy. The strategy will define car parking areas as long or short stay (or both), and will need to propose that controls are in place to enforce this split. Such controls are essential to ensure that the stock of spaces is used most efficiently, so that all categories of motorists (residents, local employees, shoppers, visitors) are treated fairly.

A principal aim of the strategy is that those that bring trade to the town centre will always be able to find a convenient parking space. The small number of large car parks, with controls to ensure that spaces are always available, will reduce the amount of time spent by motorists searching for a space. A comprehensive direction signing scheme will be required to direct motorists, especially visitors and tourists, to the most appropriate car park in each case. The parking strategy will also cover:

- Sites to be surfaced and drained;
- Pedestrian routes within car parks, and to / from car parks;
- Lighting;
- Landscaping;
- Coach and lorry parking.

All of these issues are very important if the town is to achieve its full potential in attracting visitors, who will be heavily influenced by the availability and quality of the car parking facilities. Policy TC8 identifies locations where sites will be reserved for car parking spaces.

Policy TC8: Car Parking Reserved Sites

- a Land will be reserved for additional car parking at the locations listed below.
 - CP1 Extension to Thornbrook Road car park – 36 spaces;
 - CP2 Off Rowton Grange Road – 20 spaces;
 - CP3 Extension to Miry Meadow car park – 20 spaces;
 - CP5 Extensions to Chapel-en-le-Frith (South) Railway Station car park – 30 spaces.
- b Wherever appropriate, contributions will be sought in line with policy CNP1. Chapel-en-le-Frith Parish Council and its advisors will also work in partnership with High Peak Borough Council, Derbyshire County Council and Network Rail, as appropriate, to develop and approve proposals for car parking at these sites.
- c Parking spaces will be of a size and standard that meet relevant guidance as set out in the County Parking Standards. The car parks and associated pedestrian routes, as set out below, will be developed to provide high quality surfacing, drainage, lighting and landscaping.
- d The Thornbrook Road car park extension (CP1) will need to incorporate the route of the Warmbrook Trail within the layout, with a pedestrian link being provided to Market Street and natural landscaping and planting around the car park.
- e The Rowton Grange Road car park (CP2) will be subject to an agreement for shared use with landowners and current authorised users.

³ Appendix EX5 of the background document 'Chapel-en-le-Frith Today'

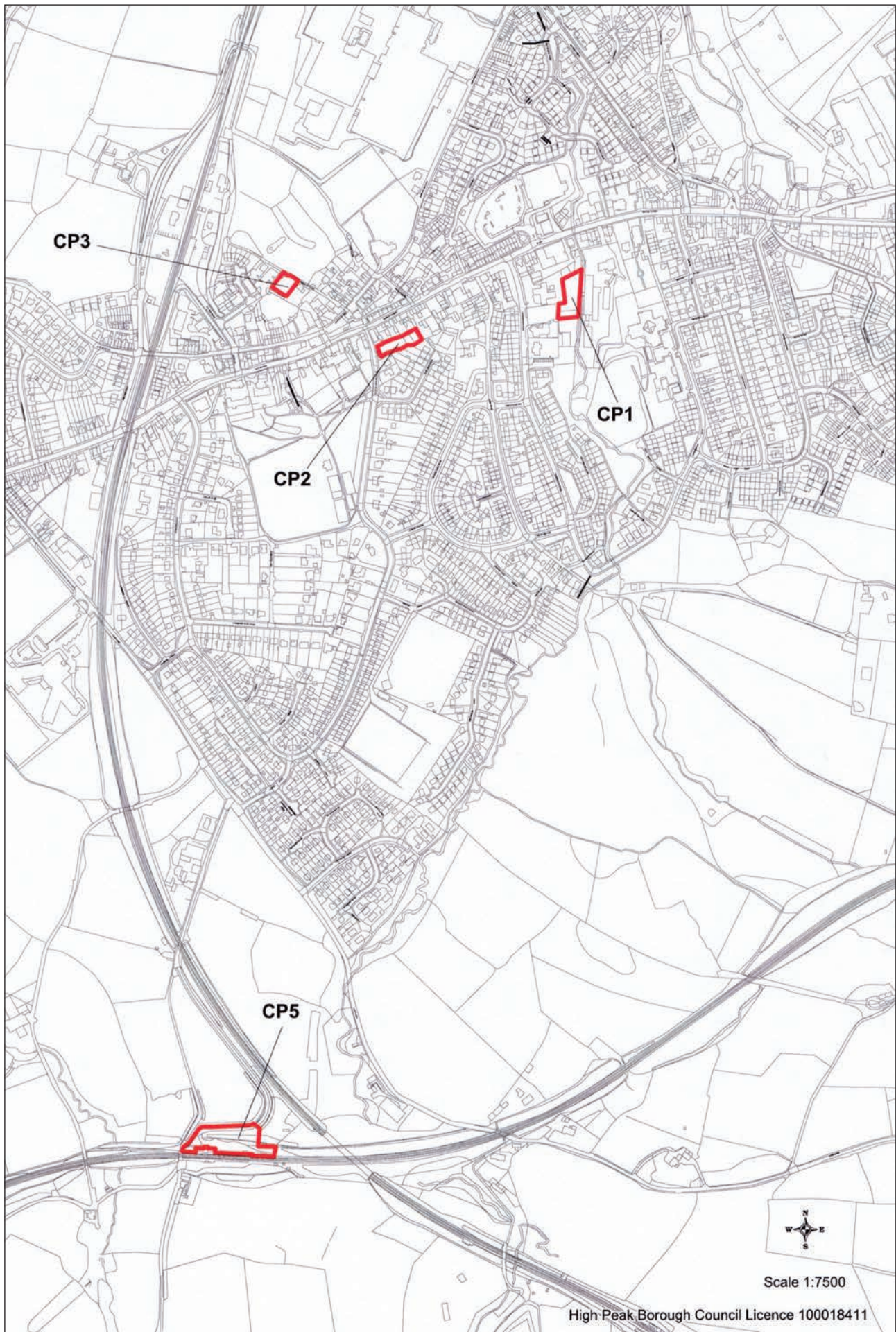


Figure 5. Sites Allocated for Additional Car Parking

SECTION 4 – SUSTAINABLE TRANSPORT AND MOVEMENT

Cars are essential for many people in rural areas, but to address the challenges of congestion and climate change, movement must be managed by optimising the provision of public transport, and encouraging walking and cycling, so as to reduce car journeys.

