

High Peak Borough Council Bingswood Industrial Estate Masterplan and Implementation Strategy

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High Peak Borough Council
Bingswood Industrial Estate
Masterplan and Implementation Strategy
June 2009

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Introduction

This report has been prepared on behalf of High Peak Borough Council by Broadway Malyan with BE Group, Faber Maunsell and Nigel Rose and Partners.

The report incorporates the key findings of the Masterplan Study into the Bingswood Industrial Estate in Whaley Bridge.

The purpose of the Masterplan study is to provide a considered basis for managing and planning for change in the Bingswood Industrial Estate, consistent with its primary employment role whilst delivering improvements for the town.

In particular the Masterplan is intended to provide input into a funding bid to regional partners for the delivery of the Goyt Bridge, which has the potential to significantly improve access to the industrial estate to the benefit of its development potential and traffic and environmental conditions in Whaley Bridge.

This report incorporates the outcomes of a number of consultations with stakeholders, businesses and landowners, the findings of an Interim Report (Broadway Malyan, 2009) and the points raised in discussion at stakeholder and business workshops held in February 2009.

Environmental Appraisal

This report should be read in conjunction with the Bingswood Industrial Estate Masterplan Addendum Report Environmental Appraisal (March 2009)

prepared by Faber Maunsell. That report considers the following potential environmental constraints:

- Ecology and nature conservation
- Water environment and drainage
- Geo-environmental
- Archaeology and cultural heritage
- Air Quality
- Noise and vibration

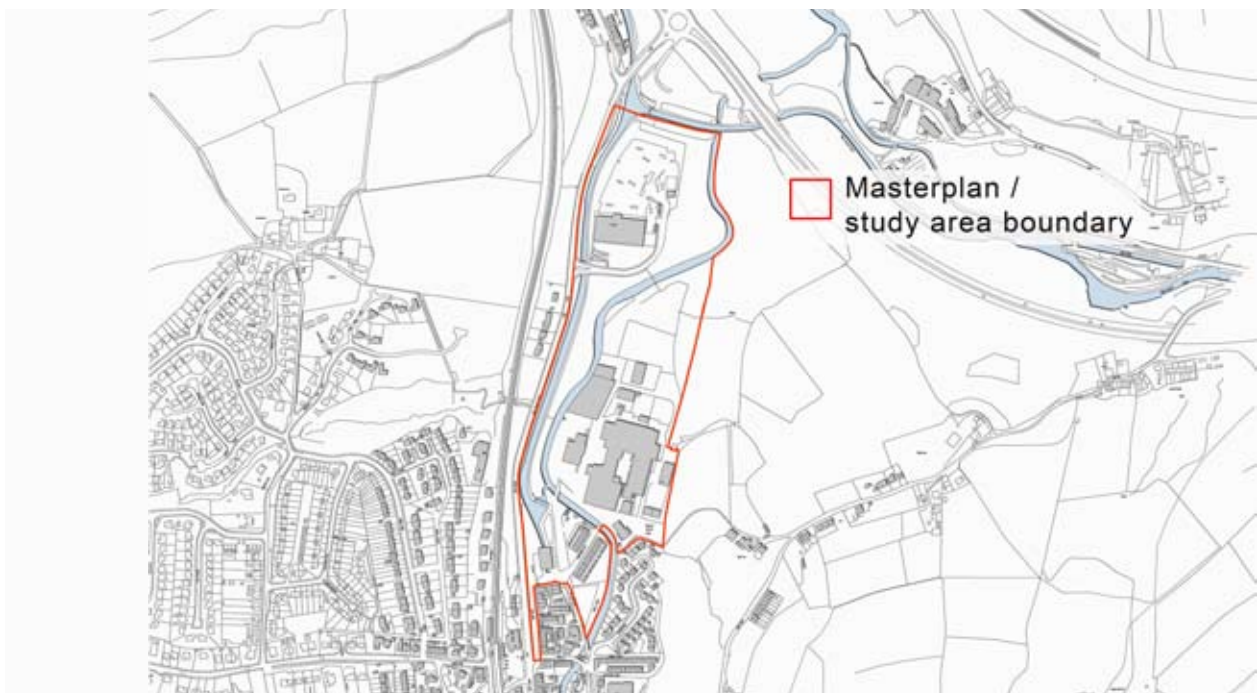
The key findings of the Environmental Appraisal are summarised in this report.

Masterplan and Implementation Strategy

This report draws together relevant baseline data and presents the preferred Masterplan options and the associated implementation strategy. The findings of this report are supported by cost and development appraisals which are appended to the report. The remainder of this report is structured as follows:

- The context for development
- An area and site appraisal
- Bingswood Industrial Estate – Challenges and Opportunities
- The Masterplan Strategy and development options
- An Implementation strategy
- Conclusions and Recommendations

Plan Indicating the Masterplan Boundary



Context for Development

Introduction

This section of the report is intended to provide an overview of the policy and development context within which the Masterplan has been prepared and will be implemented. In so doing the following areas are considered:

- The Adopted and Draft Regional Spatial Strategy
- Regional Economic Strategy
- Community Strategy
- High Peak Local Plan Saved Policies
- The emerging Local Development Framework
- High Peak Interim Housing Policy Statement
- Whaley Bridge Conservation Area
- Whaley Bridge Town Centre Regeneration Study
- Peak Sub Region Employment Land Review
- Goyt Bridge Access Project
- Preferred Options - Waste Development Plan
- Transhipment Warehouse Feasibility Study
- Current planning approvals



Strategic Location

Regional Spatial Strategy

The current Regional Spatial Strategy was published in March 2005 and is intended to provide a broad development strategy for the East Midlands up to 2021.

The adopted RSS has subsequently been subject to a review and a revised draft RSS was the subject of a Public Examination in 2007. In July 2008 the Secretary of State for Communities and Local Government published the Proposed Changes to the East Midlands Regional Plan (Regional Spatial Strategy) for public consultation. The consultation period closed in October 2008. A final version of the revised RSS is due to be published in early 2009. Given the significant weight that can be attached to the emerging RSS, this review concentrates on the Proposed Changes version of RSS.

The draft RSS confirms Whaley Bridge's location in the Peak Sub-Area.

Policy 9 proposes the Spatial Priorities for those towns, such as Whaley Bridge, in the Peak Sub-Area outside of the Peak District National Park. Policy 9 states:

'The preparation of policies and programmes in the Peak District towns outside the National Park should aim to meet local needs whilst reducing past levels of in-migration, discouraging additional commuting to, and supporting the regeneration of, the nearby conurbations. The emphasis should be on:

Retaining and generating local employment. In particular, policies should make provision for the growth of indigenous firms and attracting inward investment to support their own population and the population of the surrounding rural hinterland; and

Restraining new housing development except where the local need for modest growth is identified.

Care must be taken to ensure that all new development respects and enhances the high quality environment of the area, notably the built heritage, particularly in Buxton, Ashbourne and Wirksworth, and the setting of the National Park, the Derwent Valley Mills World Heritage Site, and the areas of high landscape and nature conservation value.'

Policy 13 deals with Regional Housing Provision. The draft policy suggests the need to provide for the development of 7,700 dwelling over the period 2001 to 2025, in the area outside of the National Park.

In dealing with economic development, the draft RSS notes that:

'Due to the nature of the Sub-area, both office and industrial space is constrained. Selective public intervention (including promotion of existing sites) will be required to ensure an adequate supply appropriate to the nature of the Sub-area.'

Regional Economic Development Strategy 2006–2020

The RES is intended to improve regional economic performance and enhance the regions

competitiveness. It is intended to do this by, amongst other things, addressing market failures and supporting regeneration and business growth.

The RES notes that in the Peak sub-area much of the economic activity is related to tourism and primary industry. Key sub-regional strategic priorities are:

- Environmental protection
- Transport and logistics
- Enterprise and business support
- Employment, learning and skills

Derbyshire Dales and High Peak Community Strategy 2006–2009

The Community Strategy was prepared by the Derbyshire Dales and High Peak Local Strategic Partnership.

The Community Strategy crystallises a number of issues facing the community into a series of themes for which Action Plans are to be prepared and maintained.

Theme 3 is 'A thriving local economy.' This is to be achieved through; amongst other things;

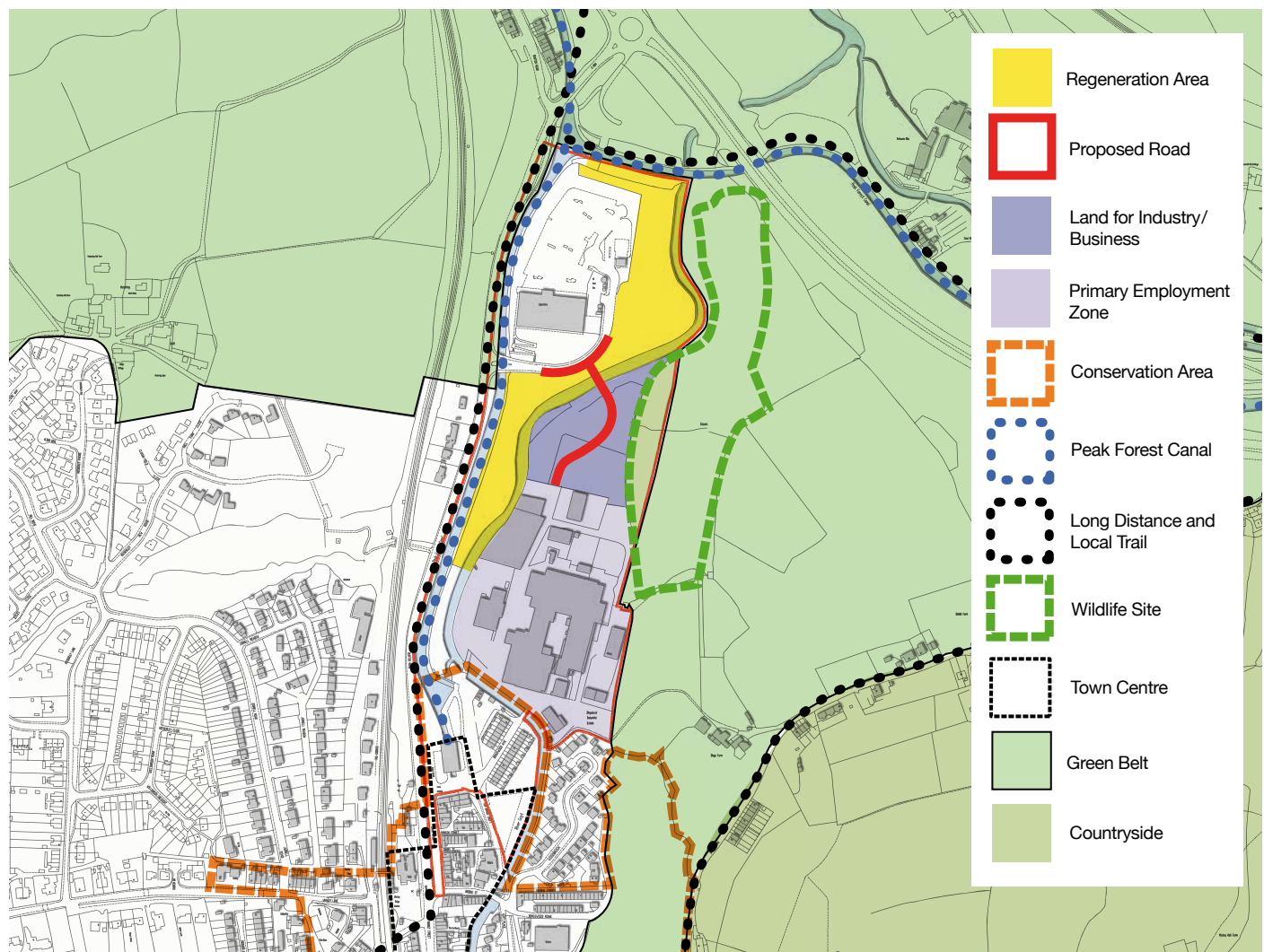
'[an] increase [in] the provision of business accommodation in the area.'

Adopted Local Plan

The Local Plan was adopted in 2005. Under the provisions of the Planning and Compulsory Purchase Act 2004 these policies were to be valid until 2008 (to allow for the preparation of the Local Development Framework).

To assist in the transition to the Local Development Framework, the Secretary of State agreed (via a 'Direction' letter) that a number of Local Plan policies should be 'saved' (those not saved expired). Saved policies are to be read along side the RSS and emerging Development Plan documents as part of the Local Development Framework.

Extract from Local Plan



Relevant 'saved' policies are considered in this section.

The Goyt River Valley is identified as an improvement corridor in saved Policy 2 GD3 – Improvement Corridors. Development in Improvement Corridors is to enhance the appearance of the area and not have an undue detrimental effect on the environment.

Policy 28 (TC2) deals with Town Centre Environment. The Council is to promote environmental and other improvements to enhance the character of town centres.

Part of the Study area, north and west of the Goyt River, is identified in Policy 38 / TC14 as the Hogs Yard Regeneration Area. Within that area permission will be granted for a mix of uses, including business, hotels, leisure, food and drink, tourist accommodation and non-food retail. Any retail should not, amongst other things, exceed 2500 sq metres.

Paragraph 7.17 of the Employment and Business chapter of High Peak Saved Local Plan Policies deals with the Bingswood Industrial Estates.

The Local Plan states:

'An allocation of 0.9 ha is retained to the north of the Bingswood Industrial Estate. Because of the sustainable location of this site, adjacent to the Peak Forest Canal and close to Whaley Bridge Town Centre and public transport, it is also allocated for Class C1 – Hotels use and Class D2 – Assembly and Leisure uses. The release of this land will facilitate a new access from the adjacent proposed supermarket site across the River Goyt. This new access is defined as a local road scheme (see Policy TR3). It would relieve problems with the existing tortuous route along narrow residential streets through the Canal Basin, a prominent and important part of the Conservation Area. Without it any further development of the Industrial Estate, which generated additional traffic, would exacerbate the present problems, and would be resisted.'

Policy 54 (EMP2) confirms the employment allocation of the land at Bingswood Industrial Estate, as well as the potential for hotel and for leisure uses.

Policy 56 – EMP4 Primary Employment Zones identifies a number of existing employment areas, including Bingswood Industrial Estate. These areas are to be safeguarded for employment uses. Planning permission will not normally be granted for retail or housing development.

Policy 80 (TR3 – Local Road Schemes) safeguards the alignment of the proposed link over the Goyt River at Bingswood Industrial Estate.

Local Development Framework

Development Plan and other documents of the emerging Local Development Framework for High Peak are at an early stage of preparation.

A Discussion Paper in relation to the Core Strategy was published in 2008.

High Peak Interim Housing Policy Statement

This statement was adopted by the Council in January 2009. The intention of the statement is to clarify existing policy on housing (Saved Policy H1) in the light of the emerging, increased, housing targets in RSS.

The statement notes that High Peak can currently demonstrate a 5 year supply of housing (2008-2013). However, forward supply is starting to fall in the Borough and additional sites will need to be identified to encourage modest housing growth.

Housing development policy will be considered in the emerging LDF. However, in the interim the statement clarifies the context within which proposals for housing will be considered.

Whaley Bridge Conservation Area Character Appraisal (Draft)

This Conservation Area Appraisal was published for consultation in 2008. The Whaley Bridge Conservation Area abuts the southern boundary of the Industrial Estate and incorporates the Transshipment Warehouse, Canal Street and adjacent areas.

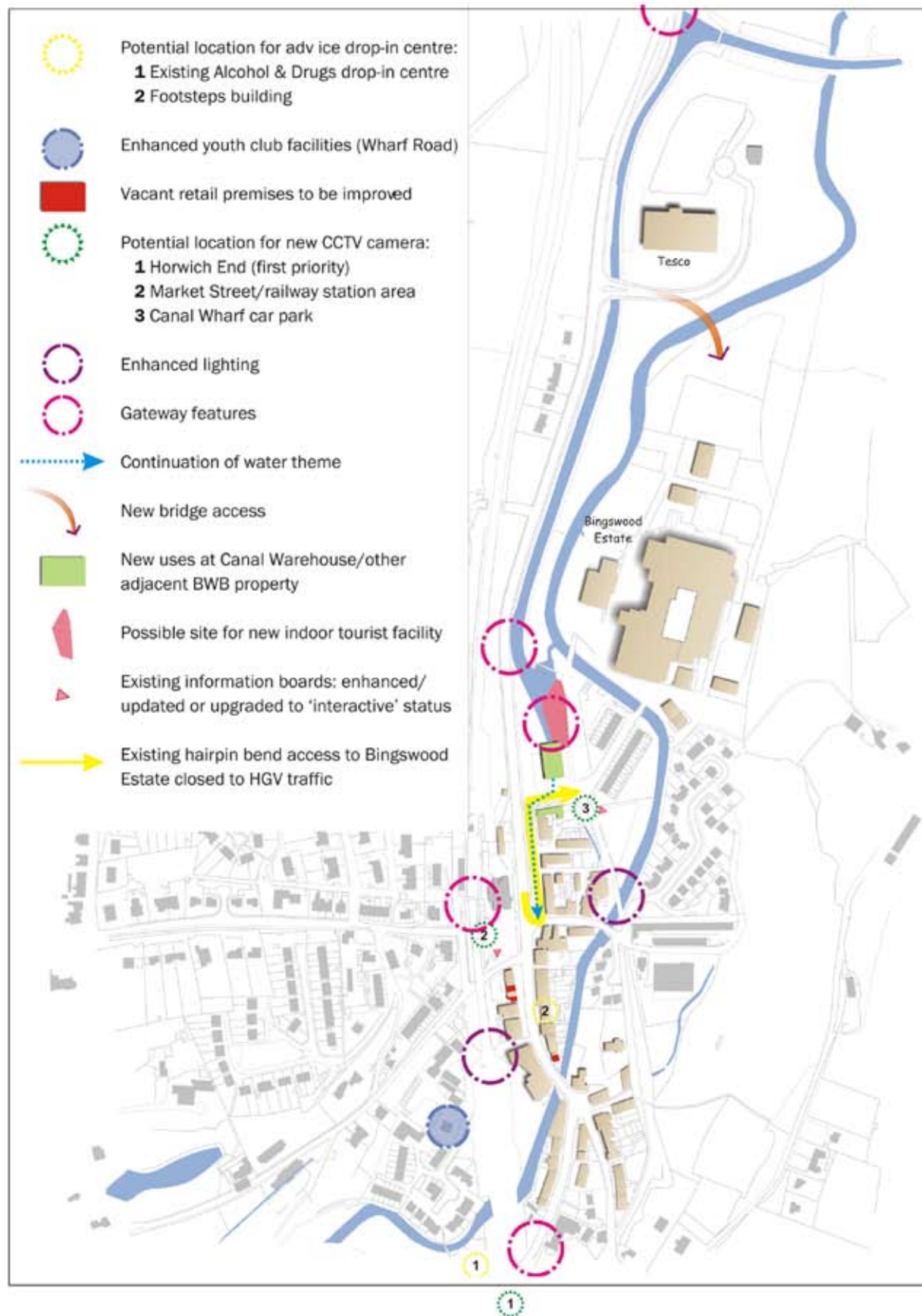
The appraisal considers a number of character areas within the Conservation Area, including the Canal Basin. The appraisal notes that:

'a major negative aspect to this sub area is the through route used by heavy goods traffic to Bingswood Industrial Estate The redirection of traffic to the Industrial Estate away from this area would significantly enhance the area and surrounds,'

The appraisal continues:

'Unfortunately the visual appearance of this area is somewhat blighted by the Borough Council car park, located on the eastern edge of the Conservation Area.'

Whaley Bridge Regeneration Strategy and Action Plan



Extract from Whaley Bridge Regeneration Strategy

This study was prepared on behalf of the Whaley Bridge Regeneration Partnership in 2003.

The study identified that 'the main problem to overcome in Whaley Bridge is the existing access to the Bingswood Industrial Estate, which is acutely inadequate.'

The report considered that the delivery of the new link was key to ensuring the continued viability of the key town centre functions of retail services, tourism/leisure and employment.

The new Bridge, along with the re-use of Transhipment Warehouse, were considered to be two of the four key actions for the town.

Peak Sub Region Employment Land Review

The report acknowledges that constraints such as topography and infrastructure are restricting the immediate supply of developable employment land in the Borough. Through the study Bingswood Industrial Estate is ranked poorly in terms of accessibility and overall site quality. However, the ELR ranks the location of the site, adjacent to Whaley Bridge Town Centre and in close proximity to the A6 route, and likely market demand for premises on the estate, as good.

Goyt Bridge Bingswood Industrial Estate Access Project 2006

This report was prepared for High Peak Borough Council in 2006. The purpose of the study was to examine and evaluate potential land uses for the vacant United Utilities site which would be acceptable in planning terms. In addition, consideration was given to potential for the development of the site to deliver a financial contribution to the Goyt Bridge Road project.

The report confirmed the need for a new bridge link to adequately access the United Utilities site and safeguard existing jobs on the Industrial Estate.

The preferred option for the development of the site, at that time, was 'Option 2' comprising part leisure / commercial (hotel and pub/diner) and part B1 employment use. Subject to detailed market testing in relation to a hotel, a fall-back option – Option 3 comprising pub / diner with the remainder in employment use, was also presented.

Whilst the report provides useful background data, market conditions have changed significantly since 2006. The property market assessment undertaken through this Masterplan has found no demand for hotel or pub/diner uses.