More than two thirds of respondents to Chapel Vision's survey called for improvements to public transport, especially with regard to the availability of more destinations by bus from Chapel-en-le-Frith and improved links to the railway station. Particular attention to facilities for walking around the town and villages is necessary to encourage non-car movements and to link in with the Parish's access to an exceptional footpath network and promote tourism.

The promotion of sustainable travel is also important in relieving congestion and parking problems identified in the residents' survey. About half of the respondents believed that congestion is a problem, particularly on Market Street. Similarly, half agreed that parking is a problem, with Market Street and the Market Place accounting for the majority of responses.

Through its approach to sustainable transport, the Plan aims to:

- Support safe, integrated and efficient transport;
- Promote new development that supports sustainable travel and reduces reliance on car use;
- Make it easier to walk around the town centre with appropriate crossing points, especially near the Market Place;
- Promote improved, linked walking routes in the town and countryside, with better signposting;
- Extend the Peak Forest Tramway for walking and cycling into the Peak Park;
- Promote a network of safe cycle routes, and links to existing routes, in and around the Parish;
- Promote better integration of bus and train services, with the aim of encouraging more travel to / from work by public transport, and buses serving more destinations;
- Promote improved access and parking at Chapel-en-le-Frith (South) Rail Station;
- Promote better traffic management around the Market Place and historic core of Chapel-en-le-Frith;
- Promote provision of more parking spaces, especially near the Market Place and at Town End, in order to support local businesses and to promote tourism;
- Promote better signposting to local attractions and to car parks;
- Promote additional crossing points on the A6 in Dove Holes.

Policy TR1: Information Required to Support Planning Applications

When submitting development proposals for new housing, employment, retail, community or leisure use, or for any other development that would raise sustainable transport issues, applicants are required to:

- Demonstrate safe walking and cycle routes in the immediate area of the site, with consideration of access to services and facilities, and to the countryside;
- Demonstrate how the proposals link with public transport;
- Demonstrate the impacts of the traffic arising from the development;
- Address any identified impacts.

Planning applications for developments that will generate significant amounts of movement must be accompanied by a Travel Plan that sets out how sustainable movement will be encouraged. The Travel Plan and the method of monitoring its effectiveness will be agreed with Derbyshire County Council.

Most transport improvements within the Parish can come about only as a result of decisions and actions by other bodies, as Chapel-en-le-Frith Parish Council does not have direct responsibilities for transport projects. The Parish Council will therefore seek to work in partnership with others to improve sustainable transport.

Derbyshire County Council is the highway authority, traffic authority and public transport co-ordinator so its role will be crucial. The principal public transport operators in the area are currently High Peak Buses and Northern Rail.

Partnership Working to Achieve Objectives

Chapel-en-le-Frith Parish Council will work in partnership with Derbyshire County Council (DCC), High Peak Borough Council (HPBC), Network Rail (NR) and public transport operators (PT), as appropriate, in pursuit of the following aims:

- To develop a high-quality integrated transport system for the movement of residents, workers and visitors by public transport, walking, cycling and private vehicles, so facilitating access to jobs and services, and for the local movement of goods;
- To initiate and promote schemes and projects to improve highway safety;
- To positively consider the needs of those with disabilities, and provide appropriate facilities in the transport infrastructure to assist them;
- To positively encourage walking, cycling and the use of public transport, including initiating and developing infrastructure improvements which assist and safely promote these sustainable means of travel;
- To minimise the length and number of motorised journeys, so reducing travel demand, congestion, road accidents and greenhouse gas emissions;
- To promote efficient and timely repairs and resurfacing of roads, footways and other public areas.

This Neighbourhood Plan has considered movement around the Parish and also the impact of proposed development during the Plan period on it, in the light of residents' views. In order to deliver the aims set out above, major transport infrastructure projects are proposed below, together with a number of smaller proposals which are integral to the overall Plan, and preliminary studies will need to be undertaken before some of the projects can commence.

The references to Chapel-en-le-Frith Central Station and for a local bus route serving Chapel-en-le-Frith and Chinley concern matters strongly supported by the community, but cannot be delivered by the Neighbourhood Plan, so they are recognised as long-term aspirations.

Transport Infrastructure Projects

Chapel-en-le-Frith Parish Council will work in partnership with Derbyshire County Council, High Peak Borough Council, the Peak District National Park Authority, Network Rail, public transport operators and the voluntary sector, as appropriate, to develop and promote the following projects:

- Protecting, Enhancing and Developing the Urban and Rural Footpath and Walking Routes Network;
- Chapel-en-le-Frith (South) Rail Station Approach Improvements;
- Promotion of Chapel-en-le-Frith and Chinley Local Bus Service;
- Long-Term Promotion of Re-opening of Chapel-en-le-Frith Central Rail Station;
- Preliminary studies where required and smaller projects over the duration of the Plan;
- Protecting, enhancing and developing the Peak Forest Tramway Trail and extending the Warmbrook Trail.



Chapel-en-le-Frith South Station

SECTION 5: COUNTRYSIDE

The Landscape of Chapel-en-le-Frith Parish

The landscape of the Parish is outstanding in many ways and is valued both nationally and locally.

The Parish of Chapel-en-le-Frith occupies 37 square kilometres of the Dark Peak Area of the Peak District, 20 square kilometres of which lies within the Peak District National Park. The varied landscape of Chapel-en-le-Frith Parish ranges from hills and moorland in the north and to the south of Combs, through gritstone grasslands with hedgerows and dry stone walls, to limestone grassland around Dove Holes in the east.

The town of Chapel-en-le-Frith and many of the smaller settlements in the Parish nestle in green valley meadows and pastures. There are many significant and beautiful areas in and around the settlements of the Parish.

The Parish offers a wide variety of habitats for wildlife, including the internationally rare habitat of blanket bog, upland heath and moorland, gritstone cliffs, steep hillsides with scattered woodland and streams, and rush pastures, ponds, hay meadows and semi-improved grassland on the lower slopes and valley bottoms. This range of habitats supports a wide variety of wildlife including red grouse, curlew, lapwing, brown hare, bats, wildflowers, and many other species on the local Peak District Biodiversity Action Plan list of species of special interest. Local residents, for example, mount toad patrols to protect toads travelling across lanes to and from breeding sites.

There are 12 Derbyshire Wildlife Sites in the Parish and 4 Sites of Special Scientific Interest, including Combs Reservoir, the hay meadows at Lower Peaslows Farm and small parts of the Dark Peak and Castleton SSSIs in the north. Local farmers and landowners have entered a significant proportion of the Parish into various environmental agreements to help support habitats and wildlife. The Parish is also rich in prehistoric monuments and historic field patterns. The National Heritage List for England includes, outside the built-up area, 56 listed buildings, including a remarkable concentration of halls and country houses, and 6 scheduled monuments. Some of the most notable features include the Bull Ring henge monument in Dove Holes and the remains of the Peak Forest Tramway, which include Stodhart Tunnel, one of the earliest railway tunnels in the world.

There is an extensive network of footpaths and fine walks throughout the Parish, many of which are readily accessible by walkers from the town. The character of the local landscape within easy reach of the town is one of the main reasons many local residents give for choosing to live in the Parish.

A recent AMES study⁴, by Derbyshire County Council, considered historic, ecological and visual sensitivity and showed that the landscape around Chapel-en-le-Frith Parish is some of the most sensitive to development in the whole of Derbyshire and the High Peak. From responses to the Chapel Vision survey and public consultations, areas of landscape that are particularly special to local people - which they want protected for their character, tranquillity, wildlife, views and walks⁵ - were identified.

The areas identified by local people are mainly within the area of the Parish that was designated as valley pasture in the Peak National Park Authority's landscape character assessment. They form a highly visible part of the setting of the National Park. They also lie largely within the area of primary sensitivity identified by the AMES study.

Consideration of the above areas, along with the area of Primary Sensitivity identified by the AMES study and the Special Landscape Areas previously established by High Peak Borough Council, shows that virtually all of the countryside in the Parish outside the built-up areas and outside the Peak District National Park has been specifically identified as special by local people or by independent expert opinion. This is consistent with the views of the very large proportion (83%) of local people who indicated that they wanted to protect the whole of the area outside the built-up area from development.

⁴ Methodology to Identify 'Areas of Multiple Environmental Sensitivity' (AMES), Derbyshire County Council, Environmental Services Department, Conservation and Design Section, 2011.

⁵ Areas of landscape special to local people in Chapel-en-le-Frith Parish, Chapel Vision Countryside Group, Evidence Document 1, July 2013.

The adopted Landscape Strategy of the Peak District National Park purposely covers landscape areas across the National Park boundary in order to highlight the flow and consistency of the landscape quality and to assist the planning and the management of the wider Peak District landscape. The particular landscape character types around Chapel-en-le-Frith include Valley Pastures with Industry, Enclosed Gritstone Upland and Slopes and Valleys with Woodland. These landscape types provide a flow of landscape quality across the entire parish.

Therefore the Parish as a whole is characterised by outstanding landscape quality, some of which is valued and established as being of national importance and others which are now recognised and identified as having local value and importance.

Policy C1: Local Green Spaces

This Plan identifies and allocates 14 areas of Local Green Space, as listed in Table 1 and accompanying maps Figures 6 and 7. Site boundaries of the individual Local Green Spaces are shown in Appendix 3. These spaces, in close proximity to the people they serve, are demonstrably special and hold particular local significance. The individual reasons for proposing each site are also listed in Table 1. Development of these sites will not be allowed, except in very special circumstances.

Table 1**Table of Local Green Spaces (LGS)**

MAP REF	GREEN SPACE	REASON FOR PROTECTION
1	Small grass area between Primary School and Methodist Churchyard	Used by Brownies and for community events and Church use.
2	Warmbrook area behind Primary School	Walking; character; interest (brook and weirs etc.).
3	Tramps' Garden	Historic interest.
4	Orchard, Bowden Lane, between footpath to Bowden Hall and Kelsa Trucks	Wildlife; character.
5	Land behind Dove Holes community land	Wildflowers; character; walking.
6	Land around Combs Reservoir	Wildlife; walking/recreation; tranquillity.
7	Field adjacent to Combs School	Used for village fun day and summer events.
8	Field in centre of Combs village	Key element of village character.
9	High School Fields	Recreation; views.
10	Bowden Lane, between the Lodge Nursing Home and A624	Wildlife; character; history.
11	Field behind Morton's Yard, Tunstead Milton, between Randall Carr Brook and canal feeder	Tranquil; wildlife; long distance footpath.
12	Burnside Avenue, public green space	Community recreation play; picnics; wildlife.
13	South Head Drive, small green space	Character and community recreation area.
14	Bank Hall Drive entrance	Trees; ecology; rural oasis between new development and access to popular walks.

It is not intended that domestic gardens will be included as Local Green Space. Every effort has been made to draw the map accurately to ensure that domestic gardens are excluded.

The Local Green Spaces are shown in the maps, Figure 6 and Figure 7.

It is noted that other green spaces are proposed for protection under High Peak Borough Council policies and these are listed in Table 2 below.

Table 2

List of spaces proposed for protection by High Peak Borough Council designations⁸.

SPACE	PROPOSED DESIGNATION
Memorial Park Chapel-en-le-Frith and Play Area	Protected District Park (CF4). Local Equipped Area of Play (LEAP) (CF4)
Needham Recreation Ground - Chapel-en-le-Frith	Local Equipped Area of Play (CF4)
Courses Allotments Site - Chapel-en-le-Frith	Allotment Site (CF4)
Golf Course	Recreation, Landscape and Wildlife Buffer
Football and cricket grounds - Chapel-en-le-Frith	Playing Fields (CF4)
Churchyards (several in Parish)	Open space (for quiet contemplation linked to the promotion of wildlife conservation and biodiversity (CF4)
Cricket Pitch, Dove Holes	Playing Field (CF4)
Dove Holes Allotments	Allotment Site (CF4)
Dove Holes Play Area	Local Equipped Area of Play (CF4)
Football Field, Dove Holes	Playing Field (CF4)
The Bull Ring Henge, Dove Holes	National Monument
High School Fields	Playing Field (CF4)
Bluebell Wood (Bowden to the Wash)	Mature Woodland (EQ8)
Peak Forest Tramway	Recreation, Historic Value and Wildlife Green Infrastructure (EQ7)
Primary School Field	Playing Field (CF4)

⁸ High Peak Local Plan Preferred Options, High Peak Borough Council, February 2013.