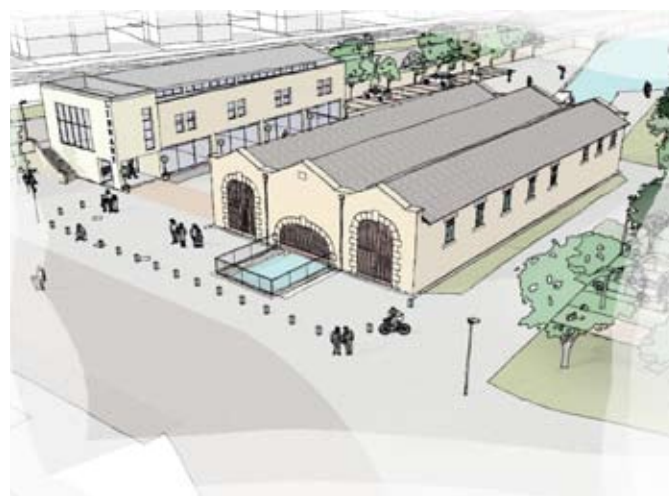
The development appraisal identified bridge and associated road costs of circa £1.2 million with confirmed funding (at that time) at £983,000.

Preferred Options Report for the Derby and Derbyshire Waste Site Development Plan

The United Utilities site at Bingswood Industrial Estate was identified in the draft Waste Sites Development Plan as a potential waste management site. Work on this plan was abandoned in 2008 and is to be taken up by a Waste Core Strategy Document. The draft allocation is therefore not a determining factor as part of this study.

Transhipment Warehouse Feasibility Study

A feasibility study into the re-use of the Grade II* Transhipment Warehouse was completed in October 2008. The study noted that emergency repairs to the building are likely to be necessary within two years unless a more expansive development project is implemented.



Preferred Option Outline Illustration (Allen Tod Architecture/Heritage Works)

The study raises a number of concerns about the setting of the building and the impact that has on development potential. The report notes that:

'The location of the building and access to it (in all senses) may be seen as problematic. Although the building lies close to the main A5004, the road access to the property from the highway is via Canal Street, which is very narrow and congested, particularly by articulated vehicles visiting the Bingswood Industrial Estate to the east of the site. Being set below the level of the A5004, the Warehouse is hidden from the main road and railway station (a key entry point to the town for visitors), especially in summer when the trees along the western boundary of the site are in leaf. Road signage, bus shelters and other visual clutter detract from the view of the Basin from the town centre. The adjacent industrial estate may be seen as an incompatible neighbour from some of the potential users of the Warehouse and Basin area. The setting of the building, seen over a 'sea' of tarmac from its southern end, is not very attractive, and yet there is a lack of car parking for visitors, especially those who are less physically able. Finally there is a lack of intellectual access

to the building, as passers by cannot immediately understand what the building is and why it is there.'

The report suggests that the options of mothballing or refurbishing the existing building (which offers no re-use potential) should be dismissed. Options which included a new building alongside the Warehouse or a 'side extension' with glazed link, both with potential use as tourist accommodation are preferred. However the funding for a circa £2,500,000 project is noted as a key concern.

Current Development Proposals

Planning Permission was granted for the construction of the Goyt Bridge in 2005 (Ref HPK/2005/00152). This remains valid to 4th May 2010.

Planning approvals are in place for the Hogs Yard Regeneration area (Ref 030777, 034282, 038205). A related s106 agreement has also been signed with High Peak Developments which provides the Borough Council with the right of access across land at the Hogs Yard Regeneration Area to construct the Goyt Bridge.

The three planning approvals at Hogs Yard have been amended by a full planning permission to vary relevant conditions to allow mixed use development of retail, business and restaurant. Non food retailing is to be limited to 2,322 sqm.

Conclusions

This review of the policy and development context underlines the role of the Bingswood Industrial Estate as part of the employment land portfolio of the Borough.

Whilst development of the vacant site to the north of the Estate for hotel and or leisure uses may be acceptable in planning terms, substantial change to the employment role of the area as a whole is not explicitly supported by policy.

The delivery of the new access over the River Goyt is a key objective, both to open up the full potential of the Estate but also the delivery of traffic and environmental benefits to the town centre.

Whilst there is a need to identify additional housing sites through the Local Development Framework this is not an overriding factor in developing the masterplan strategy.

Area and Site Appraisal

Area and Site Assessment

This section of the report provides an overview of the townscape character of the study area and its environs. This assessment is intended to assist in the development of the masterplanning strategy by:

- Understanding the site's role and position within the town and the key relationships.
- Identifying key elements of local townscape character that could be reflected in the development strategy.
- Confirming the key assets and opportunities for change within the study area.

This review is supported by a series of plans and photographs included in this section.

This section also includes a review of the internal condition and layout of the print works complex, primarily occupied by Stampiton.



Whaley Bridge and transport links

Location and Whaley Bridge

The Bingswood Industrial Estate is located on the north-eastern edge of the town of Whaley Bridge.

Whaley Bridge has a population of approximately 6,226 (2001 census) located between Stockport and Buxton in the Goyt Valley. The immediate wider hinterland is predominantly rural.

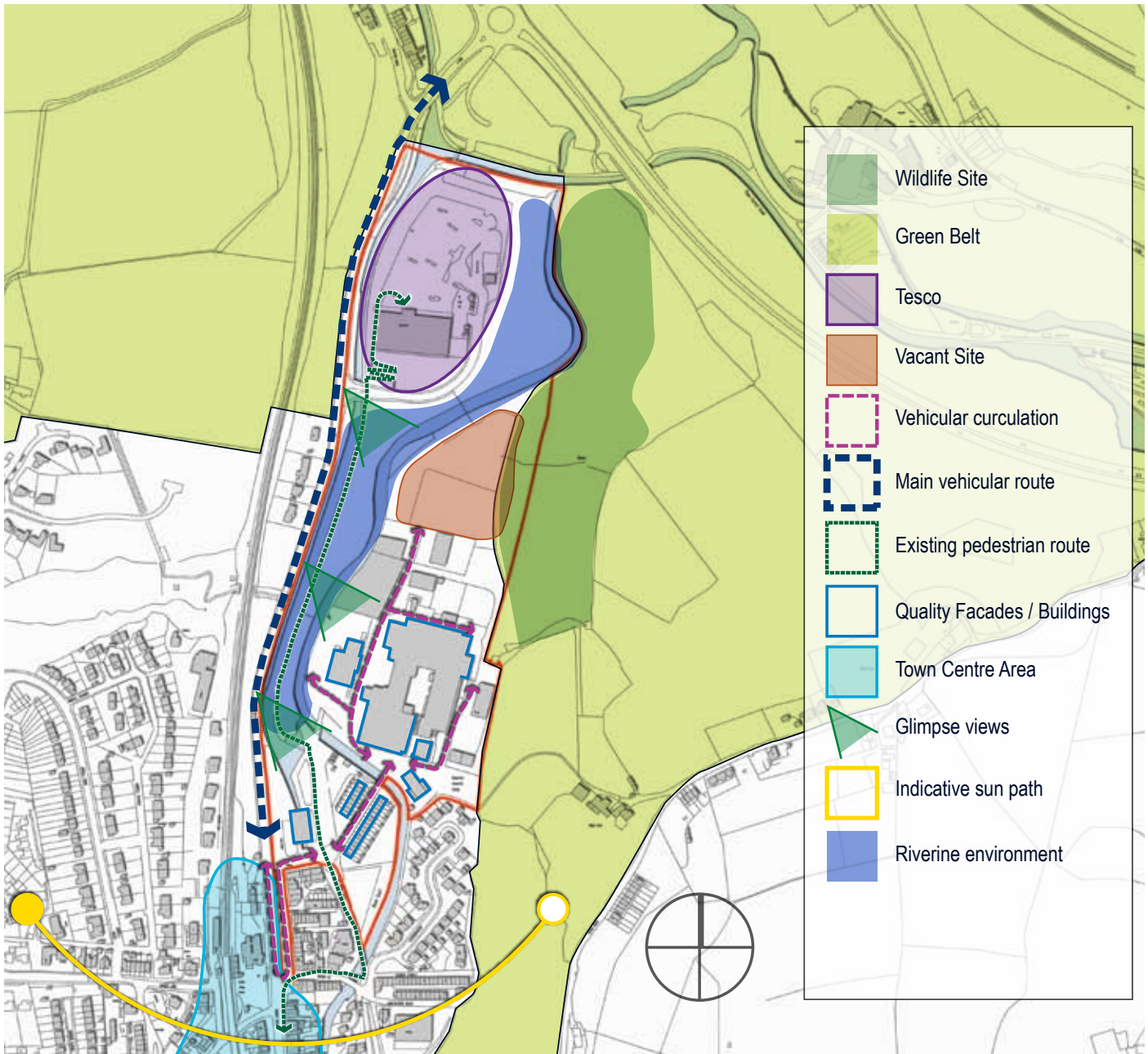
Whaley Bridge developed around the traditional route between Stockport/Manchester and Buxton and by the early 19th century the town had become an important centre for the movement of goods, the supply of coal and textile production. The Whaley branch of the Peak Forest Canal was in place by 1805 to be joined later in the century by the Stockport – Buxton railway.

The linear nature of the heart of Whaley Bridge reflects its earlier origins along trading routes, as well as the valley topography.

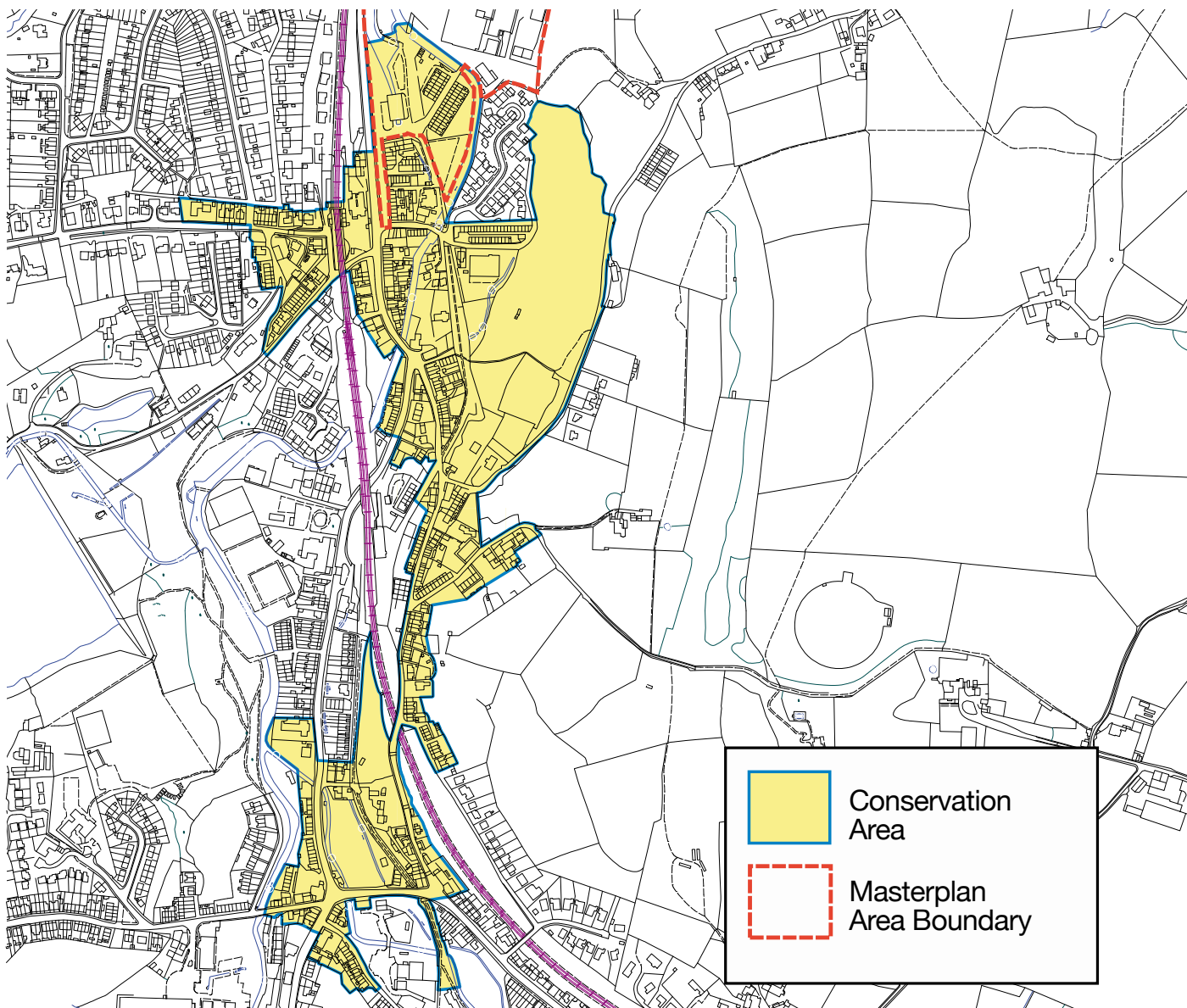
Most of the early development of the town focussed around the Canal Basin and White Hart Public House. By the mid 19th century development had taken place along Market Street and Old Road from where the town continued to expand in the second half of the 19th Century and on into the 20th Century.

A by-pass was developed by the 1980's and the Tesco store, to the north of Bingswood Estate was constructed. The town centre, which is around Market Street, is a collection of generally small, often independent retailers, community services, public houses and other businesses. The centre caters for the local day to day needs of the town and the wider rural hinterland. Outside of the compact town centre, residential is the predominant use.

The Bingswood Industrial Estate occupies one of the more relatively flat areas in the town and is the focus for employment and industrial uses in the settlement.



Site Analysis



Map showing extent of Whaley Bridge Conservation area and Masterplan boundary

The draft Conservation Area Appraisal for Whaley Bridge, published in 2008 for consultation, provides a useful summary of key characteristics in the heart of the town. Important aspects include:

- The role of transport and industry in the development of the town, which is still evident in the Canal Basin
- The close relationship between the Canal Basin and the town centre
- The position of the River Goyt running through the town centre
- The close relationship between the built environment and the surrounding countryside
- The survival of a good number of buildings from the 19th century
- The widespread use of local gritstone, and blue slate from Wales for roofing



Historic Map dated 1913 showing the Print Works

Access

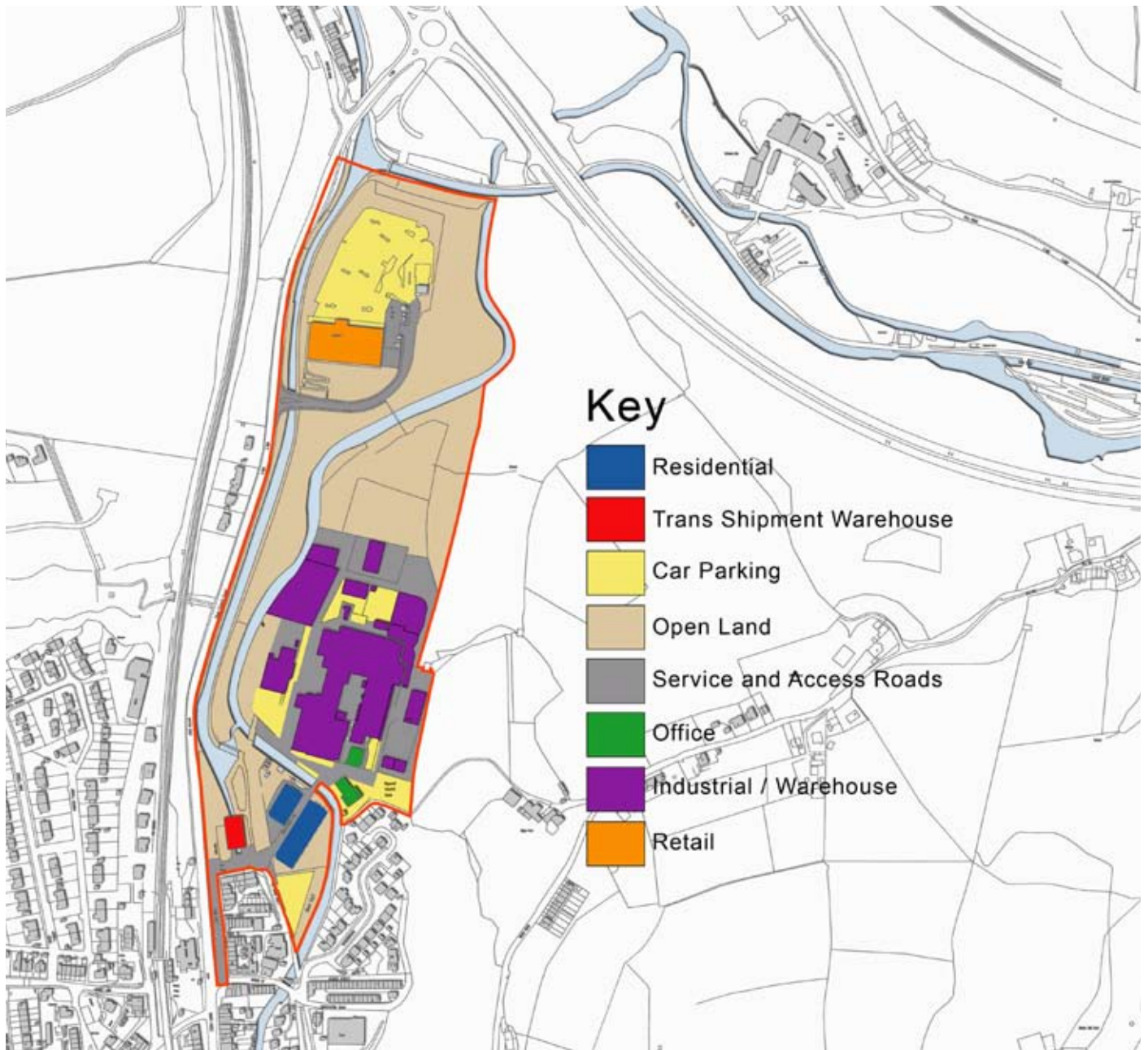
In terms of access, the study area can be divided into two. The area to the north of the River Goyt, comprising Tesco and open land to the east, is served by a dedicated service road off the A5004 Buxton Road constructed as part of the Tesco development.

The Canal Basin and Bingswood Industrial Estate are served via Canal Street from Market Street in the heart of the town centre.

Topography

The top of the study area, around the Bingswood Industrial Estate is generally flat; however, development on the eastern side of the Estate is on a higher level. Land to the north of the River Goyt, around the Tesco development is broadly on a similar level to the Industrial Estate.

Land levels rise significantly to the east of the study area into open countryside whilst the Buxton Road running along the western boundary of the site is in parts some 6 metres higher than the general levels in the Industrial Estate.



Land Use Plan

Character Areas

The study area can be broadly divided into four 'character areas', namely:

- The Canal Basin
- Bingswood Industrial Estate
- Tesco and adjacent land
- Western bank of the River Goyt

Canal Basin

This area, currently adversely impacted upon by the HGV movements into the Industrial Estate, is a key heritage asset in the town. The draft Conservation Area appraisal provides a useful review of the character of this area and can be summarised as follows:

Predominantly, the buildings in this area are constructed from coursed gritstone with a mixture of slate and stone roofs. With the exception of the land given over to the canal basin and Borough Council car park, the area is a mixture of high density, two storey commercial and residential buildings. Primarily, the residential areas are contained within several small terraced streets namely Bingswood Avenue, Bingswood Road and George Street whilst properties located along Canal Street, Johnson Street, Chapel Street and Bridge Street are a mixture of commercial and residential uses.

The Canal Basin is accessed via Canal Street, its junction hair pin with the busy Buxton Road bears the brunt of the HGV movements accessing Bingswood Industrial Estate. The buildings to the right of Canal Street and a high retaining stone wall to the left focus views on the Canal Basin and Warehouse. On entering this area the urban form changes dramatically to give open views of the Warehouse, Wharf area and Bingswood Avenue.

An important view of the frontage of Canal Street is obtained when looking down from Buxton Road. This represents one of the first impressions of Whaley Bridge on entering the town centre. The area is dominated by the Grade II* Canal Warehouse, clearly illustrating the historical importance of this area and the role it has played in shaping development within the town centre. It is dated 1832 and constructed from coursed gritstone with a Welsh blue slate roof.

Railway tracks to the front of the warehouse are still in existence (although now covered by tarmac) and provide evidence of the links to the Cromford and High Peak Railway. These tracks also run down Bingswood Avenue. There is also a railway bridge over the River Goyt from the Canal Basin to the industrial estate. This was built to take coal to the power station on the estate and adds to the industrial archaeology of the area. As such, these should be preserved where possible and incorporated into any future enhancement schemes.

Across from the Canal Warehouse sit the associated canal cottages and adjacent stable block. These two buildings are constructed in random coursed

gritstone rubble with a painted finish and Welsh blue slate roofs. The cottages display early 19th century features in terms of their surviving window style (sliding sash with each sash subdivided into 8 panes) and framed four panelled doors.