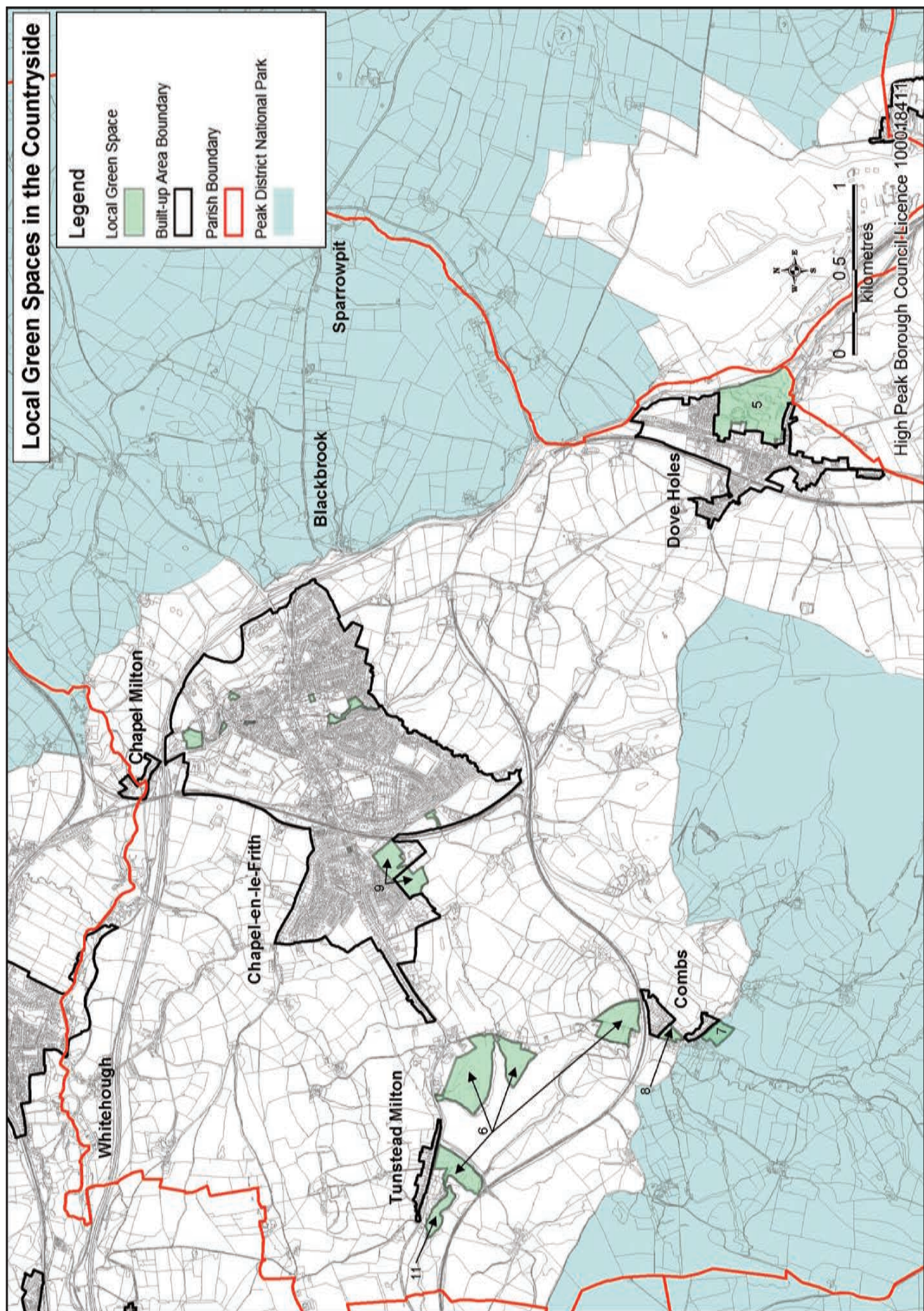


Figure 6

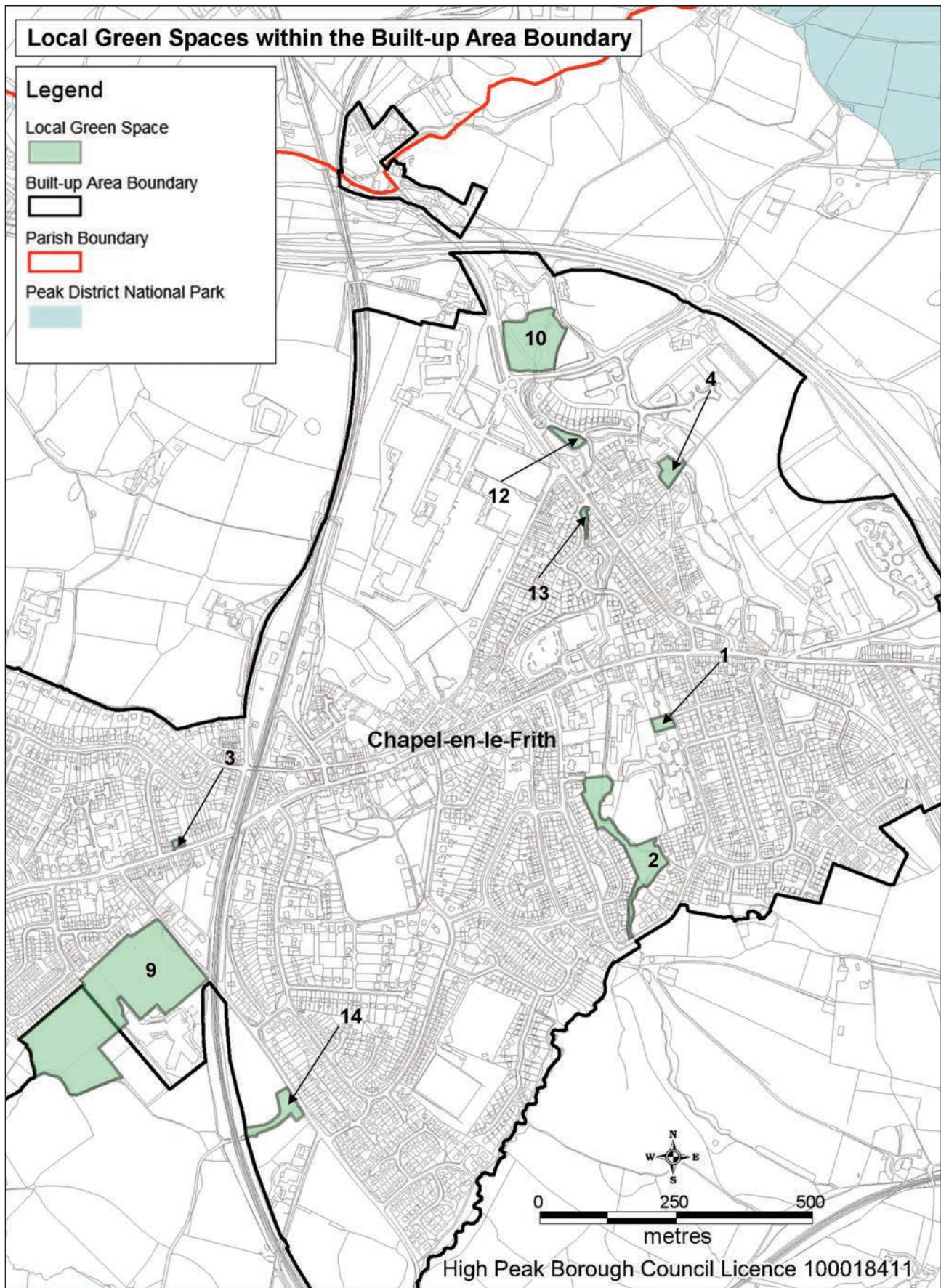


Figure 7

Wildlife and Biodiversity

Consultation showed that 79% of local people who responded wish to protect wildlife in the Parish. The National Planning Policy Framework, the current High Peak Local Plan, the emerging High Peak Local Plan and the Peak District National Park Local Development Framework all include policies for protecting and enhancing wildlife and biodiversity. Whilst the Plan does not seek to repeat those policies, protection and enhancement of biodiversity is a high priority for the Parish. Development that would harm important habitats and species will not be accepted, except where it is justified to meet national need or provide essential infrastructure.

Policy C2: Biodiversity

Proposals that would result in a significant net loss in biodiversity across the Neighbourhood Plan Area will not be accepted.

Proposals which achieve a net biodiversity gain across the Neighbourhood Plan Area will be supported, subject to the other policies of this Plan.

Derbyshire Wildlife sites and sites designated by Derbyshire Wildlife Trust as having particularly high wildlife potential will be protected from development.

Footpaths and Public Rights of Way

Consultation showed that 70% of local people regularly walk in the countryside and wish to protect the footpaths and public rights of way in the Parish. One of Chapel-en-le-Frith Parish's greatest strengths is its exceptional network of fine footpaths in the countryside linked together by country lanes and quieter roads close to the residential areas (Figure 8). The Plan aims to maintain and, where possible, enhance this as a cheap and accessible source of healthy exercise which contributes to people's wellbeing and quality of life.

Extension of the Warmbrook and Peak Forest Tramway Trails in the Parish is promoted as an infrastructure project in the Transport Section of this Plan and shown in Figure 8 to provide new routes for walkers, cyclists and horse riders. There is a good network of rights of way in the Parish and opportunities should be sought to extend the network and to identify and develop links to the local and national trails.

POLICY C3: Walking, Footpaths and Public Rights of Way

- Footpaths and rights of way should be protected from development.
- In any new developments, provision should be made to extend the routes for walkers and cyclists, including, where possible, routes linking into the countryside network as well as into the town and to accommodate people of all ages and abilities, including those with push chairs and wheel chairs.

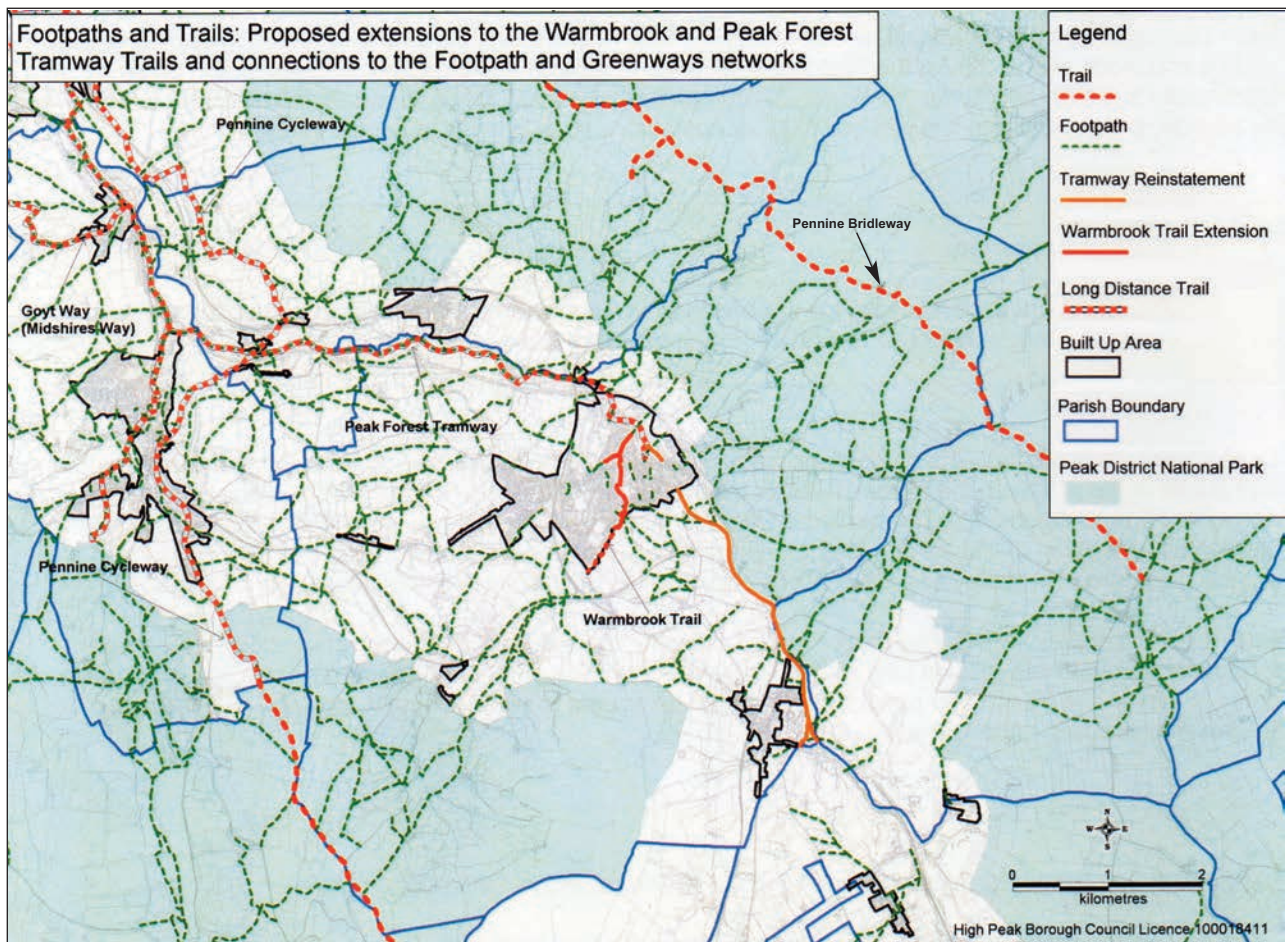


Figure 8



Sailing on Combs Reservoir



Photograph of Chapel-en-le-Frith taken from the South West, Ladder Hill, on the Parish-Peak National Park boundary. Combs reservoir (SSSI) is in the foreground, the hill on the left is Eccles Pike (National Trust property) and Castle Naze (in the Peak National Park) is top right.