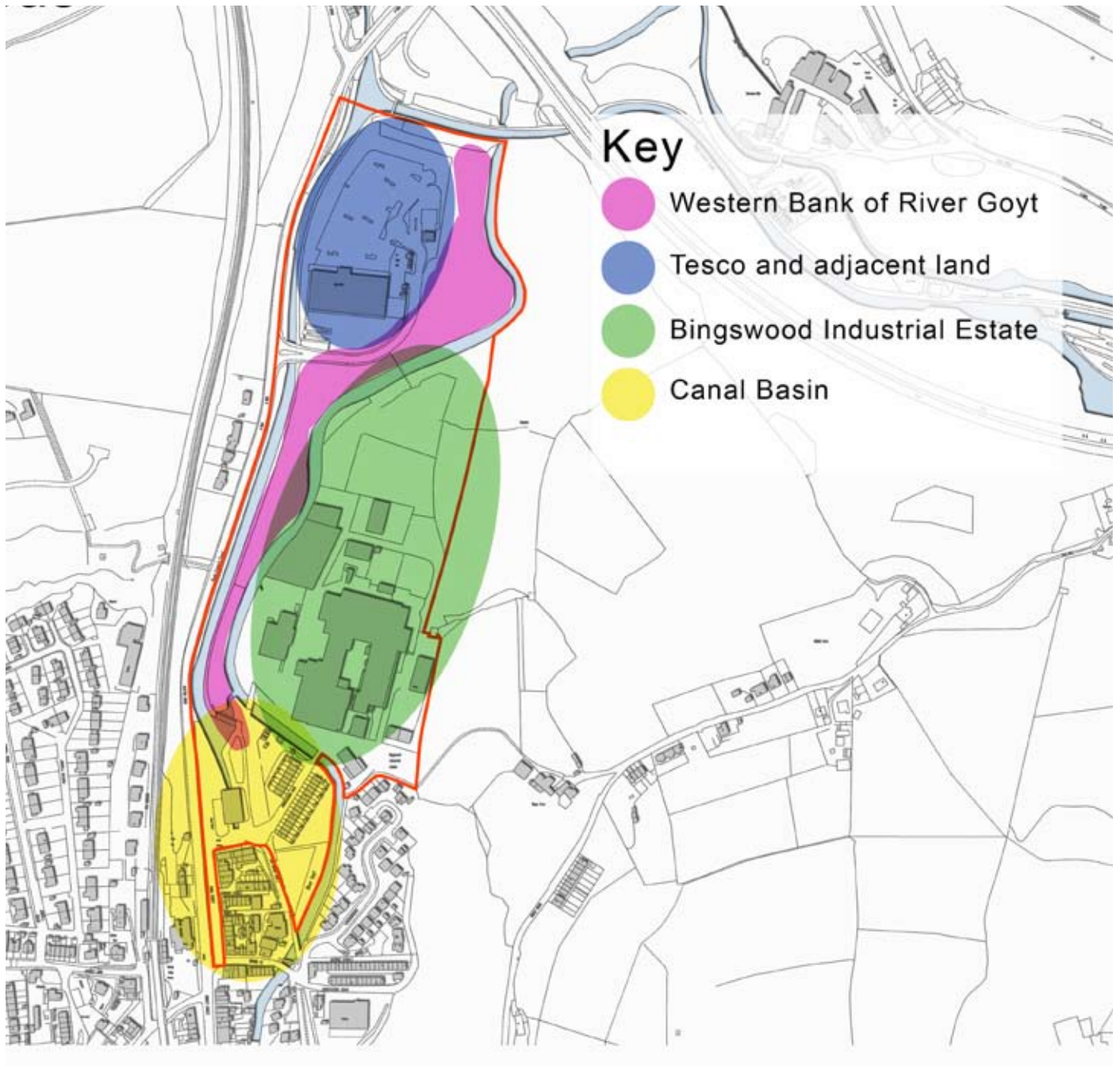
Railway tracks still in existence in conservation area.



Trans Shipment Warehouse



Workers Cottages on Bingswood Avenue.



Map of Character Areas

Bingswood Industrial Estate

Bingswood Industrial Estate occupies the southern central area of the masterplan and comprises mixed age brick buildings, metal sheds and containers, which are all in current commercial use by a number of local businesses. Bingswood Industrial Estate is dominated by the Stampiton Labels factory built in 1912 using the traditional local vernacular. The building has undergone a series of piecemeal extensions and been subdivided several times. A number of traditional stone warehouses and new build steel frame units surround the Stampiton Labels Factory. The age and quality of buildings varies considerably. Building heights vary between two and three storey with footprints ranging between 50 – 10000sqm. The northern area of the industrial estate owned by United Utilities is largely open scrub land.



Mixture of New And Old Buildings Side By Side



Stampiton Labels Entrance and High Peak CVS



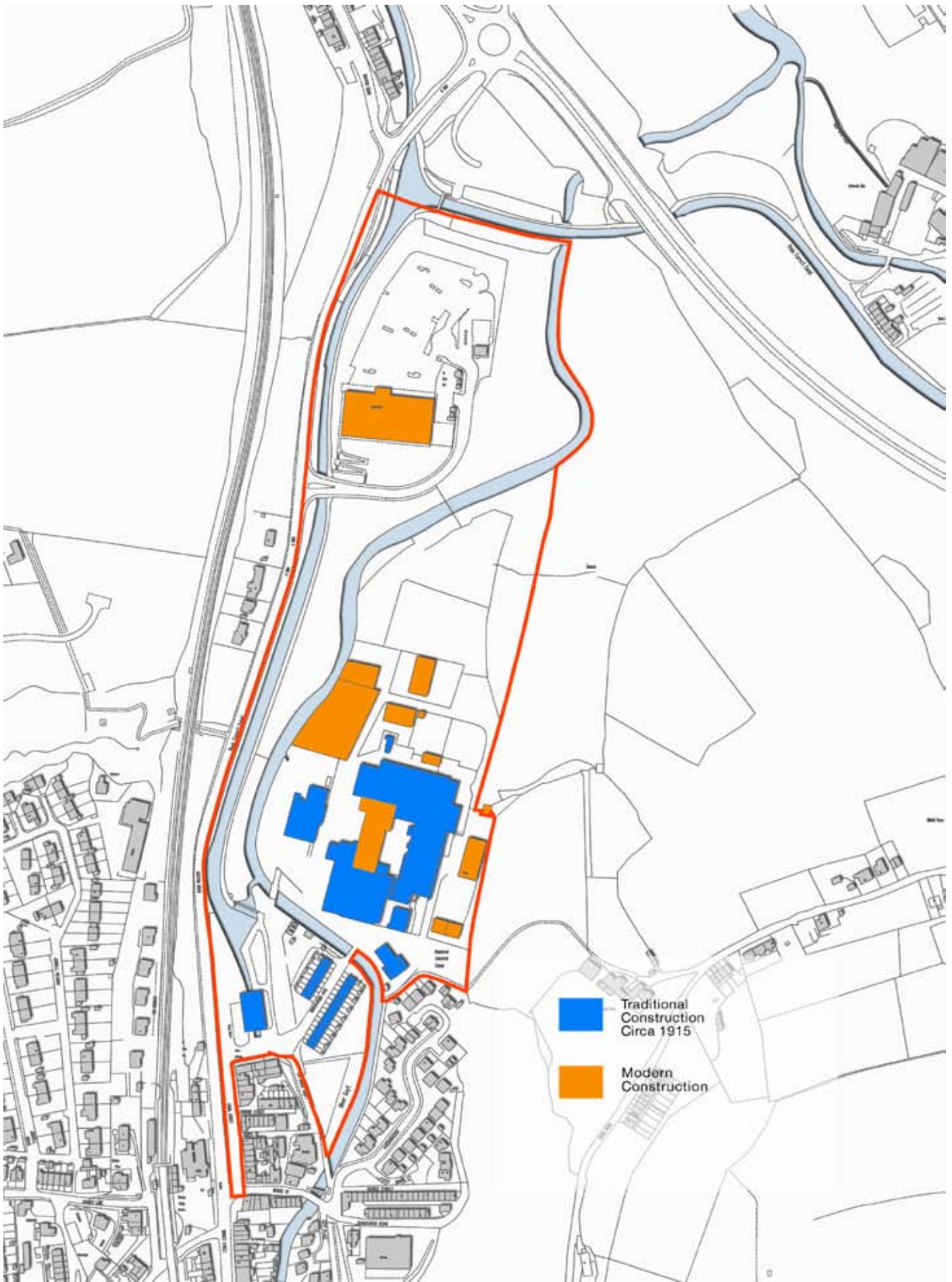
Crown House – converted Mill Building Used As Office Space



Servicing and parking areas



The western access road to the Industrial Estate – looking north



Tesco and Adjacent Land

This is a new build medium sized supermarket with extensive surface parking. Access is available to open land at the northern end of the masterplan area and views are available to the eastern bank of River Goyt.

Views of the area are somewhat screened because of level change between Buxton Road and the character area and also because of densely wooded sections of bank either side of River Goyt.



Area to East of Tesco Car Park



Level change between Tesco and Buxton Road

Western Bank of the River Goyt

The River Goyt flows from south to north through the masterplan area. The banks of the River Goyt are canalised at the southern end of the site near to the existing industrial estate entrance and open span bridge. The River Goyt flows towards the Peak Forest Canal from the Transshipment Warehouse northwards along the west edge of the site forming the effective extent of developable area. A weir connects a Wharf to the north of the Transshipment Warehouse with the River Goyt. Downstream of this point the banks of the

River Goyt are more natural creating a softer riverside environment. Land to the west of the River Goyt and beneath the elevated Peak Forest Canal is currently wet woodland within which there are a number of footpaths (non-public rights of way). The Goyt Way National Trail runs along the east bank of the Peak Forest Canal.



Canal Basin and Weir to River Goyt



Densely Wooded Banks



Canal Side Banks of 3 – 4m

Stampiton Labels

As part of the area assessment the opportunity has been taken to consider the Stampiton Labels factory in some detail to inform future development options. The building is divided up into a series of storage and manufacturing areas, due to the nature of the building and the way the business has evolved. Some areas are the original low height rooms, broken up with runs of cast iron columns. There has also been some more recent redevelopment and infill, which provides more modern and efficient space. However it is considered that to unlock the potential of the building for alternative uses the redevelopment and infill section would have to be removed – this would open up access and allow servicing to the remainder of the building. It would then be viable to suggest dividing the property into a series of smaller more manageable B1 workspace or Industrial units that could be serviced centrally. At this point the suitability of re-using the building for residential use has not been resolved – however this option could be explored further.

The site's potential as a development opportunity is limited because of the complicated ownership and tenancy arrangement. Whilst a residential use may generate a high gross land value in a buoyant market, the relocation of the existing businesses and extinguishment of legal interests and restrictions could exceed that value. This also applies to redevelopment for other uses.

A rationalisation of the Stampiton Labels building as described above is feasible. Should the company choose to relocate, it is unlikely that another operator will take on the whole premises for a single use, unless at a very low rent. The creation of smaller well serviced units should therefore maximise rental return from the site.



Ad hoc alterations



Redundant work areas



Floor space broken up by cast iron columns



Disused areas to rear of factory

Property Market Assessment

Introduction

This section draws together findings and comments relating to the property market in Whaley Bridge and the surrounding area. It also details the views of businesses and landowners on the industrial estate. It begins, however, with a property audit of Bingswood.

The Estate

In total, the Bingswood Industrial Estate has 13 business units, dominated by a single large factory of approximately 10,000 sqm. This has been extended and subdivided several times to produce an additional nine properties (22 in total). 11 individually occupied units, of between 50 and 500 sqm, surround the main building. Four of the units provide office space, the rest are predominately industrial.

Approximately 3.9 hectares of development land is available to the north and east of the Industrial Estate, in the form of the Hogs Yard Regeneration Area and the former United Utilities land. These extend to 2 hectares and 1.90 hectares respectively

The age and quality of buildings varies considerably. There are three modern, steel framed industrial units in the north of the site and a recently developed office building (Crown House) next to the southern entrance road. All appear in reasonable condition. The main factory building (a print works built in 1912) and surrounding units are of more moderate quality, and consultations suggest that some may no longer meet modern occupier needs.

Currently, 19 businesses occupy 22 units. One (Minibus Options) operates from more than one unit. Two units appear vacant (one is on the market). Studies undertaken in 2006 indicate that approximately 300 jobs are provided on the industrial estate. Where known, occupiers and their business activity are shown in Table 4.1

Many of the businesses located at Bingswood have been established there for sometime, and have expanded to additional premises. With the exception of one building and first floor offices, the site is fully occupied giving businesses little or no opportunity to expand. From discussions held with the businesses, several have requirements to expand. Land immediately north, in the ownership of United Utilities, could provide that expansion space if it could be delivered.

The largest occupier is Stampiton Labels, which occupies the bulk of the main factory unit. JS Burgess Engineering, Minibus Options and Alger Fabrications are also significant occupiers, each taking up more than 700 sqm of space. There is one publicly funded organisation, High Peak Council for Voluntary Services, which offers office space, meeting rooms, facilities and support to local community and voluntary organisations.

The majority of businesses are manufacturing or distribution based. However, it is interesting to note that there are also three businesses in creative industries – Tom Lewis Studios, Spacehouse, and Rainford Models.

Table 4.1 – Businesses on Bingswood Industrial Estate

Company Name	Description of Works
Tom Lewis Studios	Textile design
Spacehouse	Advertising and media relations
Dugdill Fabrications	Welding and light fabrication of tubing for dust extraction systems
Stampiton	Manufacture labels for office and industrial products
High Peak Council for Voluntary Services	Voluntary organisation, supporting the development of voluntary and community organisations through the provision of advice, practical services and resources, information, training, facilities and identifying funding
Stan Pearson Motor Engineers	Motor repair
J S Burgess Engineering	Manufacture heavy duty shelving for warehouse use
Remphoto	Suppliers of audio visual equipment
Minibus Options	Conversion and sale of minibuses for disabled access
Leo Engineering	Part of Minibus Options
Electronic Security Installations	Installation of security systems to businesses and private homes
A Wright Engineering	General welding and light fabrication
MRL Electrical Services	Commercial and domestic electricians
Ken Hope Engineering	Engineering and fabrication for materials handling and storage systems.
Industrial Clutch Parks	Manufacture brakes and clutches for the manufacturing and processing industries
Alger Fabrications	General welding and light fabrication
Rainford Models	Create models for architects, industrial designers, interior designers, product development teams and advertising agencies
Paintmaster	Manufacture paint products for retail and industry
Rotaflow	Manufacture swivel joints for industry
HES Engineering Services	General welding and light fabrication

Source: BE Group, 2009



Existing Businesses

Land Ownership

Table 4.2 confirms land ownerships on the industrial estate, produced from Land Registry data as well as consultation with occupiers on the estate.

Land ownership is fragmented between 16 different private interests. Tasco LLP are the largest landowner. Tasco LLP also own all access roads in the estate, the car park in the south east of the site, as well as the present access bridge and the section of the River Goyt surrounding it. Ten of the land owners occupy their property. The other owners are not local and comprise former owner occupiers, property investment companies and pension investment holders. Six properties have undeveloped land associated with them, usually hard standing used for vehicle parking. Site sizes vary from 317 sqm to 1000 sqm.

There is a mix of tenants and owner occupiers. Just under three quarters of the floorspace is leased (10,500 sqm including Stampiton Labels), the remainder is owner occupied. Tasco own 57 percent (8194 sqm) of the Industrial Estate's floorspace.

Table 4.2 – Property ownerships and floorspace

Unit No./Name	Name of Occupier	Owner	Unit Size (sqm)
Crown House (1)	Tom Lewis Studios	Commercial Inspirations	287
Crown House (2)	Spacehouse	Commercial Inspirations	56
14B	Dugdill Fabrications	John Dugdill	445 (plus 317 of land)
Stampiton	Stampiton Labels	Tasco LLP	6488
1A	High Peak Council for Voluntary Services	High Peak Council for Voluntary Services	47
14A	Stan Pearson Motor Engineers	John Dugdill	87
10	Vacant	Tasco LLP	1411
18-20	J S Burgess Engineering	James Burgess	700 (plus 918 of land)
14	Remphoto	Portwood Investments	486
38D	Minibus Options	Minibus Options	727 (plus 700 of land)
1	Leo Engineering	Minibus Options	
38A	MRL Electrical Services	Nicholas Webb, Carol and Robert Stoddart	206
38-41	A Wright Engineering	Anthony Wright	126
WB House	Ken Hope Engineering	I.M.P. Personal Pension Trustees	208 (plus 936 of land)
11	Industrial Clutch Parts	Tasco LLP	295
Alger Fabrications	Alger Fabrications	Alger Properties	862 (plus 1000 of land)
26	Potentially vacant (Formerly occupied by Simbal)	Stephen Moore/ MJF SSAS Trustees	333
34	Rainford Models	Rainford Models	134 (plus 865 of land)
12-17	Paintmaster	Portwood Investments	486
Rotec House	Rotaflow	Ian Watt	429
Beverley Works	HES Engineering Services	S Brocklehurst (J S Burgess Engineering)	450
Total Floorspace (sqm)			14,263
Vacant Floorspace (sqm)			1744
Percentage Floorspace Vacant			12.2%
Floorspace Owned by Tasco LLP (sqm)			8194
Percentage Floorspace Owned by Tasco LLP			57.4%

Source: BE Group, 2009

The vacant land to the north of Bingswood is in two ownerships, with land south of the river owned by United Utilities and land north of the river owned by four private individuals but trading as High Peak Investments. The Tesco superstore is owner occupied.

Tasco

Tasco LLP own the majority of the main factory building. The freehold was transferred to Tasco LLP in April 2007 from Folderbirch Ltd for a purchase price of £1,000,000. Folderbirch Ltd are the holding company which owns Stampiton Labels, the main occupier of the site and Tasco Holdings which manages the site.

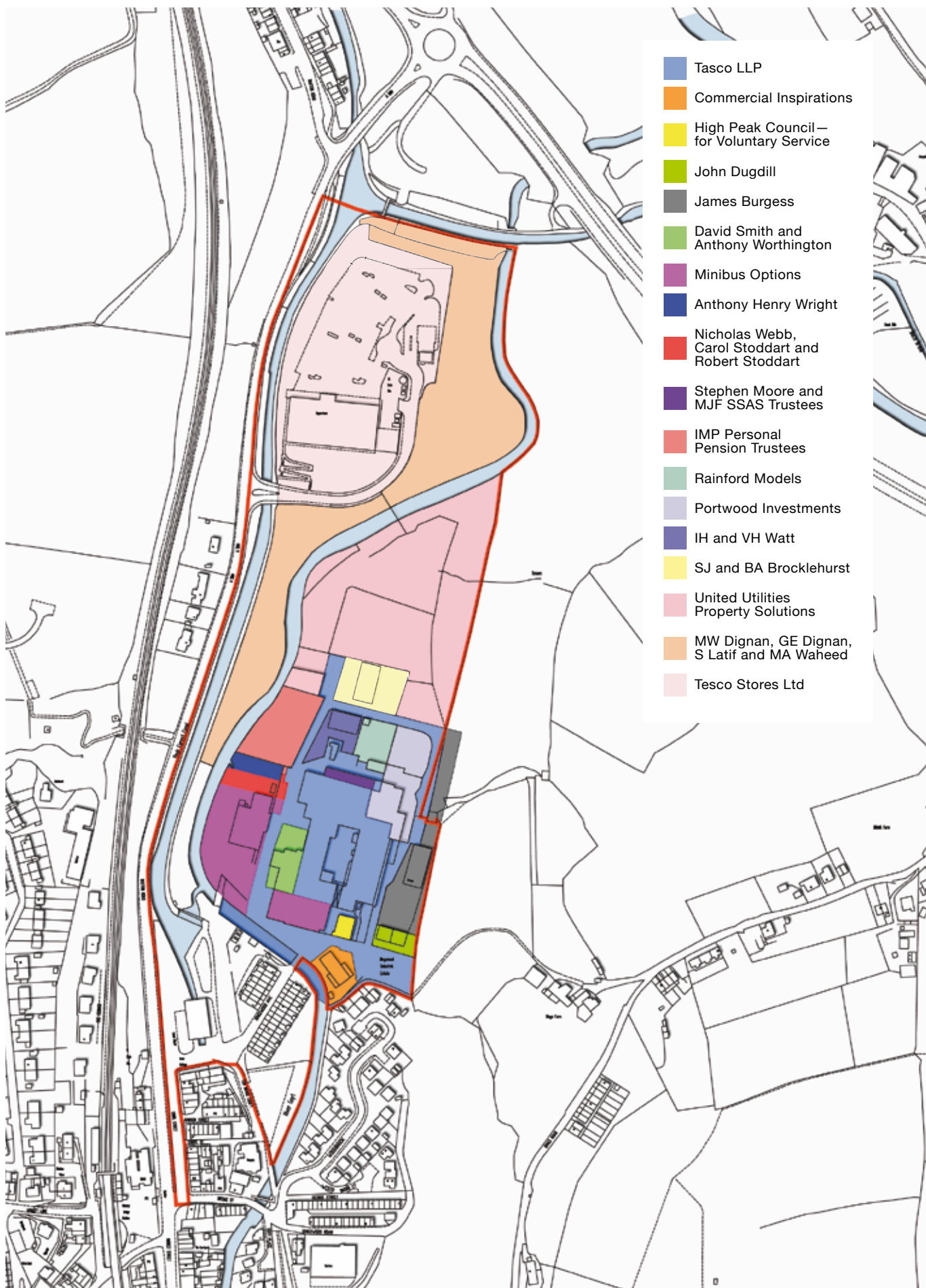
The title is complicated, in that several parcels within the boundary shown on the title plan have been sold off, as well as sites outside the red line which were previously part of the original ownership. This includes areas at first floor, where the ground floor area remains within the ownership of Tasco LLP. These conveyances include space now occupied by Paint Master, Hothouse, Minibus Options and High Peak CVS.