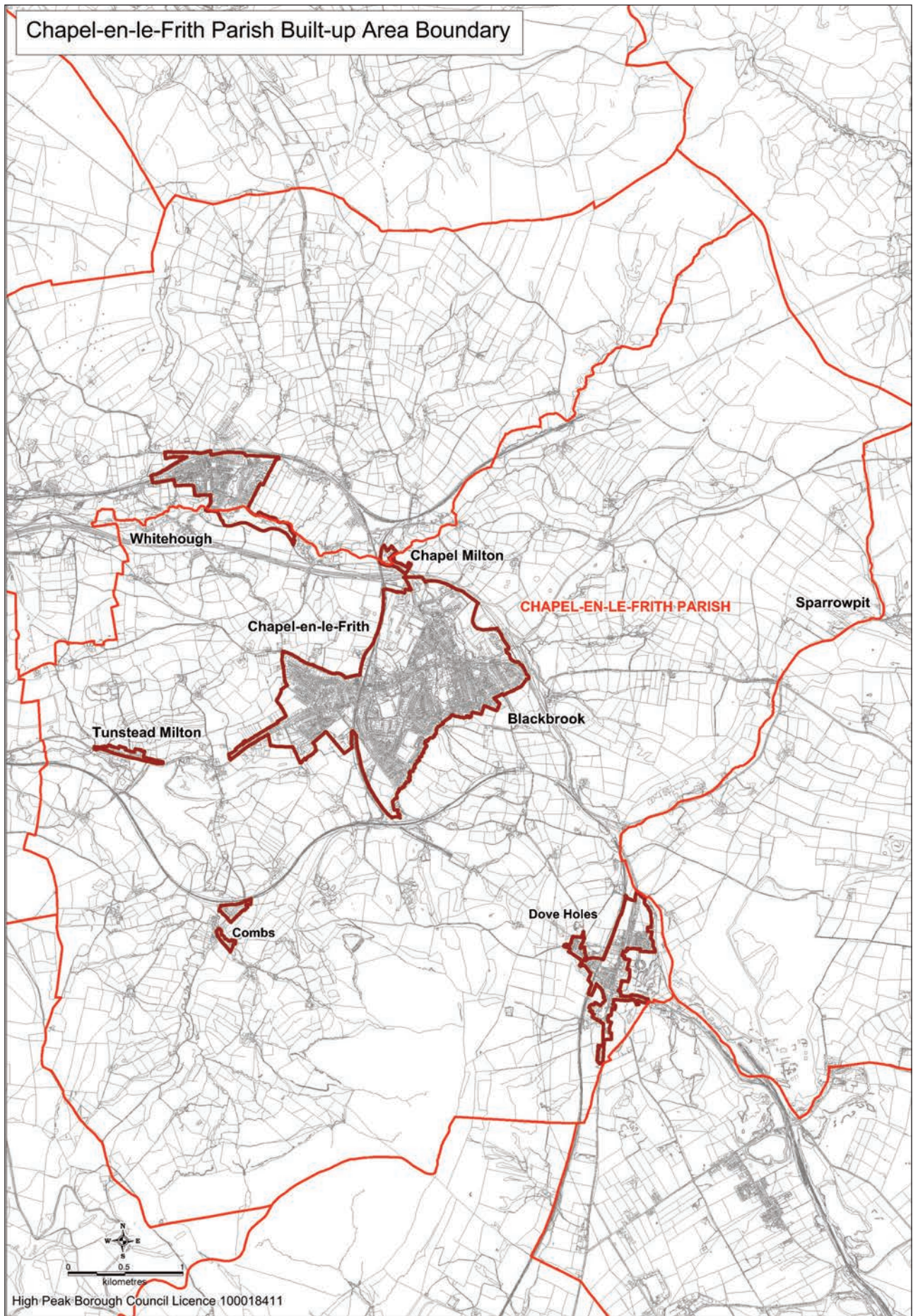
Photograph of Chapel-en-le-Frith taken from the East, Peaslows, showing the large amount of development that has taken place in the last 50 years.