The majority of sales have involved the reservation of rights of access for repair, rights of support for neighbouring premises and cross rights to ensure service media – pipes, cables, etc, are protected and maintained. In total there are 39 charges protecting such rights recorded in the Title.

Whilst in some of the conveyances, rights of way across the estate roads have been granted, there is no record of any liability falling on the purchasers to contribute to the maintenance of the roads.

Tasco LLP own the car park to the south east of the site, but it does not appear that any right has been granted to any of the other owners and leaseholders to permit them to park within that area. Should Tasco wish to vacate the car park and prevent other occupiers parking there, it would appear this is within their right.

Any redevelopment of the site will be made difficult by the rights and fragmented ownerships across the whole of the site, and will require support of all these interests. Whilst Tasco LLP own the roads, they appear to have no rights to seek contributions for the maintenance of the roads from other occupiers and owners on the site.



Owner/Occupier Consultations

This section details the views of businesses and landowners on the industrial estate. BE Group have successfully consulted with 10 of the 19 occupiers by phone, face-to-face meeting, or at the consultation event.

Tasco

The freehold of the site is now owned by Tasco LLP, having purchased it last year from Folderbirch Ltd. Folderbirch Ltd are the owners of Stampiton Labels and Tasco Holdings, and were granted a lease by Tasco LLP of the mill space for a term of 5 years. The companies are all connected with common Board members and shareholders.

Tasco LLP are currently responsible for the maintenance and upkeep of the estate roads, and they have no express legal right to recharge other occupiers. Costs are shared through agreement with other occupiers, and where there is no agreement, Tasco send an invoice in the hope it will be paid.

Tasco LLP support the principal of the new access route as well as improvements to the existing estate roads which will help improve access. However, Tasco LLP do not necessarily welcome the adoption of the existing estate roads currently within their ownership. The non-adoption of the existing roads will retain their flexibility over the longer term development of the estate.

Tasco LLP have recently appointed Taylor Young as planning and design consultants to advise on the potential for future use and redevelopment of the industrial estate. Whilst no firm plans have yet to be developed, they consider it will be necessary to introduce a mixture of uses onto the estate, including residential, as the only way that the bridge and road improvements can be funded. No discussions have taken place with the other owners, whose support is required for any wholesale redevelopment. Tasco LLP recognise that improvements are needed, both to improve access to the estate, by moving the access to come in from Tesco, and also to improve circulation within the estate.

Stampiton Labels

Stampiton Labels are leaseholders occupying around 6,503 sqm of the original mill building. Their business involves bringing in large rolls of paper which are converted into labels for the food industry through a process of chemical coating and printing.

The building is divided into a series of storage and manufacturing areas. Some areas are the original low height rooms, broken up with runs of cast iron columns, whilst there has been some more recent redevelopment and infill, which provides more modern efficient space.

Stampiton believe that their floorspace requirements would reduce considerably, (perhaps to around 2787 sqm) if their processes could be reorganised within modern business premises. Stampiton would like to be able to move to new premises.

There are various external areas used by the company. It is their intention, in agreement with Tasco LLP, that

the car park to the right of the main entrance into the estate is vacated in the near future. Stampiton have other areas, where they can accommodate staff and visitors vehicles. However, as they do not use the car park exclusively this could cause parking problems across the estate should Tasco choose to close the car park.

United Utilities

United Utilities own approximately 1.9 ha of land, which is undeveloped, and at the present time cannot be developed without an improved access. They have previously met with High Peak Borough Council to discuss the principle of a sale of the land, and United Utilities agents, Matthews and Goodman, provided indicative land values for the site. They suggested a value of £556,000 per ha for employment use. This did not make any allowance for the site condition or lack of site access.

The site is considered small by United Utilities in terms as a development opportunity and it is unlikely they would undertake development themselves. Instead, they are willing to sell the site to High Peak Borough Council. High Peak Developments have approached United Utilities recently to express an interest in purchasing the site, however United Utilities' preference is to deal with the local authority.

United Utilities recognise that it is essential that the bridge is constructed to open up their land. They also recognise that there is a need for their land to be used to take the access through to Bingswood Industrial Estate.

A sale in the present economic market is not attractive as United Utilities recognise that values will be depressed. Therefore if they were to sell now, they may seek an additional payment in the future once the site is developed. Any sale would also include a clawback for alternative uses, and the provision of an access into the Bingswood Industrial Estate.

Rotaflow

Rotaflow are conscious that many existing buildings on Bingswood Industrial Estate no longer meet modern occupier needs, in terms of size, configuration, accessibility and general quality. In addition they suggest that significant refurbishment is required to enable Bingswood to compete with more modern estates.

Rotaflow are generally supportive of the idea of a new access road, although creating an access point in the north would put Rotaflow at the front of the estate, increasing traffic flow past their unit. A new link road may also require parking and loading on their property to be reorganised. In their opinion the new access road should include a turning circle for lorries, something not presently available.

Rotaflow have a requirement for additional storage space, which could potentially be filled by new developments on the available land.

J S Burgess Engineering

J S Burgess Engineering occupy unit 17-20, but are also the owners of Beverley Works (occupied by HES

Engineering Services). They are in favour of a new access road. This would separate Bingswood from the Canal Basin, which could be developed further for tourist uses.

J S Burgess have a requirement for a site of 0.1 to 0.2 ha, which could potentially be filled by new development on the available land. In their view, this would be used to develop premises for owner occupation, replacing unit 17-20.

Minibus Options

Minibus Options (incorporating Leo Engineering) has expanded within Bingswood over time and now has the site to the left of the current entrance into the site, adjacent to the river, and a number of buildings, including a section of the original mill building.

The current access is considered to be poor, and the company would welcome a new bridge and road. If the United Utilities land was to be brought forward for development, they would also be interested as they see a need to expand the business further in the near future. The site would preferably be in addition to the existing site, rather than a relocation of the operation

Alger Fabrications

Alger are aware that a study is being undertaken, and know that there is a history of trying to provide an alternative access. The company are located at the end of the main access road and are not bothered by the traffic moving within the site. However, their yard opens onto this road and because of the restrictive nature of their yard Alger use the road to unload vehicles. Whilst they have no right to unload on the road, the proposed improvements would create problems for the company.

In the past Alger have approached United Utilities to secure a parcel of land to extend their yard, but without success. This requirement remains, and if High Peak Borough Council can provide land Alger consider this will satisfy their future requirements.

Alger did make the point that the original estate road was planned as a one way route that would have run around the whole of the site (this is apparent when looking at Tasco's ownership plan). This is now not possible as both Paintmaster and Burgess Engineering have operations that sit across the line of the route.

Electronic Security Installations

ESI consider the current access to be poor and they would welcome a new link road. They are satisfied with their current accommodation and have no additional requirements.

John Dugdill Fabrications

Again, John Dugdill consider the existing access arrangements to be unsatisfactory. They have no current plans to upgrade their existing accommodation or expand.

Market Assessment

This section considers the market context for the Bingswood Industrial Estate Masterplan.

Conversations with property agents, including Roger Hannah and Co; Hallams Commercial; Impey and Co; Rowcliffes; Nina Lubman Commercial; and Pear Walk Properties have provided the following comments about the property market in Bingswood, Whaley Bridge and surrounding towns. Industrial demand is mainly from local businesses for small, freehold units (less than 464 sqm). Many recent transactions have been between private individuals, with property not openly marketed. For this reason there are no records of the rental or sale prices achieved.

Large businesses (requiring units of more than 929 sqm) are more interested in areas such as Stockport and Buxton. Most vacant properties are leasehold and there is a lack of good quality space.

There is little evidence of demand for offices, with existing premises limited to town centre offices and number of rural business centres. Occupiers come from the local financial and legal services sector (e.g. architects, solicitors).

There is a healthy retail market, aimed at meeting the needs of local towns for convenience and non-bulky comparison goods. However, there is little demand for larger comparison retailing given the extensive provision around Stockport. There is some tourist trade linked to walking and a small number of local tourist attractions, albeit limited as Whaley Bridge is too distant from key Peak District visitor locations such as Buxton. There is potential for roadside services, given the study area's position on the Buxton Road (A5004) and access to the A6.

The area has seen little recent development, and most provision of office or industrial space has been through refurbishment of existing property. However, one of the property agents consulted (Hallams Commercial) expressed a potential interest in developing some small office/industrial units on available land at Bingswood Industrial Estate.

The consensus of the agents consulted is that (allowing for the present economic downturn) Bingswood could best support the development of additional B1/B2 industrial space. Agents identified some unmet demand amongst industrial occupiers whose present supply is limited to older industrial properties, of varying quality, some of which may not meet modern occupier needs.

However, agents also noted that it is unlikely that such a scheme could be delivered without public sector assistance. Although they could not comment on the specific circumstances of Bingswood, they noted that the area has seen little recent development, and most provision of office or industrial space has been through refurbishment of existing property. Private developers were unlikely to take a risk on a

site so far outside of the key market areas (Stockport and Buxton), without additional inducements.

Supply

Within Bingswood Industrial Estate one vacant office/warehouse unit is currently on the market (Unit 10, formally occupied by Hothouse). The 1440 sqm unit is available for sale at £450,000 (£312.50 per sqm). The unit has been on the market for approximately two years and has attracted only limited interest.

Unit 26 (333 sqm) was previously occupied by Simbal (suppliers of electrical equipment for industrial stock moving equipment). Simbal moved their main operation to Chapel-en-le-Frith in 2008 and it is not clear if Unit 26 is now vacant.

The undeveloped land north of the River Goyt has been marketed to let for several years. The land has outline planning permission for retail (464-2322 sqm), first floor leisure (464-1672 sqm), A3-A5 food uses (214 sqm), and leisure/office (2322 sqm with parking), but this has attracted only limited interest.

Land and Property Values

Table 4.3 shows indicative rents for office, industrial or retail/leisure uses at Bingswood or in the surrounding area. These have been established by reviewing property on the market, plus discussions with agents covering the area.

Table 4.3 Indicative Land and Property Values

	Industrial	Office	Retail/leisure
New build/good quality property (£ per sqm)	64.58-69.96	139.93	161.45
Older/ average quality property (£ per sqm)	32.29-43.05	75.34-86.11	Not known
Land values (£ per hectare)	617,763	988,421	1,235,526

Source: BE Group, 2009

The rentals and values are competitive in comparison with neighbouring areas, including equivalent properties in Stockport and Buxton. However, these values are estimates and may not reflect the specific constraints of developing property at Bingswood (e.g. accessibility). Actual rents achieved, and especially land values, may be slightly lower.

Peak Sub-Region, Employment Land Review (2008)

This study, undertaken by Nathaniel Lichfield and Partners, assessed supply and demand for employment land and premises across the Derbyshire Dales and High Peak local authorities, as well as the Peak District National Park. Demand within the sub-region is constrained by the proximity to major conurbations and the comparatively poor access to the strategic

road network. As a consequence the market for office and industrial property is primarily local.

Demand is strongest for freehold industrial units of up to 464 sqm, and this is largely met by a reasonable supply of second-hand units. There is a limited supply of new/good quality space. Demand for offices is limited by competition from adjacent centres, with premises concentrated in the major settlements to meet the needs of local professional and financial services firms for suites of less than 186 sqm.

The study details indicative rentals of £27-48 per sqm for average industrial space and £65-75 per sqm for offices (as of July 2007). This compares to £55 per sqm and £180-£300 per sqm for industrial and office space in Manchester. There is an oversupply of land in High Peak and across the sub-region, to 2026, although there is a shortage of good quality sites suitable for the full range of modern businesses.

Property Enquiries

Property enquiries data has been supplied by High Peak Borough Council providing an insight into the demand for available premises listed through the Tractivity commercial property database.

This data is limited to the supply of premises listed on the database and should therefore be treated with some degree of caution. Where no premises are available, no enquiries are recorded. Where no enquiries are recorded this may be due to a lack of availability rather than a lack of interest.

Table 4.4 provides a snapshot of viewings of currently available premises between 2007/8. This revealed that 84% of the 7366 enquiries came from viewings of properties on the HPBC website. The remaining viewings came through viewings of regional and sub regional partners websites.

The data reveals that Glossop had more than double the number of enquiries for industrial, land, retail, and warehouse property than any other town. Enquiries for investment and leisure/ hotel property were highest in Buxton while Furness Vale had the only significant number of enquiries for serviced office accommodation, reflecting the fact it contains a Business Centre providing managed workspace. In Whaley Bridge, enquiries were highest for retail, land and leisure/ hotel property, although well below levels for Glossop and Buxton. No enquiries were recorded in Whaley Bridge for industrial or office/ serviced office space. However, this is likely to indicate a lack of availability rather than a lack of interest.

Table 4.4 – HPBC Enquiries

Type	Buxton	Chapel	Chinley	Furness Vale	Glossop	Hope Valley	New Mills	Whaley Bridge
Industrial	643	156	168	107	1967		697	
Investment (inc. businesses for sale)	858			16	837	10	131	24
Land	372			130	829		221	115
Leisure/hotel	303	18			103	10		115
Office	510	18		196	814	12	215	
Serviced office				173		12		
Retail	567	18		14	1157		99	205
Warehouse	225	100			1614		490	38
Total	1919	193	168	436	3503	22	877	248

Source: HPBC, 2009

Individuals who searched for properties in multiple towns may be counted several times in the figures.

The totals represent the number of unique searches for that town. Where individuals searched for properties listed under multiple types within one town they are only counted once.

Property Supply

HPBC also provided data on the type and sizes of properties presently on the market in High Peak (Table 4.5). Although the large size bands make detailed analysis difficult, property supply is highest for office, industrial and warehouse properties of less than 928 sqm.

Table 4.5 – Property Supply (Jan 2009, sqm)

Type	0-928	929-2321	2322-4644	4645-6502	6503+
Industrial	33	11	5	3	5
Investment (inc. businesses for sale)	7	2	3	2	4
Land	6	5	3	3	8
Leisure/hotel	5	1	1	1	2
Office	38	5	4	2	4
Serviced office	19	1	1	1	2
Retail	10	0	0	0	0
Warehouse	28	10	5	3	5
Total	146	35	22	15	30

Source: HPBC, 2009

Competing Schemes

This section briefly considers competing office and industrial schemes in the area surrounding Bingswood.

Ringstones Industrial Estate

A small, rural industrial estate of converted farm/mill buildings, located off the Buxton Road (A5004) to the immediate north west of Bingswood. The estate provides industrial space of between 46 sqm and 279 sqm along with a recently refurbished office block, which has three vacant suites of around 46 sqm in total. Occupiers include arts and craft uses and manufacturers of electrical equipment. Premises are in good condition, but access is constrained by a low rail bridge.

Furness Vale Business Centre

A high quality mill conversion providing 5926 sqm of industrial and 1552 sqm of serviced office space. Industrial units range from 67 sqm to 494 sqm in size (with an individual unit of 2445 sqm), serviced offices from 19 sqm to 804 sqm. The business centre is the primary source of serviced office space in High Peak. Occupiers are primarily in the local financial and professional services sector. The scheme has recently been refurbished and is presently 54 percent occupied, with managers reporting a drop in demand due to wider market conditions.

Botany Business Park

A scheme of 16 office and industrial units, located off Macclesfield Road, south of Whaley Bridge. Units range from 150 sqm to 500 sqm, along with a large factory (7188 sqm) occupied by Clover Chemicals. Other occupiers include food and catering firms, market researchers, and electricians. Property is in good condition with no units on the market.

The Canal Basin / Transhipment Warehouse

In addition to Bingswood Industrial Estate, the Masterplan study area also includes the Canal Basin, associated wharves, landscaped areas, and the Transhipment Warehouse. The Transhipment Warehouse is a Grade II* listed building, which puts it in the top six percent of listed buildings in the country, while the Canal Basin is in a Conservation Area.

The warehouse is presently vacant and its previous use (warehousing/industry) is no longer viable or appropriate given its heritage value. The Canal Basin adjoins Whaley Bridge Town Centre, with a number of cafes and shops on adjacent Canal Street. This suggests that a retail or tourist/leisure use might be the best use of the warehouse building. This section of the report considers the potential market interest on the Canal Basin area and in particular the Transhipment Warehouse.

Whaley Bridge Transhipment Warehouse Feasibility Study (2008)

This study undertaken by Heritage Works, Building Preservation Trust, assesses options for reuse of the Transhipment Warehouse and the wider canal basin. The preferred option of this study (Option Y2) proposes the development of a new building between the warehouse and Buxton Road (A5004) which would

potentially house a library on the upper level (with access off Buxton Road) with commercial uses below. The commercial space could be offices or leisure-related retail (e.g. bike hire), in single tenancy or lock up units. It should be noted that whilst Derbyshire County Council have expressed an interest in a new library that no funding has been identified to facilitate such a move.

The warehouse itself would be refurbished to house a café and either offices or a 3-bed holiday apartment in the north of the building.

The study identifies the benefits of this option in terms of design and public realm improvements, as well as its potential to provide good quality office and retail/leisure space. However, the study does not consider, in detail, demand for such commercial space in Whaley Bridge, especially given the limited tourism offer of the town.

Commercial Uses and Gaps in Provision

Demand for office space was considered previously, identifying limited requirements for office units in the area, compared to industrial demand. This section looks at the existing retail and leisure offer of Whaley Bridge and surrounding communities (Furness Vale, Buxworth, Chinley, Chapel-en-le-Frith, and New Mills), identifying any gaps in provision which development at the canal basin could fill. The existing commercial and leisure uses are summarised in Table 4.6.

Table 4.6 Commercial and Leisure Uses

Outlet	Whaley Bridge (No.)	New Mills (No.)	Chapel-en-le-Frith (No.)	Furness Vale, Buxworth, Chinley (No.)
Convenience Uses	11	8	11	4
Comparison Uses	26	32	20	6
Food/Evening Economy Uses	26	16	18	6
Service Uses (e.g. Hairdressers)	8	13	13	1
Financial and Professional Services	12	16	14	1
Hotels	1	3	2	1
Bed and Breakfast	2	1	2	1
Self Catering Accommodation	1	3	0	1
TOTAL	87	92	80	21

Source: BE Group, 2009

Retail

The feasibility study does not identify the Canal Basin as a location for convenience (food) shopping. Additionally, all the towns provide a reasonable

range of food shops (with supermarkets in Whaley Bridge and Chapel-en-le-Frith), including a number of independent bakers, butchers and greengrocers.

Non-food shopping is dominated by motor vehicle garages, computers and printing suppliers, and furniture/carpet shops. These suggest that the area does have a market for bulky comparison goods. Each town is also well provided for pharmacies. There are however, a number of gaps in retail provision:

- A limited range of clothes shops (with several focused on work clothes). Although the supermarkets will sell some clothing, this will generally be focused on the budget market. Additionally, the clothing offer of the Whaley Bridge Tesco store was observed to be very limited
- Furniture shops in the area are focused on the sale of pine furniture
- Arts and craft shops are focused on New Mills
- A lack of good quality shops selling electrical goods and entertainment products such as DVDs
- Only one jeweller in the area (in Chapel-en-le-Frith).

Given the proximity of the Peak District as well as the Goyt Valley, one surprising absence is the lack of any shops selling walking or climbing supplies. There are two cycle shops in the area (in Whaley Bridge and New Mills), but no provision for bicycle hire. The only local shops which might potentially market goods to tourists are small book and antique shops.

The visitor market could therefore be further developed by providing sporting goods shops (including walking/cycling/climbing supplies), gift shops, confectioners and membership shops for organisations such as the National Trust.

Leisure

Hot food provision in the area is dominated by the pubs and takeaways. However, each town has several small cafes which provide an attractive daytime food offer for both visitors and local residents. There are also a number of good quality pub-restaurants on main roads throughout the area.

Hot food is thus the only area that seems geared to the visitor economy, providing possibilities for further growth. In particular, hot food provision around the Canal Basin area is already established with two cafes and a pub along Canal Street. An additional visitor attraction in this area would further boost demand.

There are several small hotels, guest houses, and bed and breakfast facilities in the area (notably the Springbank in Whaley Bridge), although none has more than seven rooms. Discussions with property agents suggest that there may be some scope to provide further visitor accommodation, both for tourists and travellers along the A6. It is hard to predict what demand might exist for an individual holiday apartment, although there are several individually let holiday cottages in the area. Such facilities are often popular with walkers, cyclists and

those seeking activity holidays. The holiday apartment may therefore benefit from its access to the local cycle and footpath network (via the canal towpath), as well as its proximity to Whaley Bridge Railway Station.

Alternative Uses

A number of alternative uses can usefully be considered for the wider Masterplan area:

Health

Derbyshire County PCT has a requirement for a new health facility within the Whaley Bridge/Furness Vale area as part of the Care Outside of Hospital project. This involves providing a facility to serve the communities in this part of High Peak offering walk-in services in addition to GP services. These would include out patient, minor operations and healthy living advice. The ambulance service will also have a base there.

Three sites are being considered. A site on Furness Vale, the High Peak Developments site adjacent to Tesco, and United Utilities land. The PCT are not able to fund the development themselves, and will be looking to owners or a third party developer to deliver the facility. Whilst High Peak Developments and the owners of the Furness Vale site – CSC, can offer this, no such developer exists at present for the United Utilities land.

Timing is important as the PCT need to make a final decision in September 2009, and be operational by the end of 2010. The uncertainty over the bridge may exclude the United Utilities site.

Residential

A residential use, subject to planning policy, may be considered as an option as part of a comprehensive mixed-use scheme. Retaining the flexibility for an element of residential would appear to be favoured by Tasco. In a strong market a residential use could cross-subsidise other uses and help fund infrastructure. However, in the current economic climate Whaley Bridge is suffering in line with the wider region, and values are unlikely to exceed industrial values at the present time.

The complicated ownership of the existing Bingswood estate would be very expensive to acquire, particularly as it would require relocations of existing businesses.

Hotel and Leisure

A number of budget hotel chains and pub/restaurant operators have been approached to establish whether the site would be suitable for such uses. These included Travelodge, Whitbread (Premier Travel Inn), Acorr (Ibis/Novotel), Holiday Inn (Express by Holiday Inn). None had Whaley Bridge as a targeted destination and where feedback was received it is clear the town was too small to support a hotel or lodge.

The idea of a pub/restaurant was also tested with a number of chains including Whitbread, Mitchell and Butler, and Marstons. Marstons have developed on the A6 at Chapel-en-le-Frith, and do not consider there to be scope for a further pub/restaurant in the area, a comment echoed by the others.

Therefore whilst the 2006 Goyt Bridge Bingswood Industrial Estate Access Project considers that there may be some demand in the hotel/leisure sector, this is no longer the case.

Retail

Retail is not considered suitable for the existing Bingswood Industrial Estate due to its position away from the town centre.

Discussions are on-going with Tesco in respect of their future plans, if any, for the existing store.

Emerging Trends

This section provides general commentary on emerging trends in demand for industrial and office premises, considering how existing property at Bingswood is able to meet these needs.

Industrial

Occupiers are increasingly looking for smaller premises as average company size continues to decrease (this is a general trend so specific sizes cannot be given). This means that there is a move towards dedicated, self-contained premises with secure yard areas with units over 1858 sqm with at least one dock level loading bay and a 40 metre turning circle to allow heavy goods vehicles access into and out of the unit. Eaves heights are also continuing to rise from an average of six metres to more towards ten metres to allow storage racking and more efficient use of space.

In the short term, the lack of available mortgage finance is discouraging owner occupation. However, this is a result of the present credit crunch and does not necessarily constitute a long term trend. Over the longer time frame (more than five years) continuing low interest rates, poor stock market pension performances and private sector interest in property investment, may again encourage property developers to offer speculative, freehold buildings.

Outsourcing of many aspects of the production and distribution process has led to a declining need for traditional, large scale, all-encompassing manufacturing facilities. This is gradually being replaced by smaller, sub-assembly light manufacturing space. Shorter leases (five years) and break clauses (three years) are now becoming much more the norm.

Although the industrial base in developed markets will continue to be eroded as jobs transfer to emerging markets, fears of the demise of Western manufacturing are unfounded. Developed manufacturing economies will still hold an advantage in high-value and capital-intensive activities; proximity to customers will also be critical for many.

Existing premises at Bingswood Industrial Estate are unable to meet such needs. Barriers include shared yards, inflexible space (e.g. low eaves heights, irregular subdivisions of the print works buildings, and space broken up by iron columns), and constrained access. The specific physical constraints of Bingswood are

considered in more detail elsewhere, but it is important to understand that all are intrinsic to the built fabric of existing buildings. Such constraints could not be addressed by refurbishment of existing premises, but rather would require extensive redevelopment or the provision of alternative property elsewhere.

Offices

While predominantly an industrial site, Bingswood does contain a small proportion of office space (notably Crown House), and it is important to consider this against wider office trends.

The trend is for smaller office suites as average business sizes fall. There are two strands to this. Micro-businesses (those with less than ten employees) typically want serviced offices or similar types of easy-in, easy-out schemes that lower their risk exposure. Whilst small businesses (with 10-49 employees) are looking for offices in the region of 186-279 sqm, often they are satellite facilities for larger companies.

Improving technology means specifications are changing, for example wireless networks will soon make raised floors superfluous and make the conversion of Victorian buildings and the like easier.

Companies are looking for higher quality accommodation. For example air conditioning is becoming almost a standard requirement in new schemes, which pushes up rentals by £5-10/sqm on average. Furthermore a proportion of occupiers (looking for more than 186 sqm) increasingly want self-contained premises, i.e. their own front door, toilets, reception, utilities, etc

Car parking remains a big problem for occupiers everywhere as the public sector try to limit spaces in response to the sustainability agenda. However, more often than not, businesses cannot rely on public transport, especially in more remote areas, and so there remains a strong demand for car parking spaces. Developers are starting to charge per car park space in major cities, and this is now hitting city outskirts.

In the long term freehold demand for offices is likely to remain strong, for the same reasons as for industrial property. On the leasehold side, there is increasing demand for relatively short leases (one to three years), which helps account for the increasing popularity of serviced offices.

Occupiers requiring higher skills, especially those linked to the Regional Economic Strategy's growth sectors will be concerned about access to an appropriate pool of skilled labour, which will drive demand towards City Centres, research facilities and higher education institutes. Property will need to be increasingly flexible to accommodate research-based manufacturing space as more complex processes develop, but still within an office environment.

International access and clustering around like-minded companies will also drive demand to key business park locations, with good availability of 'white collar', knowledge-based, skilled staff. However certain businesses will require a central

conurbation, those in the professions, creative industries, where face-to-face contact is important or where public transport is important to attract staff.

The small amount of office space available at Bingswood is aimed at meeting local needs, and does provide facilities for a number of micro or small businesses. However, with limited facilities (in terms of broadband access, air conditioning, etc.), inflexibility of space, a lack of freehold options, and no dedicated car parking the existing offices have little ability to compete in a wider market. Refurbishment could improve the range of facilities offered by individual offices, but does not address wider limitations, notably for parking and access. Also most existing space is leasehold only.

Summary and Conclusions

Bingswood Industrial Estate

The study area plays an important role in accommodating locally based manufacturing and creative industries. However, it is constrained by present access arrangements and the condition of property.

Land ownerships have been fragmented over time to produce a complex pattern of 16 ownerships, including multiple subdivisions of the main factory. Some land owners are not local to Whaley Bridge. Over half of the floorspace is owner occupied, with other ownerships linked to their tenants (e.g. Tasco represents several individuals in senior positions at Stampiton Labels) and so have a vested interest in the maintenance and prosperity of the Industrial Estate. Most of the tenants are small businesses.

Discussions with businesses on the Industrial Estate highlighted their support for a new access road and desire to see general improvements to the built quality. Several Bingswood occupiers stated requirements for additional industrial and warehouse space, which could be provided on the available land. United Utilities would be willing to release their land for development, but a sale in the present depressed market is unattractive. Therefore if they were to sell now, they may seek an additional payment in the future once the site is developed.

Development for alternative uses (e.g. leisure) is constrained by the lack of interest from occupiers, most of which would prefer to locate closer to major towns such as Buxton or Stockport. However, there remains interest from Derbyshire County PCT for additional medical facilities.

In Whaley Bridge (and across High Peak), there is demand for industrial property, weighted towards the smaller end of the size spectrum (up to 464 sqm). The office market is limited to local professional and financial services, while retail demand is focused on local convenience uses.

From a private developer's perspective, any case for building more business units at Bingswood, will be assessed against the expected return on investment. Property rental and land values compare well with wider averages, and one of the agents

contacted indicated an interest in developing further industrial space at Bingswood. However, these rents are indicative and may not be achievable at Bingswood, given the constraints of the site.

Return is governed by a wide range of factors, including rents, investment yields, cost of development, timescale and anticipated take-up. Whilst there is interest being shown by potential developers, the appraisal will show that the costs of serving the site are high and, coupled with the current economic climate, a good return will not be achieved. This is compounded by the inability for developers to raise funding against speculative developments, which is not confined to Whaley Bridge, but common across the country.

Therefore, in the short to medium term, delivery of the United Utilities Site by the private sector is not likely without public sector intervention. This leaves the existing businesses trapped in increasingly outdated premises and without space to expand. This makes it increasingly likely that businesses will choose to relocate from Bingswood, once their space needs become critical.

Transshipment Warehouse

The proposals for the Transshipment Warehouse, and principally the new build element, have assumed a significant commercial (or community) use on the first floor of the new build with other smaller retail and service uses on the ground floor. Whilst there are some gaps in tourism related retail and services these are not currently of sufficient scale or viability to, on their own, support a new building scheme. More significant commercial/leisure uses such as national/regional hotel or pub/diner, as noted earlier, are unlikely to come forward for the foreseeable future. Civic uses may be on option, but may not deliver the investment required to justify the new build. Residential may offer some potential in the medium term but may be incompatible with the tourism/visitor focus of the Canal Basin as a whole.

The current economic conditions create a challenging environment to support a new build scheme as part of the Transshipment Warehouse project. In the medium to long term the key to unlocking the potential of the Transshipment Warehouse area will be dependant upon significantly increasing the profile of and visitor numbers to, the Canal Basin. The removal of HGV movements from the Canal Basin will facilitate this as would a programme of events (farmers markets etc) undertaken within an improved public realm. As part of such a medium to longer term approach to the potential reuse of the Transshipment Warehouse British Waterway should be encouraged to implement some interim works to open up the site to limited use (e.g. event parking etc).

Access and Movement

As noted earlier it is proposed that a new bridge will be constructed over the Goyt River to enable access to the rear of the Bingswood Estate, replacing the current substandard bridge access from the town centre. There will be wider benefits that can be gained from a new bridge access including the removal of HGV traffic from inappropriate roads, creation of an efficient and safe highway network, and the continued viability of the Industrial Estate.

This report provides a summary of the current status of the access to Bingswood Estate.

Whaley Bridge Regeneration Strategy and Action Plan 2003

The Whaley Bridge Regeneration Strategy and the transport audit within it identified a number of findings with regard to poor transportation infrastructure. In particular the following points were raised in connection with the substandard access to the Bingswood Estate:

- The route brings HGVs into the centre of the town with consequent disturbance to nearby residential and commercial premises
- A hairpin bend at the Canal Street/Bridge Street/Buxton Road junction creates extremely difficult turning manoeuvres for HGVs which consequently conflict with other vehicles
- Short-stay, parking on Canal Street (which is quite narrow) for the Post Office and other retail/service uses is hazardous to pedestrians and turning vehicles; this can block Canal Street, which in turn blocks Buxton Road as vehicles give way to oncoming traffic
- There is no, or very poor, footway provision along Canal Street and Bingswood Avenue, which leads to conflicts between vehicles (including HGVs) and pedestrians
- The existing bridge access to the Bingswood Estate is substandard with no footway provision. The bridge also needs strengthening

In 2003, traffic volumes surveyed at the Bingswood Industrial Estate were estimated at 177 vehicles in the morning peak hour and 84 in the evening peak. It was observed that, overall the majority of traffic congestion occurred during the peak hours of 0800-0900 Monday to Friday and 1700-1800 and 1115 to 1215 on Saturday and Sunday.

The 2003 report summarised that the provision of a new bridge across the River Goyt to serve the Bingswood Industrial Estate was essential in removing vehicular traffic from sensitive roads, particularly HGV traffic.

Due to the physical constraints for access the Industrial Estate has not been able to expand or improve.

Goyt Bridge, Bingswood Industrial Estate Access Project, 2006

The Goyt Bridge and Bingswood Access project was commissioned to evaluate the land use options for the currently landlocked and unused site to the rear of the Bingswood Industrial Estate in Whaley Bridge. The study concluded the following:

- As a result of the inadequacy of the current access to the industrial estate High Peak Borough Council has placed an embargo on further development at the Estate until a new access is in place. As a result there is a possibility that existing businesses seeking expansion will relocate
- A new access is required across the River Goyt and this will safeguard existing jobs and open up further land for job-creating development on the 1.95 hectare parcel of land to the rear of the estate
- Land would be made available for the bridge and associated infrastructure
- Some funding would be available for the bridge but the report identified an overall shortfall

Existing Access

Bingswood Industrial Estate is located within Whaley Bridge to the north east of the town centre. It can be accessed via Canal Street and Bingswood Avenue over a narrow bridge across the River Goyt.

The manoeuvre in to Canal Street off the A5004, particularly for vehicles arriving from the north, involves a difficult and potentially dangerous hairpin bend manoeuvre which often causes other vehicles to have to reverse out of the way.

In order to access the Industrial Estate vehicles then pass through a residential area via Bingswood Avenue. This route is in poor condition.



HGV turning into canal street



Canal Street / Buxton Road Junction – Hair-pin bend



HGV vehicular traffic passing along Bingswood Avenue residential area

Bingswood Bridge

The current Bingswood Bridge access to the industrial estate, over the River Goyt, is narrow, substandard and in need of maintenance. It is privately owned.



Current Bridge Access to Bingswood Industrial Estate over the River Goyt

The existing bridge access to the estate is not fit for purpose and from visual inspection needs repair and improvement for it to continue to be used. Failure of the bridge or even closure for repairs would close the industrial estate for a considerable length of time. There is no alternative location for a Bailey bridge or similar which could ensure continued operation of the Industrial Estate during any such repairs.

Our chartered civil bridge engineer, (with over 30 years of bridge inspection and assessment experience), has reported on the current bridge state. He has noted the following issues with the current bridge:

- Vehicular access to the 'Bingswood Estate' is substandard being via a single span, single lane width steel and concrete deck bridge at the end of a row of residential terraced housing
- There is no signed weight restriction on the bridge which is currently used by heavy goods and service vehicles for both accessing and egressing the Estate
- The structural capacity of the bridge structure may be below that required to meet current vehicle weights
- A search should be undertaken for any bridge assessment calculations that would provide evidence of the live loading capacity of this structure
- The condition of the structure should be fully investigated as it appears to be at least 30 years old and will have been subject to heavy use over this period of time
- The condition of the steel post and rail parapets is substandard and they do not contain anything other than pedestrian sideways loading and therefore are not appropriate for use by vehicles
- In the absence of any structural assessment and inspection records it is recommended that assessment and inspection be undertaken prior to any further expansion of the Industrial Estate and to ensure that it can continue to be used safely until the revised access is constructed

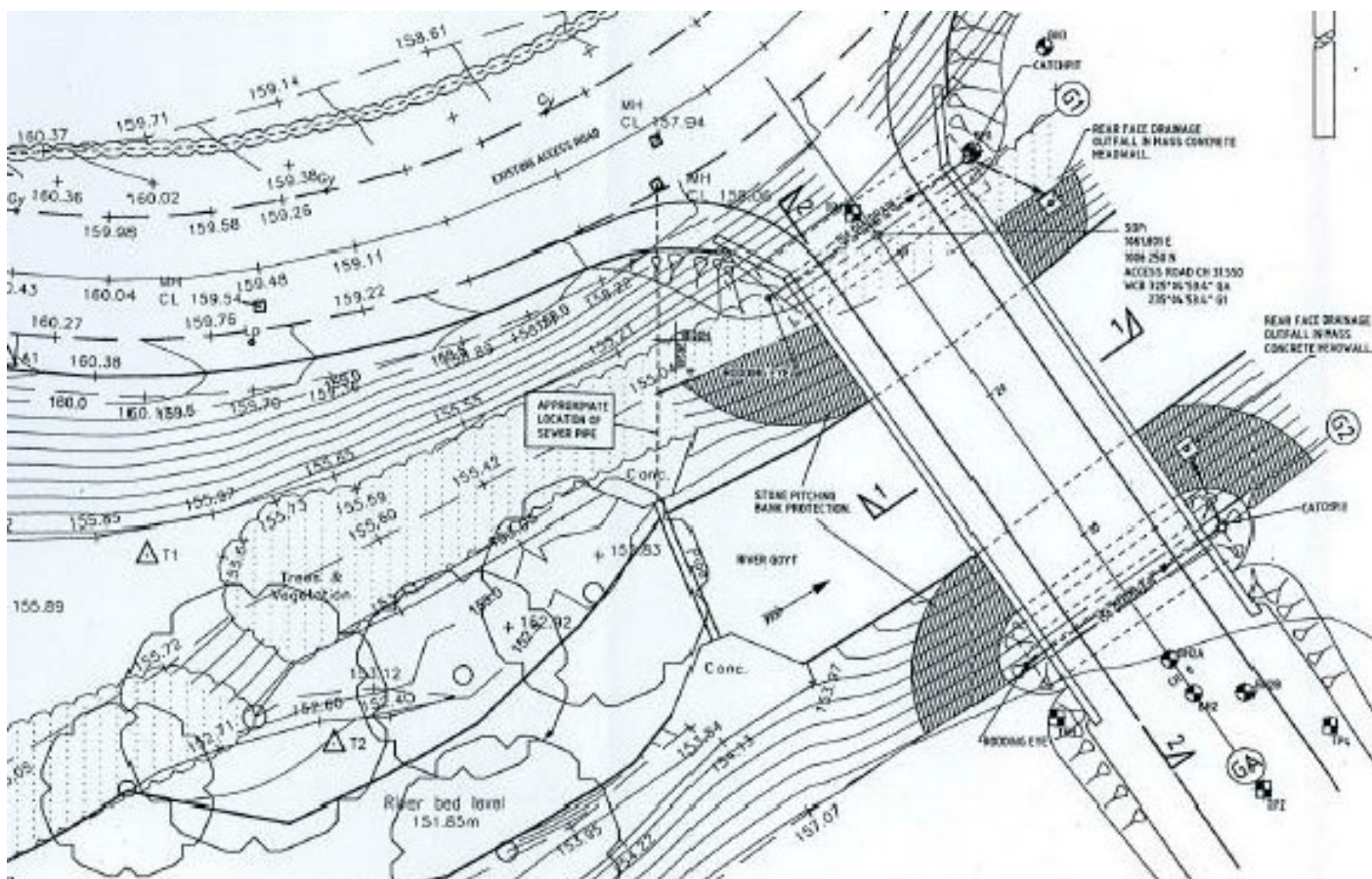
Proposed Access

Given the existing problems of the poor HGV access route via the hair-pin turn onto Canal Street, the substandard residential route along Bingswood Avenue, the poor state of repair of the existing Bingswood Estate bridge, and the effective closure of the Estate when that bridge is repaired it is essential for the continued viability of the Industrial Estate that a new access is provided in to the estate.

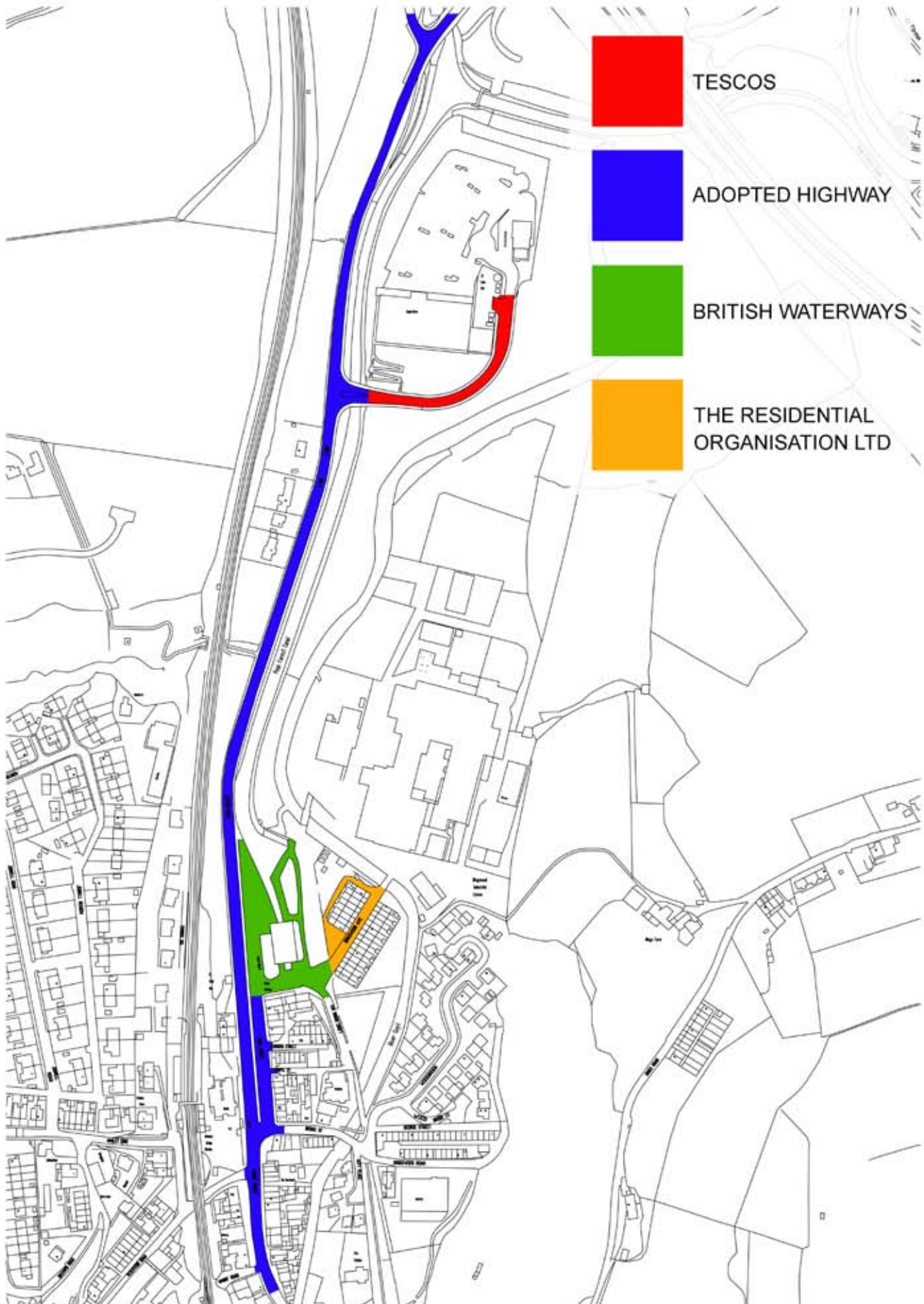
Access to the proposed new bridge over the River Goyt along with the associated new access road will be taken directly off the existing Tesco access road. A new junction will be formed on the apex of the current bend along this access.