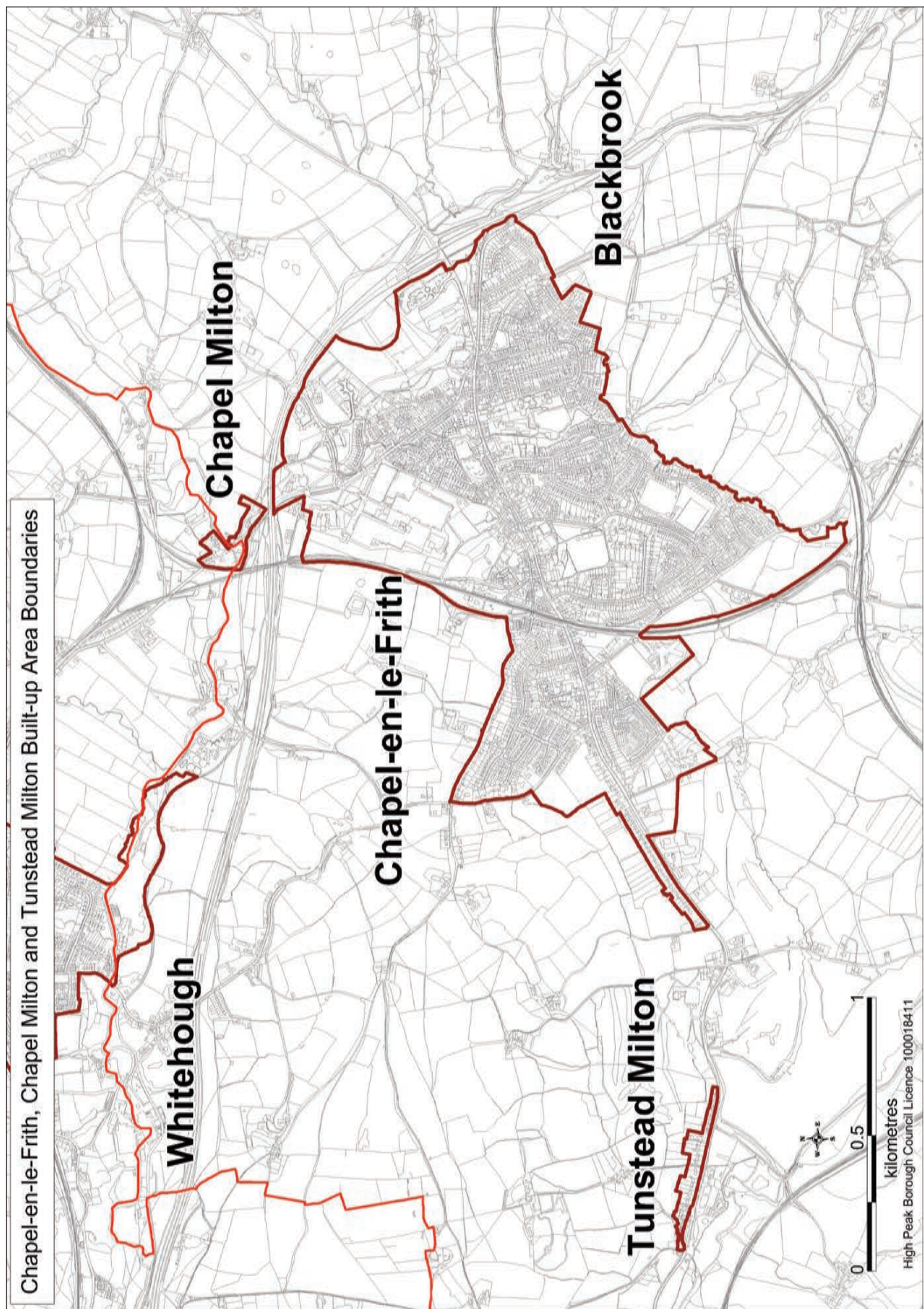
Appendix 1: Neighbourhood Plan - List of Policies