Tescos access road new junction proposed to the apex of the bend



The layout of the new bridge access is shown in the image above



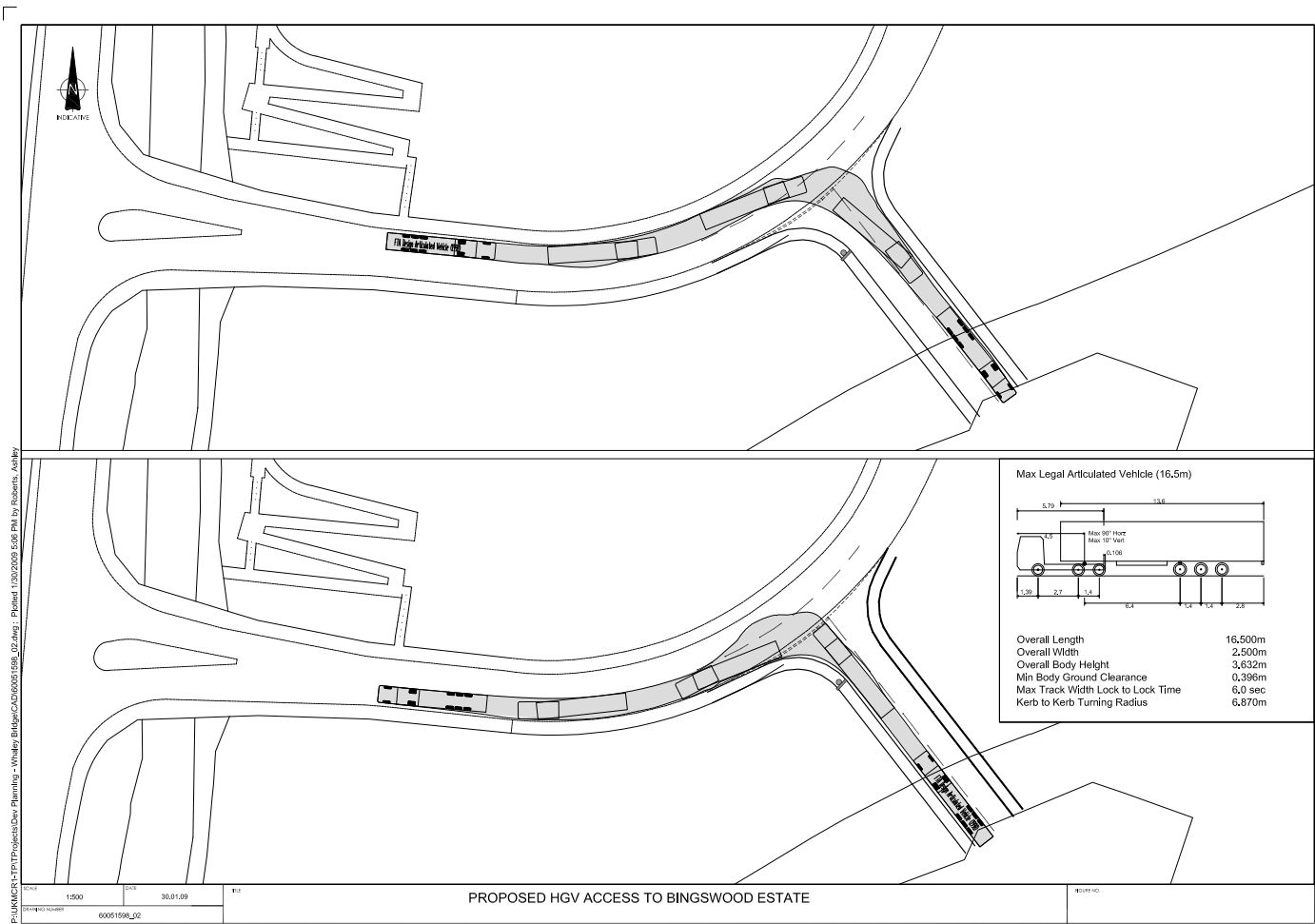
The Tesco access road links into the A5004 Buxton Road and crosses the Peak Forest Canal via a bridge. The access road is adopted highway up to and including the Canal bridge structure but it is a private road thereafter owned by Tesco.



Tesco access and existing bridge crossing the canal

The layout of the proposed new bridge and access to the industrial estate has been reviewed. In summary it is considered that the bridge design is appropriate and fit for purpose. One aspect to note is that the width of the bridge means that the swept path of an HGV does encroach on to the opposite side of the carriageway as shown in the image included in this section. However, it is not considered that any highway improvements are required to address this.

An alternative access scenario for the estate, a direct link from Buxton Road, has been considered and discounted as part of this study. Details of that assessment are appended to this report.



Car Parking

Car parking in the study area comprises:

- On-street car parking on Canal Street
- Limited informal car parking in the Canal Basin area
- The public car park at Tom Brads Croft (approximately 50 spaces)
- The area to the front of Stampiton / High Peak CVS
- The car parking area to the south east corner of the Industrial Estate (in the ownerships of Tasco LLP)
- Ad hoc parking throughout the Estate

On all occasions that the site was visited over the study period (November 08 – March 09) all the principal car parking areas were well used. The car parking areas within the estate are used predominantly by the businesses on the estate. It is understood that Tasco LLP is exploring the potential to develop the car parking area to the east of the site entrance (and therefore displacing current users). This will place additional pressure on car parking within the estate.

Anecdotal evidence suggests that the public car park on Tom Brads Fold (which is public, free and with no time restrictions) is also used by some employees working on the Industrial Estate. The car park also provides a resource for the Town Centre, and would appear to act

as a useful anchor in this area. Given the existing usage of car parking, the potential loss of some spaces within the estate and the objective of increasing visitor numbers to the Canal Basin, it is recommended that the public car park remains as a car park, although some consideration could be given to introduction some time restrictions – subject to the Council's wider parking control policy.

Capacity

We have viewed the traffic flows at both the industrial estate and Tesco accesses and from these recent observations we do not anticipate any material impact on queues and delays for both the Tesco traffic and for those vehicles entering or leaving the Industrial Estate at the proposed access.

Bridge Cost Review

An evaluation of construction costs for the Goyt Bridge has been undertaken. This review has been based on inputs from the following:

- A brief site inspection (from public access areas only)
- Current (2009 1st quarter) rates obtained from a recent contract with similar bridgeworks
- The Goyt Bridge Approval in Principle report undertaken by Scott Wilson (dated May 2007)
- Design drawings dated 2003/4

The following table presents the cost comparison figures:

Source	Cost
Scott Wilson raw Construction Cost dated May 2004 (as given in AIP)	£450,000 (at 2004 prices)
Roger Tym & Partners Construction Cost dated July 2006 + contingency	£627,000 (Scott Wilson revised estimate of April 2005**+15% contingency +3% inflation to July 2006)
Faber Maunsell raw Construction Cost at 1Q09	£634,861
Faber Maunsell Construction Cost January 2009 + contingency	£730,100 (15% contingency included)
** Updated from 2004 price by Roger Tym & Partners)	

Therefore the two costs for comparison are:

Roger Tym £627,000 July 2006***

Faber Maunsell £730,100 January 2009***

*** Includes 15% contingencies

The cost estimates are for the bridgeworks only but include structural backfill to the abutments.

Exclusions from the bridge cost are:

- Further design development or approval input
- Preparation of Specifications and Bill of Quantities
- Other input to Contract documentation
- Site supervision
- Supervision in Chief (designer support during construction phase)
- Any road approach works beyond the extent of wingwalls
- General contractor establishment costs and preliminaries (assumed included in the overall scheme construction costs) Brief construction plant establishment included, e.g. piling rig, and craneage costs are included
- Provision of site access

These costs are however reflected in the cost and development appraisals appended to this report.

Environmental Appraisal

Introduction

This section of the report provides a summary of an Environmental Appraisal report prepared by Faber Maunsell. For full details of the assessment please refer to Environmental Appraisal report which has been provided separately.

Ecology and Nature Conservation

A desk study and site walkover survey was carried out to determine the ecological value of the site and the surrounding area. There are no European designated sites within 2km of the site. Toddbrook Reservoir SSSI is located 625m to the southwest, CPA Pond LNR lies 450m to the southwest and 20 non-statutory local Wildlife Sites and potential Wildlife Sites are within 2km. This includes Goyt Mill Wood Wildlife Site which overlaps the central eastern site boundary and is designated for its semi-natural ancient woodland. There are also records of numerous protected species within 10km of the site including: White clawed crayfish, grass snake, common lizard, slow worm, water vole, badger, bat and certain Red List Bird species.

Key ecological constraints include Goyt Mill Wood Wildlife Site, the River Goyt, and the Peak Forest Canal, which might experience direct impacts. Although unlikely, indirect impacts might also occur to Toddbrook Reservoir SSSI, CPA Pond LNR and remaining local/potential Wildlife Sites. The scheme may also result in the permanent loss of habitat, which might be suitable for protected species, such as bats, breeding birds and reptiles and impact on surrounding land that also may be suitable for badgers, otters, water voles and white clawed crayfish. Indirect impacts to the surrounding ecology may occur from changes in noise levels, air quality and water quality during the proposed works. Finally, construction works have the potential to mobilise existing ground contamination or cause spillages leading to contamination of habitats and soils. On the contrary, redevelopment of the site provides an opportunity to enhance the biodiversity of the site through the introduction of additional habitats in the north of the site.

It is recommended that the following protected species surveys are undertaken in optimal conditions prior to commencing site works: Bats, reptile, breeding birds, otters, water voles, badgers, and white clawed crayfish. It is also recommended that local wildlife organisations (such as badger groups, bats groups etc) are contacted for information/data on protected

species within the study area via a full Ecological Data Search. This may help to refine the scope and need for the protected species surveys detailed above.

Water Environment and Drainage

In view of their policy and the close proximity of the River Goyt it is unlikely that United Utilities would allow any surface water runoff to discharge to its combined sewer. Negotiation with United Utilities' wastewater connections team would have to be entered into for a suitable connection point for any foul water outfall, although it is hoped that connection to the combined sewer would be allowed.

The Environment Agency states that for the rate of surface water discharge to the River Goyt, from any new development should be kept to that of the existing brownfield site. In all likelihood this would lead to the need for some form of flow control device and the need for on site flow attenuation.

Table D3 of Planning Policy Statement PPS 25 (Development and Flood Risk) makes any Highly Vulnerable Development in Zone 2 (See Table D2 PPS 25) subject to an Exception Test (See PPS 25 D9). It is possible that any future development will need at least a Level 2 Flood Risk Assessment.

Any development adjacent to the Peak Forest Canal in the north of the masterplan area would have to pay significant attention to the canal embankment, and subsequent building risks.

Any development of the site will need to pay due care and attention to the potential for construction works to have temporary adverse impacts on local water features, particularly the River Goyt. Appropriate consents and licences will need to be obtained from the Environment Agency prior to any works commencing on site. It is also unlikely that the Environment Agency will allow any new structures to be built within 7m to 10m from the tops of the bank of main rivers.

Future development will need to ensure adequate protection for the water environment from pollutants that may be present in surface runoff and from the potential for new light industry to become new sources of spillages. There may also be an increase in the need for Discharge Consents from the Environment Agency.

Geo-Environmental

The assessment of ground conditions has identified several potential constraints to the proposed development in relation to contamination, ground gas, ground conditions and coal mining. These will require further investigation to assess the magnitude of the constraints and to refine potential mitigation measures.

The contamination status of the site is unknown. However, a review of existing geo-environmental information (including Phase 1 Desk Study and Contamination Conceptual Model for Bingswood

Industrial Estate prepared by Leyden Kirby Associates Ltd in June 2005) and hydro-geological maps indicates that contamination may be present (including heavy metals, organic and inorganic compounds and asbestos across the site) which poses a threat to human health and Controlled Waters. A ground investigation to assess the ground conditions and contamination status of the site will be required. If contamination levels exceed the appropriate assessment criteria and pose a risk to human health, Controlled Waters or other statutory receptors, remediation of the site would be needed.

There is the potential for ground gas at the site. The gas regime of the site is unknown, but could potentially pose a risk to human health. It is recommended that a ground investigation is carried out to assess the ground conditions and to carry out ground gas monitoring according to BS8485 (2007) 'Code of Practice for the Treatment of Soil Gas in Brownfield Sites' to determine the ground gas regime at the site. Ground gas protection measures may need to be incorporated into developments at the site.

Although some information exists, the ground conditions of the majority of the site are unknown. It is recommended that a ground investigation to assess the ground conditions of the rest of the site and potentially infilled areas such as ponds is carried out. The foundation and infrastructure design will need to take into account potentially poor ground conditions.

The Coal Authority Coal and Brine Report indicates that Coal Measures are present underlying the site and that the site is in the likely zone of influence from workings in three coal seams. The report also states that any ground movement caused by the coal mining should now have stopped. However, there may be unrecorded mine entries in the area that could cause ground instability. It is recommended that a detailed coal mining Desk Study and intrusive ground investigation is carried out to determine the presence of shallow mine workings and the ground stability at the site. The foundation and infrastructure design will need to take into account potentially poor ground conditions.

Archaeology and Cultural Heritage

The Derbyshire Sites and Monuments Record holds data on 16 sites within 500m of the centre of the site, with two additional sites identified from the Magic and Heritage Gateway websites. These sites include one Scheduled Monument and 8 Listed Buildings, all of post medieval date (1500-1900). In addition, although the potential discovery of previously unrecorded archaeology within the site boundary is considered to be low, this cannot be totally discounted.

There are no known archaeological sites recorded close to the proposed access route across the River Goyt, which would also reduce impacts on the Whaley Conservation Area (Bingswood Avenue) and the setting of Listed Buildings in the vicinity of the existing access route.

It is recommended that a full archaeological desk-based assessment is undertaken at the next stage of works. This should include further assessment of the 18th and 19th century industrial use of the site. All further work should be undertaken in consultation with the County Archaeologist.

Air Quality

There are no Air Quality Management Areas near to the site nor has the Council undertaken any air quality monitoring or air quality been raised as an issue near to the site. From a review of aerial maps and ecological databases there are no sensitive ecological receptors within 500m of the site.

Residential properties are considered sensitive with regard to air quality as pollutants in the atmosphere can adversely affect human health. Diversion of traffic away from properties along Bingswood Avenue, particularly HGVs, will result in a reduction in emissions of vehicular pollutants, which is likely to lead to a small improvement in air quality. In addition, vehicles travelling from the north of the site would be diverted away from the residential properties on Buxton Road, north of Whaley Bridge town centre as well as the properties on Bingswood Avenue. Construction works may have temporary adverse impacts (e.g. dust/nuisance/increased emissions from construction vehicles) on the air quality of residential properties e.g. fugitive dust emissions.

The area is not currently considered to be an area of poor air quality, therefore potential impacts would be expected to be of low significance, and air quality considerations would be expected to be of low priority with regard to the planning process. It is recommended that appropriate best practice guidance is followed with regard to construction so as to minimise any potential detrimental impacts. To obtain planning permission, a more detailed assessment would need to be undertaken to confirm the low significance of these impacts.

Noise and Vibration

The existing noise climate on the site will need to be determined to assess its suitability for the proposed development. A site visit and noise monitoring will need to be undertaken to establish the existing noise levels at the site in accordance with relevant guidance (PPG 24, BS 4142, BS 5228). If necessary appropriate mitigation measures will be formulated to minimise any adverse affects for both future and existing noise sensitive receptors.

During the construction phase, temporary short term impacts are likely at the closest sensitive receptors, especially the nearby residential properties on Bingswood Avenue. The use of good practice and appropriate mitigation measures will help prevent significant adverse impact. Appropriate mitigation will need to be considered where it is determined that noise from road traffic and nearby commercial operations may impact on the proposed development. This may include the

assessment of likely glazing and ventilation strategies and the requirement for additional screening.

The diversion of traffic away from properties along Bingswood Avenue, particularly HGVs, would lead to a potential decrease in road traffic noise, which may result in beneficial impacts on NRSs along Bingswood Avenue.

Challenges and Opportunities

Introduction

Baseline work undertaken as part of this study establishes the context for the development of the Masterplan for Bingswood Industrial Estate. This section of the report briefly summarises the context within which the proposals set out in the remainder of this report have been developed along with the principal challenges and opportunities to be addressed.

Context

The context for the development of the Masterplan can be summarised as follows:

- Whaley Bridge is an attractive town on the edge of the Peak District, with good further potential for the development of its environment and its visitor and leisure offer
- The Canal Basin, Transhipment Warehouse and the Peak Forest Canal are of significant heritage value as well as visitor potential
- Fostering sustainable economic development is a key objective of regional and local policy
- The Bingswood Industrial Estate is one of the principal employment locations in the area and is an important part of the local economy
- The use of Canal Street by HGVs to access the Industrial Estate is detrimental to the quality of the town centre and Canal Street and to the development of the Canal Basin as a heritage and visitor resource

Opportunities

The Bingswood industrial Estate and surrounding area can benefit from a number of opportunities:

- The Goyt Bridge has planning approval and subject to funding can provide a good quality access as an alternative to Canal Street
- The former United Utilities site is available for development, subject to access
- A number of existing businesses on the Industrial Estate have expressed an interest to upgrade and/or expand or relocate their property within the industrial estate
- A number of local developers have expressed an interest in development opportunities at Bingswood Industrial Estate

- In principal, existing local businesses and landowners are supportive of developments to improve access to the estate and the condition of the roads within it
- The existing in principal support from Derby and Derbyshire Economic Partnership for an element of funding towards the new access route
- The local authority is currently taking on active role in seeking to resolve access issues at the Industrial Estate.
- British Waterways are promoting the refurbishment of the Grade II* Transhipment Warehouse as part of a development strategy for that site

Challenges

There are a number of challenges to be overcome in responding to the context of the site and delivering on the opportunities. These are:

- Estate roads within Bingswood are in private ownership. These, and the related Bingswood Bridge, are sub-standard and limit the development potential of the site. Whilst there is a proprietorial mechanism for financing the maintenance of the roads this is cumbersome and in some areas, ineffective
- The need to establish a robust case for public investment in improved access based upon economic development outputs, wider benefits to the town, but also by establishing greater clarity for investors over the long-term maintenance of access roads serving the existing industrial estate facilitating its long-term growth
- The s106 contribution from Tesco is time-limited (2 years from April 2009)
- Creating the environment to support sustainable investment in the Transhipment Warehouse

Masterplan Options

Introduction

In responding to the opportunities and challenges, three incremental development options have been developed and these are set within a wider, overarching Masterplan Strategy. Further details on the approach to public realm improvements in the Canal Street / Canal Basin area, which are potentially common to all options, are also provided.

These options and plans are considered in this section. Before considering these options it is useful to consider further the key driver behind option development – namely access arrangements.

Access Arrangements

Central to the development of options is the long-term arrangements for the maintenance (and potentially ownership) of existing estate roads within Bingswood. A closely related and equally important matter is the maintenance of accessibility around the estate.

As noted earlier the existing Estate roads are un-adopted and are in private ownership. Bingswood Bridge is also un-adopted and in the same private ownership – namely Tasco LLP.

It is understood that Tasco LLP has a proprietorial obligation to provide access to the various properties on the Bingswood Estate. However, it is also understood that the financial liability of any required improvement to the estate roads and Bingswood Bridge rests with all of the property owners collectively. This is a cumbersome arrangement which leads to uncertainty on behalf of property owners and an unwillingness by Tasco LLP to invest in improvements before owners commit to pay for the improvements. This has led to the poor condition of Estate Road in some areas. The somewhat opaque nature of the responsibility for the estate roads has also led to instances of parts of the Estate 'roads' being informally used for other purposes, such as ad hoc storage.

Clearly this impacts to a degree on existing businesses. However, it is likely to be a serious disincentive to significant incoming investment into the estate, either through the take-up of existing space or redevelopment.

This uncertainty is highlighted further when considering the sub-standard, Bingswood Bridge. The Bridge shares common ownership and financial liability arrangements with the remainder of the Estate roads. It is currently the only vehicular access to the estate. Should that bridge fail in the future, its replacement and the time lost to businesses would be a significant cost. Again this is likely to severely impact on the wider market view of the potential of the Estate as an investment location.

The options therefore consider progressive solutions to these condition, ownership and maintenance issues, and this is considered further in the Delivery Strategy. Each option is considered in the remainder of this section, as is the overarching Masterplan Strategy, which is consistent for all options.

Option 1 – Development of United Utilities Land



This is the 'basic' option. The Goyt Bridge is constructed and a service road is developed to adoptable standard to the boundary of Bingswood Industrial Estate. The site can be developed for approximately 2784 sqm of industrial floor space. It is assumed that a strip of un-adopted road can be retained at the boundary of the United Utilities land, adjacent to Bingswood Industrial Estate. Whilst long-term access will need to be guaranteed for existing and future industrial use this may provide an opportunity for the public sector to share in any uplift or value that may come about from comprehensive or significant redevelopment of the Estate.

The upgrade of that part of the Estate road leading from the new access road (an area currently in poor condition) would be appropriate as part of this option. It is proposed that these works would involve the access road to the west of the estate from the boundary to the United Utilities site to the service area of the former Printworks from where the condition of estate roads improve. The extent of works would vary from patch and repair to more extensive resurfacing.

Ideally this upgrade of part of the existing estate roads would be partly funded by Tasco LLP/ existing estate businesses. However this may be a difficult and time-consuming agreement to reach. It may therefore be appropriate for the public sector to fund this work to ensure at least short to medium term benefits of improved access to the wider Estate. Ideally the long-term maintenance of the improved Estate road should be confirmed with Tasco LLP/ existing Estate property owners however again this may be difficult to achieve, or more properly, enforce and so there is likely to remain a risk that any improvements are not maintained over time, with a consequential impact on the environmental quality and efficiency of the Estate.

It is considered that the construction of the new access (with signing), and the co-operation of businesses on the Estate, would in itself lead to the majority of HGVs visiting the site to cease using Canal Street. This option does not include any circulation improvements within the Estate and so some HGVs, notable those accessing properties on the eastern side of the Estate, may prefer to utilise Bingswood Bridge for access or egress. However it is considered that, even without improvements to circulation within the Estate, HGV access and circulation to the whole Estate, comparable to the current position, would be possible with a single access via the new bridge.

Notwithstanding the above, it is recommended that with the benefit of co-operation from landowners and businesses that a 'formal' restriction on HGVs is implemented as part of this option. This would ideally take the form of a Traffic Regulation Order, and a physical width barrier in the Canal Basin area to restrict HGV access to the site via Canal Street.

Land ownership is however an issue in this respect. The adopted highway extends to the bottom of Canal Street, but does not include the area to the front of the Transshipment Warehouse (which is in the ownership

of British Waterways). A Traffic Regulation Order (TRO) would need to apply to the adopted highway. Any restriction on Canal Street would limit access to the builders' merchants on Tom Brads Croft.

Given the need to maintain large vehicle access to this property, a TRO may not be an option (unless the road in British Waterways ownership was adopted). However a width restriction placed on land in the ownership of British Waterways, adjacent to Bingswood Avenue may be appropriate. British Waterways have confirmed that 'in principle' this is acceptable.

Outcomes

This Option:

- Opens up the United Utilities land for development
- Provides a good quality access to the Industrial Estate
- Removes the majority of HGV movements along Canal Street
- Creates a context for the enhancement of the Canal Street/Canal Basin/Transshipment Warehouse Area

The option does not resolve the issue of long term maintenance of estate roads to the detriment of the future development and employment growth of the estate as a whole.

Outputs

- 3850 sqm new industrial space
- 113 new jobs accommodated
- Existing jobs safeguarded

Option 2

Option 2 builds on Option 1 by proposing the improvement of the estate roads on the western side of the Estate to the circulation and parking area to the south of the Estate adjacent to Bingswood Bridge. This would be to adoptable standard. This extent of improvement would serve, or provide a basis to serve, all the existing businesses on the estate. To allow HGVs serving business to the south of the estate to readily turn and travel back north to the new access, a turning area would be introduced. This is likely to require the use of an element of car parking land in the ownership of Tasco LLP. An area of replacement car parking is therefore provided near the entrance to the United Utilities land.

Whilst this level of improvement (i.e. to an adoptable standard) could be undertaken if the road remained in the ownership of Tasco LLP it is likely that, as in Option 1, the lack of certainty over the long-term maintenance of any improvements, would preclude the public sector from funding such works. Conversely, if the road was adopted this would provide a long-term basis for the maintenance of the roads to the benefit of environmental quality in the estate and its long-term investment potential.

If this road were constructed to an adoptable standard it is likely that a number of relatively small land acquisitions would be required. The land acquisitions required to deliver each option are appended to this report. Other than the land in the ownership of Tasco LLP (noted above) the areas of land in question are in the ownership of IMP Personal Pension Trustees (Alger) and IH and VH Watt (Rotaflow). Alger has suggested that a land swap, involving land adjacent to their boundary currently in the ownership of United Utilities would be appropriate. Rotaflow has suggested that the removal of a redundant toilet block (in the ownership of Tasco LLP) would allow them to expand their service area, improving site layout and compensating for the land lost to an improved access road.

The requirement and approach to restricting HGV movements into the site via Canal Street would remain as in Option 1.

Outcomes

This option:

- Opens up the United Utilities land for development
- Provides a good quality access to the Industrial Estate
- Removes the majority of HGV movements along Canal Street
- Creates a context for the enhancement of the Canal Street/Canal Basin/Transshipment Warehouse Area
- Improves the quality of access to existing businesses
- Subject to adoption, provides long-term certainty over the quality and maintenance of estate roads to the benefit of the long-term development of the estate

Outputs

- 3850 sq m new industrial space
- 113 new jobs accommodated
- Existing jobs safeguarded



Option 3

Option 3 proposes the introduction of a one-way loop system for the roads in the Estate. To introduce the north bound element of this (building on Option 2) a number of significant land acquisitions would need to be made, notably the Burgess site. This site would then offer redevelopment potential.

This approach would require adoption of the road network, notably to provide the required certainty over long term maintenance to justify the scale of the investment.

The option is not required to deliver the core objectives for investment (notably improved access and greater certainty over the development potential of the Estate) and would require significant and costly acquisitions. Adoption of a loop road may limit long term flexibility for redevelopment options. This option is therefore not recommended.

Outcomes

This option builds on the outcomes of Option 1 and 2 by:

- Opening up the United Utilities land for development
- Providing a good quality access to the Industrial Estate
- Removing the majority of HGV movements along Canal Street
- Creating a context for the enhancement of the Canal Street/Canal Basin/Transshipment Warehouse Area
- Improving the quality of access to existing businesses
- Subject to adoption, providing long-term certainty over the quality and maintenance of Estate roads to the benefit of the long-term development of the Estate
- Minimising the scope for conflicting traffic and pedestrian movements at the southern end of the Estate
- Prompting the redevelopment of sites to the east of the estate – where environmental conditions are at the poorest
- Creating a very robust access and circulation system to support the long-term development and improvement of the Estate

Outputs

- 4450 sq m new industrial space
- 130 new jobs accommodated
- Existing Jobs safeguarded



Option Assessment

In the light of the assessment of the outputs and outcomes it is considered that the Local Authority and its partners should adopt Option 2 as the framework for moving forward. Option 1 does resolve the negative impact of HGV movements on the town centre, however it does not resolve a key barrier to the long term sustainability and quality of the Estate, namely the Estate road condition and maintenance.

Option 3 facilitates an effective circulation system throughout the Estate and creates the potential for the best interface between the southern end of the estate and the important Canal Basin. It also prompts the redevelopment of the eastern side of the Estate where environmental conditions are at their poorest. However the need for a number of significant acquisitions is unlikely to make it deliverable in the short to medium term, whilst the significant public investment costs are unlikely to be justified. Option 3 is not necessarily to deliver on core objectives and may limit the flexibility for redevelopment of the Estate in the longer term.

Overarching Masterplan Strategy

The three principal development options for the site sit within a wider masterplan strategy which complements the improvement of the Industrial Estate.

The land to the west of the River Goyt has planning permission for a mix of retail, business and restaurant uses.

Uses which would attract a number of visitors could usefully contribute toward related access and environmental improvements, notably along the Canal Tow Path and in Canal Basin, as part of reinforcing the site's relationship with the town centre. A key consideration in the development of this site will be the resolution of flood risk issues and delivering a suitable access.

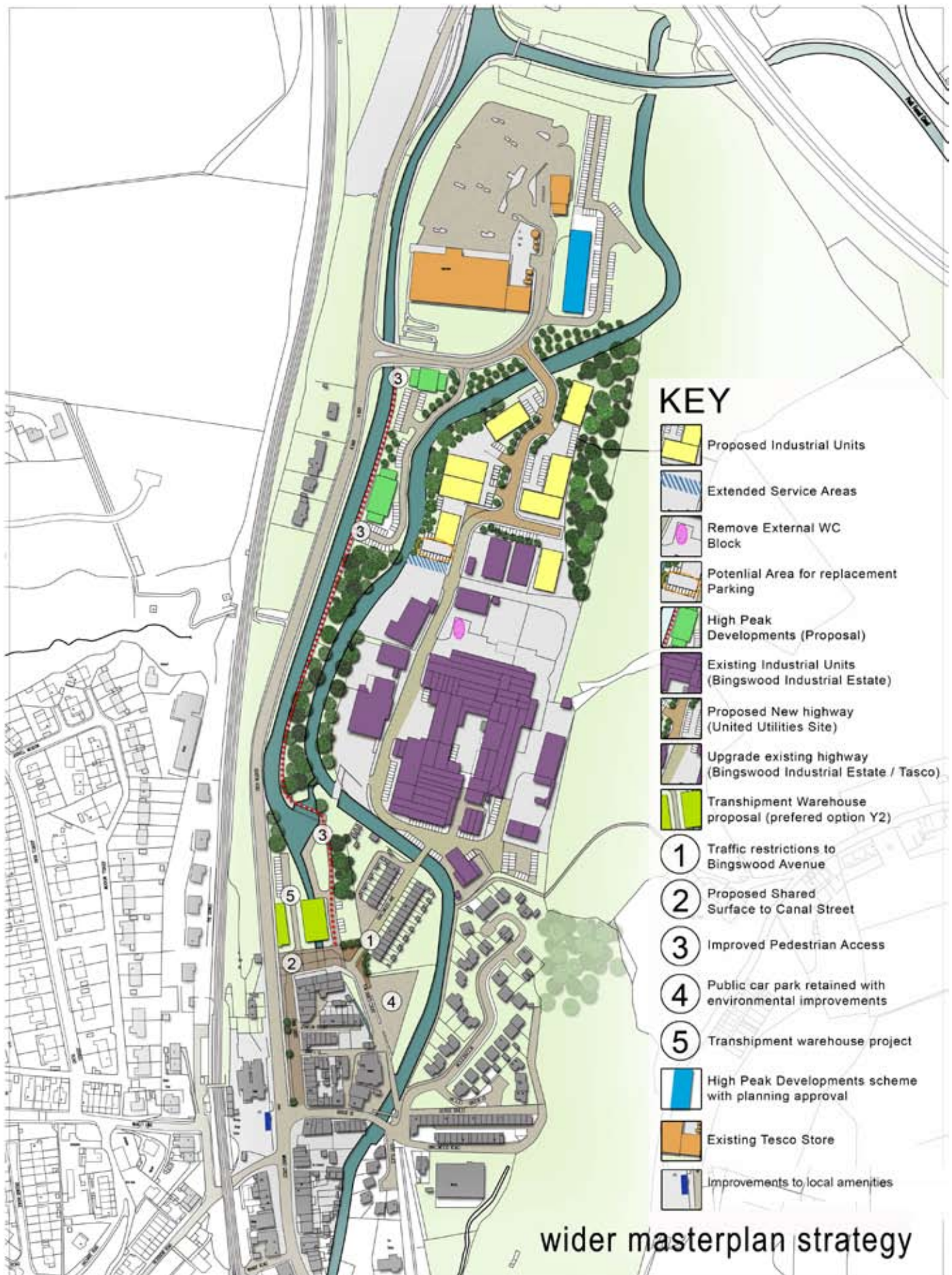
Land to east of the existing Tesco benefits from a planning approval for non-food retail development, tied to a s.106 agreement providing access rights to the council across the land in the ownership of the applicant (High Peak Development) in order to construct the new Goyt Bridge.

In both cases the opportunity should be taken where possible to realise contributions from these developments to contribute toward access and environmental improvements, notably along the Canal Tow Path and in Canal Basin, as part of reinforcing the site's relationship with the town centre.

Improvements to the canal towpath by British Waterways are to be welcomed. Similar environmental, highway and public realm improvement to the Canal Basin 'road area' and Canal Street, should be progressed to reinforce the benefits of the removal of HGVs from this area. Once improved this area could accommodate additional outdoor activities such as a 'Farmers Market'. These proposed improvements are considered in more detail later in this section.

Proposals to refurbish the Transhipment Warehouse as part of a wider commercial / visitor based project are also welcomed. The significant opportunity to improve the environment of the Canal Basin and the Canal Street approach will be to the benefit of the feasibility of this initiative.

Improvements to the public toilets on Buxton Road have been a long term objective and would add to the quality of visitors provision in the town centre.



Canal Street – Canal Basin – Public Realm Improvements

A key outcome of the development strategy for the Industrial Estate is the diversion of HGVs away from Whaley Bridge Town Centre, Canal Street and the Canal Basin. The removal of the majority of HGVs from this area would provide the opportunity to unlock the visitor and commercial potential of this area and in particular the re-use of the Transshipment Warehouse. To reinforce this potential complementary public realm improvements are proposed as part of the Masterplan strategy.

There are a number of best practice principles that should be followed to create a successful and sustainable public realm environment, as set out below:

Distinctiveness

The design and detailing should make appropriate reference to the local vernacular – English Heritage’s ‘Streets for All’, provides useful guidance on the types of materials and detailing that may be retained or used:

Use of locally sourced or quarried materials within the scheme

Retention or re-use of unique features and those with heritage value within the scheme

Involvement of local artists or craftspeople in the design and implementation of the scheme

Quality

The standard of design and implementation of improvements should reflect the quality of work undertaken elsewhere in the High Peak area, e.g. Glossop Vision and Buxton.

Materials should also be selected for their long-term robustness. If capital costs allow, natural stone materials should be used. As a minimum stone kerbs should be specified as these are more costly to replace in the long term.

Access

Streetscape improvements should seek to reduce the dominance of the highway environment, in line with the Department for Transport’s ‘Manual for Streets’ guidance which places greater emphasis on designing streets as places.

Improvements designed for pedestrian priority can be achieved in a number of ways; e.g. narrowing the carriageway and creating wider footways, lowering kerb upstands, introducing block / sett paving within the carriageway to slow vehicle speeds.

Shared surface solutions can contribute to pedestrian priority; however they may create access problems for visually impaired. Such schemes should be designed with reference to Guide Dogs for the Blind ‘Shared Surface Street Design Research Project’.

Visual and physical clutter should be reduced by combining highways signage, lighting columns and street furniture where possible.

Proposals

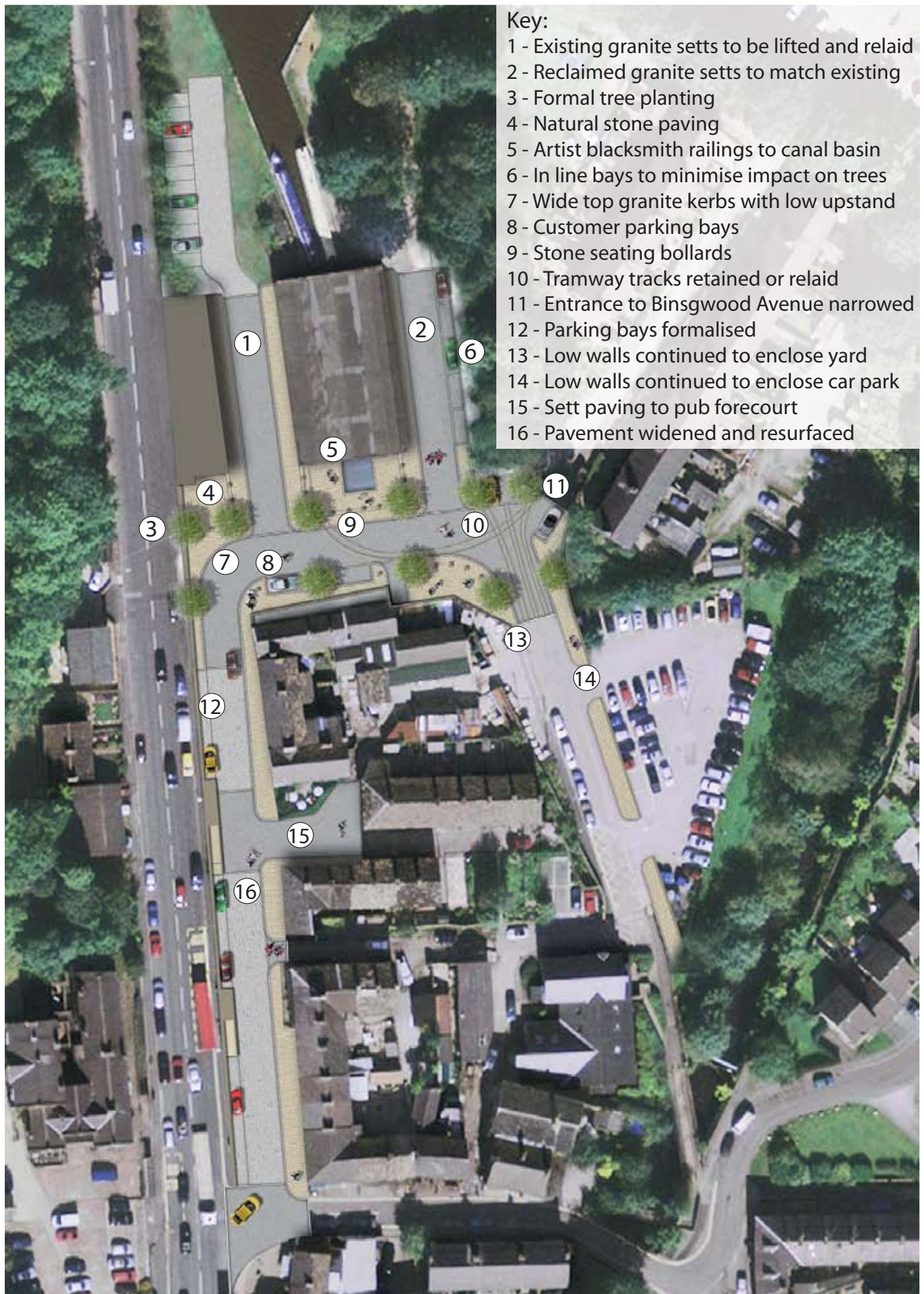
Transshipment Warehouse

The arrangement of traditional buildings clustered around the Transshipment Warehouse roughly define an elongated square – this would previously have provided a lively industrial focus for the town, with limestone, coal and other goods moved across the space from the tramway to the waiting canal barges.

Currently, the informal square is dominated by the wide carriageway created to cater for Heavy Goods Vehicles accessing Bingswood Industrial Estate via Bingswood Avenue. The exaggerated width of this access also allows for informal parking associated with local shops or businesses – elsewhere a proliferation of bollards are used to control traffic movement – these both hinder access for pedestrians and provide discordant elements within the scene. Poorly defined boundaries and frontages to businesses also allow spill-out of clutter into public areas.

In this area improvements should focus on establishing the areas as a pedestrian-priority environment and design the street as a ‘place’ for events (such as farmers markets) accordingly. This would include the introduction of natural stone paving to widened footpaths and reclaimed granite setts within the carriageway, with a low kerb upstand to allow for occasional ‘spill out’ activities within the street. A small number of parking bays would be formalised within the streetscape – elsewhere robust stone seating bollards could be used to prevent unauthorised parking. Limited formal tree planting would also be introduced to provide seasonal variation within the space and frame views from Buxton Road.

The Transshipment Warehouse provides a strong punctuation to the end of the Peak Forest Canal. The Canal Basin itself continues under the building and through into the public space beyond and public realm improvements should seek to enhance this ready-made water feature. This could include the incorporation of lighting to the edge of the basin, and replacement of existing railings with attractive alternatives, perhaps fabricated by a local artist blacksmith. Remnants of the tramway tracks can also still be observed under layers of tarmac within the space. These should be lifted, restored and reinstated within the finished paving surfaces close to their original location to reinforce the links from the Canal Basin to the Cromford and High Peak Railway. Elsewhere within the scheme, opportunities for incorporation of public art and imaginative external lighting should be investigated.



Canal Street

Local residents currently share the street with HGVs accessing Bingswood Industrial Estate and vehicles accessing the council car park. This has created a street environment dominated by vehicular use, with footways reduced to thin slivers that cannot be easily navigated. Links between Market Street and Canal Street via the traditional stone rampways are also hampered by the on-street car parking.

Whilst creation of a new access to the Estate will alleviate dangerous manoeuvres caused by HGVs the road will continue to be used frequently by cars and a true 'shared surface' may not be an appropriate treatment for such a space. To alleviate pedestrian access problems we would propose the creation of raised areas of block paving at key road junctions. At the entrance to Johnson Street this would improve the pedestrian link via the ramp from Market Street and would also enhance the visual setting of the pub nearby. Where possible, the road should be narrowed to allow widening of footpaths and be clearly marked with centre lines and to indicate parking bays.

Public Car Park

The proposals will seek to uplift the visual amenity of this area by extending the low stone walls to adjacent properties. This will create a more formal boundary to the car park that will screen the cars yet still allow passive surveillance.

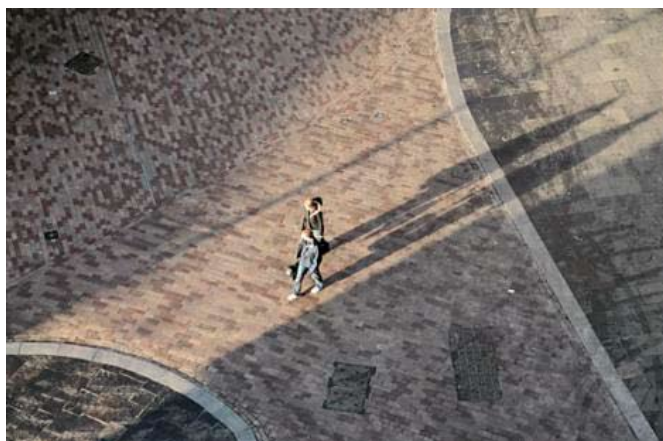
Public Realm – Best Practice Images



Artist/blacksmith designed railings



Formal Tree Planting Set within Paving



Pedestrian priority shared surfaces



Natural Stone Paving in Footpath and Carriageway

Implementation

This section of the report considers the outcome of the development appraisal and presents the delivery strategy.