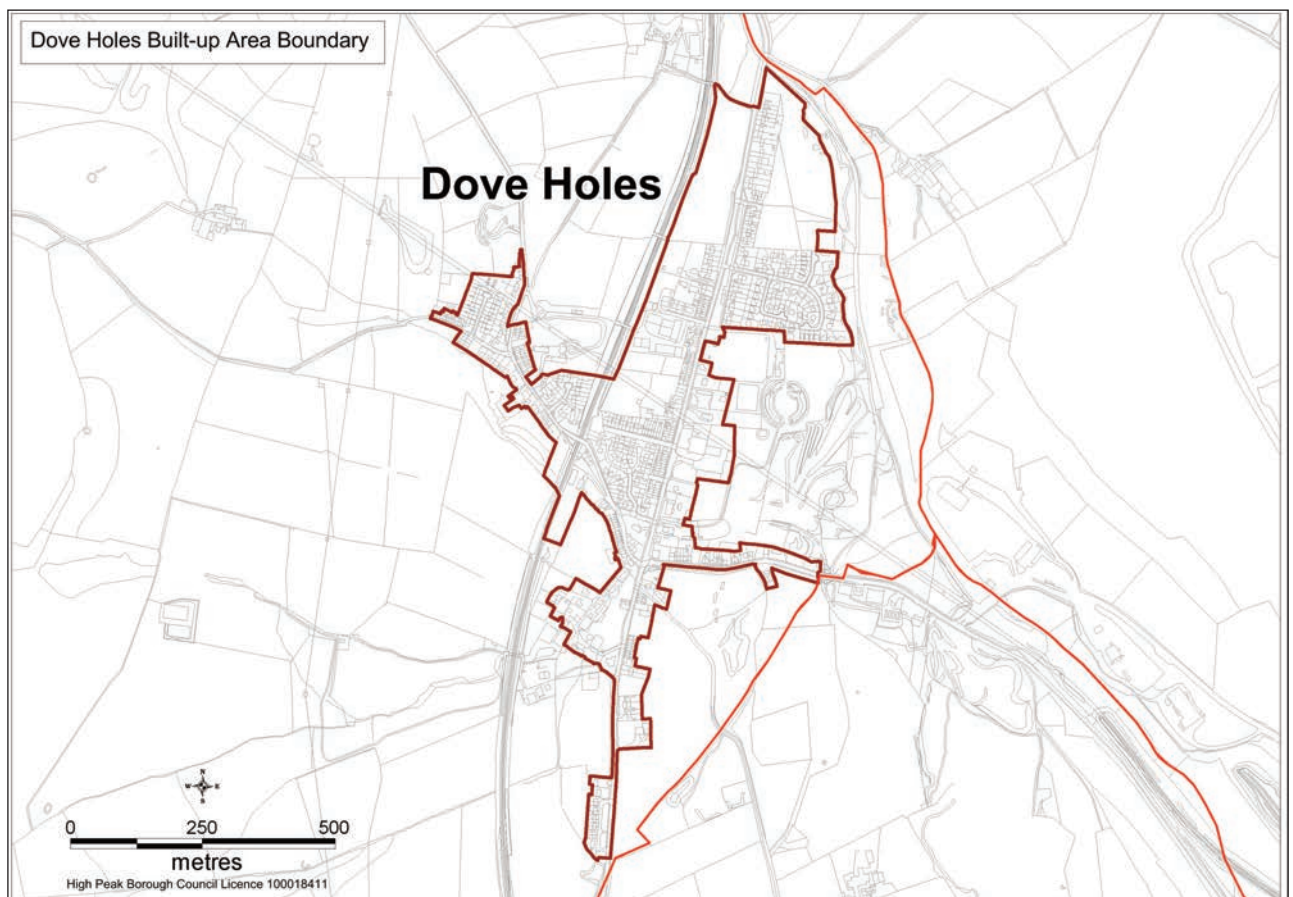
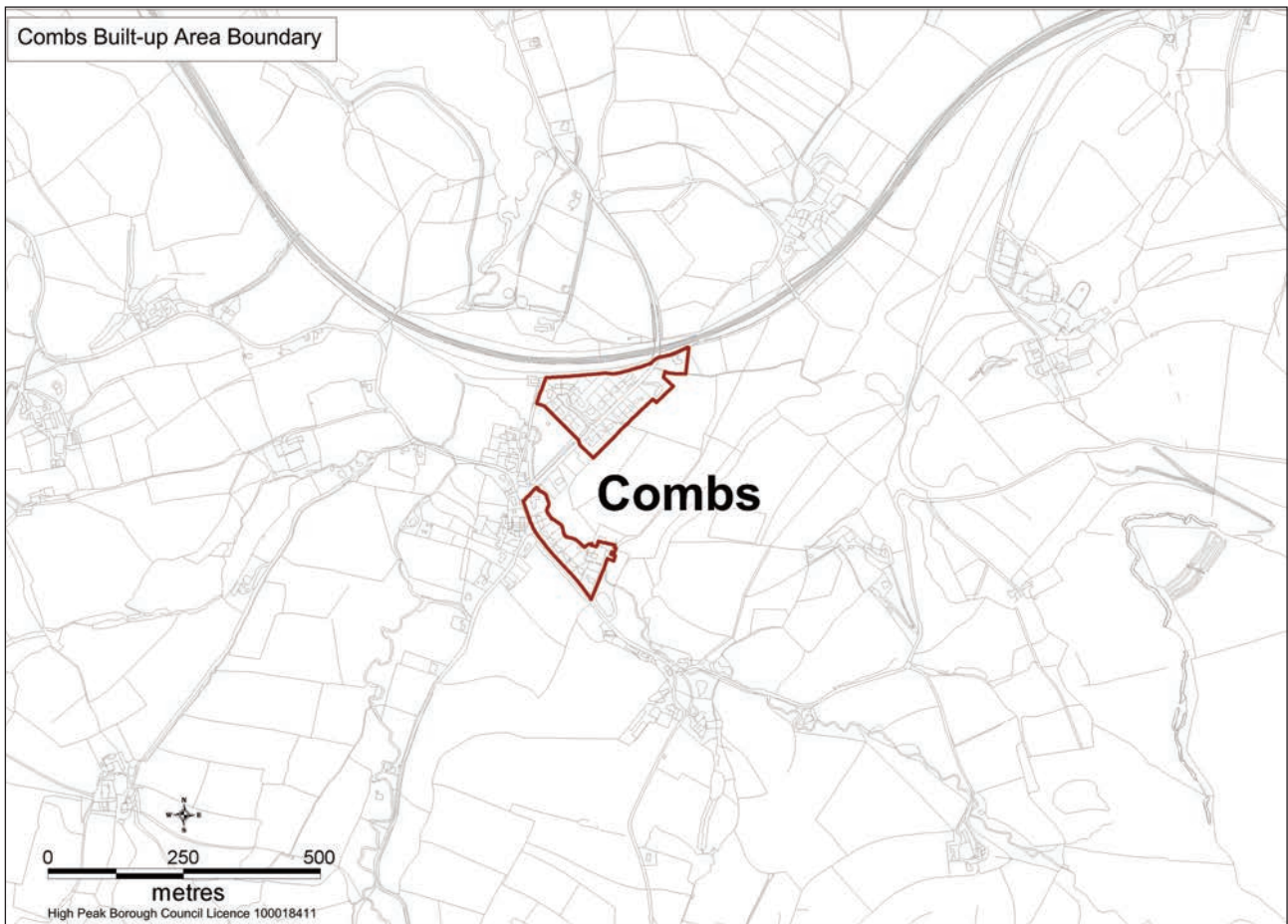
H1	Housing Allocations
H2	Smaller Sites
H3	Design Criteria
H4	Affordable Housing Criteria
H5	Site Specific Policies
CNP1	Provision of Infrastructure and Facilities and Developer Contributions
EP1	Design of Employment Sites
EP2	Existing Employment Sites
EP3	New Employment Development
EP4	Employment Land Allocation
EP5	Site Specific Requirements for Allocated Employment Land
EP6	Bridgeholme Industrial Estate
TM1	Promoting Tourism
TM2	Touring Caravanning and Camping Sites
TM3	Development for Community Use
TC1	New Retail Development in Chapel-en-le-Frith Town Centre
TC2	Mixed Use in the Town Centre
TC3	Use of Redundant Buildings in Chapel-en-le-Frith Town Centre
TC4	Use of Shop Upper Floors in Chapel-en-le-Frith Town Centre
TC5	High Quality Town Centre Design
TC6	Small Local Shops
TC7	Regeneration of Chapel-en-le-Frith Market Place
TC8	Car Parking Reserved Sites
TR1	Information Required to Support Planning Applications
C1	Local Green Spaces
C2	Biodiversity
C3	Walking, Footpaths and Public Rights of Way

Appendix 2: Chapel-en-le-Frith Housing Commitments Dec. 2014

Application No.	Address	Date Lapses	Completions Dec. 2014	Under Construction	Not Started	Total
2012/0205	Capitol Garage High Street	01/07/2015			10	10
307/0221	Bowden Lane	30/05/2010		4		4
2013/0657	Manchester Road	12/05/2017			104	104
2013/0628	Jolly Carter Inn Buxton Road	14/02/2017			2	2
2011/0676	Hayfield Road East	01/06/2015			4	4
2012/0476	100 Market Street	28/09/2015		1		1
2012/0297	Roebuck Place	11/07/2015			14	14
2012/0323	Forge Works	29/05/2016			182	182
2012/0408	Federal Mogul	07/11/2016	11	37	116	164
2012/0678	Long Lane	08/04/2016	44	16	6	66
2013/0048	36 Market Street	27/06/2016			2	2
2013/0091	34 Market Street	15/04/2016			2	2
2013/0396	South 37 Beresford Road	06/09/2016	2		0	2
2013/0320	Long Lane South	19/12/2016			105	105
2013/0416	14 Long Lane	15/10/2016			1	1
2014/0505	73 Market Street	08/12/2017			3	3
2014/0210	129 Manchester Road	07/08/2017			49	49
2012/0174	Workshop adj. 47 Station Road	17/05/2015			4	4
2012/0366	Netherfield Farm Meadow Lane	07/08/2015			1	1
2013/0319	Hallsteads	10/09/2016			120	120
2013/0430	93 Hallsteads	01/10/2016			1	1
2013/0417	Hallsteads	31/10/2016			80	80
2014/0433	55 Meadow Lane	21/10/2017			1	1
2014/0435	47 Station Road Dove Holes	21/10/2017			4	4
			57	58	811	927







Appendix 3: Site Boundaries of Local Green Spaces