Development Appraisal

Costs and Viability

Each of the three options have been costed and viability appraised against the potential value created from the new industrial development. Costs have been split into two separate areas. Firstly, those costs necessary to deliver the bridge, the new access road across United Utilities land and improvements to the existing estate roads, and secondly, those costs associated with the servicing of the United Utilities site and the delivery of the new industrial scheme on that site and within the existing Bingswood Industrial Estate.

Road/Bridge Costs

The cost of providing the bridge and access road for each of the three options is as follows:

Option 1:	£1,443,300
Option 2:	£1,930,600
Option 3:	£2,244,000

These costs exclude fees, commuted sums, VAT, and inflation. They also assume no abnormal development costs, or the cost of acquiring land. The cost of servicing the United Utilities sites (ie gas, electricity, water and telecoms) is included (at an estimated cost of £135,000). Consultations are on-going to confirm whether additional electrical capacity (i.e. a new substation) would be required to serve the site. The cost of a sub-station (estimated at £1.5 – £2 million) is currently excluded from the cost appraisals.

Land Acquisition

All three options require the acquisition of land. Option 1 only requires the purchase of the United Utilities land whilst, Options 2 and 3 can only be delivered if further selective acquisitions can be achieved around the route of the improved Estate road.

The United Utilities site is approximately 1.9 ha in area. However, the net development area, after allowing for the provision of the access road and structural landscaping, reduces to around 0.8 ha. This is borne out by the amount of development achieved. Whilst United Utilities have previously suggested a market value of £225,000/acre (£556,000/ha), current land values are unlikely to exceed £150,000/acre (£370,000/ha) and it is assumed this latter figure is a fair market level, equating to a purchase price of £300,000.

Option 2 requires the acquisition of land from IMP Personal Pension Trustees (Alger Engineering) – approx

35 sqm and (IH and VH Watt) Rotaflow – approximately 180 sqm. It also requires part of the existing Stampiton car park to create a turning head. The car park extends to approximately 1600 sqm. The land required to achieve the turning head is in the order of 160 sqm. The amount of land take will clearly be for discussion, however to provide a robust appraisal to acquisition of the whole site (1600 sqm) has been allowed for.

Alger Engineering is willing to consider a land swap to improve their yard area, and have previously approached United Utilities to buy land. This could be therefore achieved at nil additional cost.

Rotaflow would lose around 5 car parking spaces. These could be replaced in the service yard adjacent to their site if Tasco were prepared to release the former print works toilet block, presently leased out for storage. The cost estimate is £50,000.

The Stampiton car park is due to be relocated in the near future. Therefore acquisition of the whole site is estimated to be £75,000 based on current employment land values.

Option 3 requires the acquisition of the whole of the Jim Burgess owned site. The floor area of these premises is approximately 450 sqm. Therefore the business could be relocated to one of the proposed new units on the United Utilities site. The cost is mitigated by the replacement of the existing building by two smaller units alongside the new road. The cost of acquisition may be in the region of £200,000 plus removal and relocation costs, estimated at £300,000, to provide a similar sized building.

A further strip of land of around 190 sqm is required from Paintmaster. In terms of land value, this would be around £10,000-£15,000. However, the land cannot be replaced in the Option 3 design and a premium payment may be required which again could be around £50,000.

Summary Land Acquisition

Option 1:	£300,000
Option 2:	£425,000
Option 3:	£900,000

Development Appraisal

To assess the viability of developing out the new industrial schemes shown in Options 1 and 3, development appraisals have been prepared (see Table 9.1). The appraisals do not include the cost of the provision of the bridge and road, but do take account of site development costs land acquisition and the provision of services. They also include fees and the cost of finance.

Table 9.1 – Appraisal Summary

	Option 1/2	Option 3
Land acquisition	315,000	954,000
Cost of site preparation and building works	3,232,000	3,436,000
Fees	349,000	431,000
Cost of finance	146,000	186,000
Total development cost	4,042,000	5,007,000
Gross development value	2,533,000	2,927,000
Development Funding Gap	(1,509,000)	(2,080,000)

Source: BE Group/Nigel Rose and Partners, 2009

The site preparation costs for United Utilities site account for around £1,038,000 and include piling, provision of services, structural landscaping, fencing and creation of hard-standing. Viability is also greatly affected by current market levels which have dropped significantly. Therefore, there will be no cross subsidy available for the access works from development in the short-term, and clearly the speculative development of the United Utilities site is not viable. The consequence is that the land currently does not have a positive value. But to achieve the delivery of the preferred option there is a need to purchase.

Once acquired, and the estate road constructed, the land could then be released on a plot by plot basis for sale, or held until the market value can be realised with an improvement in market conditions.

Delivery Strategy

In taking this masterplan strategy forward a number of items need to be considered. These are as follows:

- Confirmation of the access agreement across land in the ownership of High Peak Developments
- Acquisition of land in the ownership of United Utilities
- Promoting development of land in the ownership of United Utilities
- Working with Tasco LLP on the Estate Road strategy
- Working with existing landowners
- Introducing the required traffic management restrictions
- Acquiring land to deliver improved access within the Estate
- Phasing and Timescales

Agreement with High Peak Developments

The alignment of the Goyt Bridge is required to cross land in the ownership of High Peak Developments.

The land has planning permission and the related s106, which has now been signed, provides the Local

Authority with access rights across the land to enable the construction and maintenance of the Goyt Bridge.

Land in the Ownership of United Utilities

It is understood that United Utilities have expressed a willingness to dispose of their site to the public sector not least as, without the Goyt Bridge, the site has little development potential.

The development appraisal shows that under the current economic climate together with the cost of servicing the site, the United Utilities land has a negative land value.

United Utilities have stated that they have no intention of developing the land either by themselves, or as they have done with other sites, in partnership with a property development company. The site is considered too small, and in the short term will not provide any return.

Whilst the private sector have expressed interest in the land – High Peak Developments have made a direct approach to United Utilities, and Hallams have suggested one of their developer clients is interested in purchasing the land. In reality, the site is very unlikely to be purchased and developed by the private sector. The appraisal highlights, not only the lack of return due to rental levels and very poor investment yields, but also the cost of servicing the site to prepare it for development.

Any suggestion by the private sector that they can purchase land for speculative development in the current climate must be viewed with great caution. Funding institutions have withdrawn from the speculative development market almost completely in the UK, thus unless purchasing from its own reserves a developer will not get funding.

In the short term this leaves the public sector to bring the land forward for development. If the bridge can be funded and services brought in i.e. gas, electricity drainage, estate roads, the sites can be prepared for development on a plot by plot basis. There is an identified market from within Bingswood Industrial Estate itself that could see these plots start to be taken up quite quickly. However without the provision of the United Utilities land it is possible that those businesses will look elsewhere to satisfy their requirements. It has already been demonstrated that expansion within the Estate is not possible.

There is a risk that United Utilities will not sell their land at the present time because land values generally have fallen, and like other land owners they may choose to land bank until such time as values again begin to rise. In 2007 United Utilities agents gave an indication of the value at that time they were seeking which was in the region of £225,000 per acre. Whilst they accept this will not be achieved now, it is considered that United Utilities will be looking for a price in the region of £150,000 per acre. Whilst this will represent a funding gap today, in time the values will appreciate.

United Utilities do recognise that without the bridge the land has little value, and because of this have expressed their willingness to co-operate.

In this context four options are available:

- To construct the Goyt Bridge and leave the remainder of the land in the ownership of United Utilities for them to market. This is unlikely to provide sufficient certainty to public sector partners on delivery for industrial use. In any event some agreement over timescales and clawback would be required to justify public sector investment
- To enter into a form of Joint Venture agreement with United Utilities but this will not be feasible as the appraisal does not deliver a profit
- Acquire the land from United Utilities and sell on to a third party developer or developers at a value reflective of the enhanced access. In the current market this is unlikely
- Acquire the land to deliver individual plots to end users

Delivering Serviced Plots on United Utilities Land

With little likelihood of a private sector developer bringing the site forward on a speculative basis in the short-term, but with a latent demand from businesses within Bingswood Industrial Estate, there is a need to be able to provide for these businesses to ensure their future expansion and viability. Therefore the most appropriate approach is to secure and service the land, and dispose of the site on a plot by plot basis to those business, and others seeking employment accommodation in Whaley Bridge.

The Masterplan shows the United Utilities land being divided into eight buildings, principally of 5000 sq ft each. On a plot by plot basis, the subdivision may be a slightly larger split. The 0.8 ha site could be divided into 4-5 plots. Our experience is that individual small plots may command a premium over larger areas, as owner occupiers find great difficulty in securing such land parcels.

Therefore, valuing on a plot by plot basis the following may be achieved.

Plot	Size, ha	Value, £
1	0.1	50,000
2	0.1	50,000
3	0.2	90,000
4	0.2	90,000
5	0.2	90,000
Total	0.8	370,000

This shows a positive return on the estimate price to be paid to United Utilities for the land. As the economy improves this return may well improve.

Working with Tasco LLP

Discussions with Tasco LLP suggest that they have, 'in principle', no objection to the adoption of roads within the estate and their transfer into public ownership. However they have legitimate considerations to resolve

relating to the impact on their long term flexibility to redevelopment to estate, potentially for uses other than industrial, and the lost value of the land, including parking, servicing and access 'assets'.

The concerns over lost asset value have merit, but they are to be balanced against the long term potential risk associated with the responsibility to provide access, not least in relation to Bingswood Bridge, the 'embargo' on significant development on the estate without an access solution and the potential for the Goyt Bridge not coming forward (with no other prospect of a suitable access solution). Equally the potential for a ransom strip position developing on the United Utilities land in association with a new bridge link also needs to be considered.

It is considered likely that agreement can be reached with Tasco LLP based on a reasonable assessment of costs and benefits on both sides. Should agreement not be reached in the short-term, public sector partners should reserve the option of delivering Option 1 and returning to negotiations in due course.

Working with Existing Owners

In discussion a number of existing owners / occupiers have expressed a willingness to contribute to the costs of access improvements. The local authority may wish to follow this up as part of discussions over the delivery of an improved access. This could include, if appropriate, placing a charge on all the properties (with the agreement of the owner) that as and when the property is sold, a payment is made to the local highway authority. Clearly the financial benefits of any work in this area will need to be balanced against the potential staff time and legal costs involved.

Traffic Restrictions

A key objective of this Masterplan strategy is to remove HGV movement from Canal Street. The delivery (and signing) of the Goyt Bridge will in itself ensure that the majority HGVs will use the new access. However to establish the position and limit HGV movements along Canal Street to a minimum it is recommended that some form of restriction is put in place.

It is understood that there are two principal options in the respect. One is a Traffic Regulation Order, the other is the construction of a physical barrier to HGVs, such as a 'trief kerbs'. It is assumed that Traffic Road Orders are limited to adopted highways and would therefore need to be applied to Canal Street (as the Canal Basin area is in the ownership of British Waterways). Therefore such an order may impact on the accessibility of a business and Tom Brads Croft, a property which has no alternative access other than Canal Street.

A physical barrier to HGVs could be placed on the boundary of the Canal Basin 'road area' and Bingswood Avenue (which is in private ownership) with the agreement of British Waterways.

It is assumed that Bingswood Bridge will need to remain open for car and pedestrian traffic for the foreseeable future as there is little scope to restrict access (without the agreement of Tasco LLP) and to

minimise the impact of revised access arrangements to the Estate on local public car parking areas.

Acquiring Land to Deliver an Improved Access

In order to allow for the improvement of Estate Road to adoptable standards in Option 2, two small areas of land will need to be acquired. These areas are in the ownership of IMP Personal Pension Trustees (Alger Fabrications) and IH and VH Watt (Rotaflow) respectively.

It is understood Alger Fabrications have previously attempted to buy part of the United Utilities land to north of their existing property, in order to expand. As part of the development strategy a land swap could be proposed.

Rotaflow has a requirement to open up the service area to the rear of their property for parking. This would require the purchase and demolition of a Tasco owned toilet block, presently rented out for storage. Again this could be progressed as part of the wider strategy and in compensation for any land transfer.

Managing Change in the Longer Term

The current Local Plan allocates the Bingswood Industrial Estate as a Primary Employment Zone. The United Utilities land is allocated for employment use but the potential for hotel and leisure uses is also noted.

It is recommended that as planning policy is carried forward through the Local Development Framework that the primarily industrial allocation is retained and extended to include the United Utilities site. Reference to Hotel and leisure development can usefully be removed, however the encouragement of B1 office type uses to the south of the industrial estate, improving the interface with the Canal Basin, could be allowed for.

A degree of flexibility will need to be retained with the land currently owned by High Peak Developments.

Phasing and Timescales

The delivery of the wider Masterplan is dependant upon the phased delivery of key projects. The impact of HGV movements on Canal Street and in the Canal Basin is a key barrier to delivering the full potential of this area and in particular the re-use of Transhipment Warehouse.

In terms of phasing then, the delivery of the Goyt Bridge link, is they key first step as this would facilitate the removal of HGVs from Canal Street and the Canal Basin. It would then be proposed that a significant element of the proposed public realm works for the Canal Street / Canal Basin area are implemented in partnership, with, amongst others, British Waterways. This may include interim works to the open area adjacent to the Transhipment Warehouse to allow for its use for car parking and/ or occasional events. These early works would:

- Capitalise on the existing character of the area, attracting increased footfall
- Provide the environment within which occasional events, such as a farmers market, could be held
- Reinforce the potential of the Transhipment Warehouse project

As such it is considered that the public realm works should be viewed as unlocking further commercial investment potential in the area. Any investment should be subject to agreements with British Waterways and other partners over the promotion of development at the Transhipment Warehouse.

Assuming all the land acquisition and legal issues are in place the following programme for the procurement and construction of the bridge and road and servicing of plots is proposed:

Appointment of Design Team	2 Months
Studies, consents and statutory approvals	6 Months
Design and Approvals	4 Months
Contractor Tendering/Approval	3 Months
Enabling and Construction	9 Months

Given the scope for studies, design and tendering to overlap we would suggest an overall programme of 20 months to be reasonable.

Conclusions and Recommendations

This section draws together the key conclusions on the project and confirms the key recommendations as to the way forward.

Conclusions

Whaley Bridge is an attractive town on the edge of the Peak District, with good further potential for the development of its environment and its visitor and leisure offer, not least in the Canal Basin area.

Fostering sustainable economic development is a key objective of regional and local policy and the Bingswood Industrial Estate is one of the principal employment locations in the area, accommodating a significant number of jobs.

The use of Canal Street by HGVs to access the Industrial Estate is detrimental to the quality of the town centre, Canal Street and to the development of the Canal Basin as a heritage and visitor resource.

The Bingswood Industrial Estate has further development potential and both existing businesses and a number of developers have expressed an interest in further development of the site.

The quality of access to and within the site, its maintenance and future risks of disruption to access are a significant barrier to further investment in the Estate and to the long term safeguarding of employment levels. There is a need to establish greater clarity for investors over the long-term maintenance of access roads serving the existing Industrial Estate facilitating its long-term growth.

Recommendations

The recommendations arising from this study are as follows:

1. Option 2 for Bingswood Industrial Estate as set out in this report should be taken forward as the preferred basis for public sector investment in the Industrial Estate. If Option 2 cannot be delivered, Option 1 should be progressed as an interim option. Option 2 provides the new bridge link to the United Utilities site and proposes the upgrade and adoption of the key part of the existing estate roads. Adoption of the estate roads provides the long-term certainty over the maintenance of estate roads to justify the initial public sector investment in the upgrade and the long term development and investment potential of Bingswood Estate. Failure to provide for the adoption of key elements of the estate road within the estate in the medium to long term will

significantly and adversely affect the attractiveness of the core estate as an investment location (particularly for higher quality uses) due to poor quality access and uncertainty over long term maintenance and costs.

2. The wider Masterplan should be adopted as appropriate as the framework for improvements in the wider area. A programme of public realm improvements to the Canal Basin area should be planned for following the implementation of the new bridge link.

3. Discussions should progress with United Utilities to confirm the arrangements for bringing the site to the market for industrial use.

4. Discussions should continue with Tasco LLP to confirm suitable arrangements for the improvement and maintenance of estate roads at the Industrial Estate as set out in Option 2.

5. A bid should be made to regional partners to fund the delivery of access improvements and associated works set out in Option 2.

6. British Waterways should be encouraged to progress the Transhipment Warehouse project at the earliest opportunity.

7. Subject to funding approval a detailed scheme should be prepared for the road link (and the servicing of the United Utilities land as appropriate).

8. Subject to the confirmation and delivery of a new access, further consideration should be given to the timing and nature of formal restrictions on HGV access to Bingswood Industrial Estate, in the light of discussions with landowners, businesses and others.

9. The Local Development Framework should retain the primarily industrial allocation for the Estate and extend this to include the United Utilities site. Reference to Hotel and leisure development at the United Utilities site should be removed. The development of B1 office type uses to the south the Industrial Estate, improving the interface with the Canal Basin, should be encouraged.

Appendices

Appendix A1. Cost Plan

BINGSWOOD FEASIBILITY STUDY - OPTION 1

			£	£	Specification Notes etc
UU Industrial Park Site					
Site Clearance	19500 m ²		6.00	117,000.00	Green field site; scrub and trees
Break up hard areas	1054 m ²		25.00	26,350.00	Break up service areas
Ground contamination	1 Item		0.00	0.00	Excluded
Demolitions	0 m ²		0.00	0.00	None
Bridge construction	1 Nr		876,120.00	876,120.00	Bridge as Faber Maunsell plus on-costs
Works to existing roads	735 m ²		0.00	0.00	Assumed no works to existing Tesco road to new access
Formation of hammer head	1 Item		5,000.00	5,000.00	Formation of hammer head access including relocation of street lighting column
Access road	195 m		900.00	175,500.00	Carriageway @ 7.30m wide including drainage
Pavements	400 m		90.00	36,000.00	Footpath @1.80m wide
Safety barriers	80 m		150.00	12,000.00	Allowance for road safety barriers
Street lighting	1 Item		29,500.00	29,500.00	Street lighting to road, columns allowed at 30m centres; lighting to car parking/service areas
Formation of access to existing industrial estate	1 Item		3,000.00	3,000.00	Formation of access to existing industrial estate
Road signage	1 Item		10,000.00	10,000.00	Allowance for road signs
Parking spaces	66 Nr		1,350.00	89,100.00	66Nr (58+8) spaces @ 30m ² /space = 1980m ² ; including drainage
Service area	1024 m ²		85.00	87,040.00	Heavy duty tarmacadam surfacing
Balance of site area - paved	3460 m ²		50.00	173,000.00	Balance of site area (11535m ²) - say 30% paved
Balance of site area - soft landscaping	8075 m ²		5.00	40,375.00	Balance of site area (11535m ²) - say 70% soft
Fencing to service areas	26 m		40.00	1,040.00	Chain link fence 1800 high
Extra; vehicle gates	2 Nr		2,000.00	4,000.00	Vehicle access gates
Resurface existing site roads	575 m ²		30.00	17,250.00	Resurfacing existing roads; scabble existing & wearing course
Industrial units (8Nr)	3850 m ²		550.00	2,117,500.00	Light industrial unit; economic shell & core; single storey
Extra; abnormal foundations	3850 m ²		75.00	288,750.00	Extra short bored piled foundations
Building drainage	3850 m ²		10.00	38,500.00	Drainage to Industrial units
Surface water drainage; service/paving	4484 m ²		5.00	22,420.00	Drainage to hard areas excluding road/parking
Petrol interceptors	1 Item		10,000.00	10,000.00	Allowance for provision of petrol interceptors (2Nr)
Drainage connections into existing sewers	2 Nr		5,000.00	10,000.00	Connections into existing sewers
Incoming services	1 Item		134,800.00	134,800.00	Incoming services; allow approx £35/m ² building area
Industrial park signage	1 Item		5,000.00	5,000.00	Allowance for site signs
Public realm/shared surface improvements Canal Basin	1 Item		254,260.00	254,260.00	See attached measure
Refurbishment Buxton Road toilets	1 Item		50,000.00	50,000.00	Allowance for refurbishment of existing public toilet block (extent unknown)
Traffic management	1 Item		25,000.00	25,000.00	Traffic management bridge works
Contingencies/Risk					
Contingencies/Risk @ 10%	1 Item		10%	380,000.00	Excludes bridge cost (contingency within Faber Maunsell cost)
TOTAL				5,038,505.00	
TOTAL ROUNDED				5,040,000.00	

Scope of Works

Bridge and new access; 7Nr industrial units and associated site works

Notes

Feasibility study based on Broadway Malyan drawing 26467 A-01-002(1) (scale 1:1000)
Bridge cost based on Faber Maunsell cost at Jan 2009 plus 20% to cover Contractor's preliminary costs

BINGSWOOD FEASIBILITY STUDY - OPTION 1

Assumptions

- Bridge cost includes all structure, barriers and the like
- No works to "Tesco" road
- Site relatively flat - no retaining structures or the like
- No contaminated ground
- No TPOs
- No ecological works
- No archaeological works
- No flood mitigation required
- No works to existing stream/ditch
- Incoming services available and no upgrade in capacity required; no substations
- No renewable energy requirements
- Drainage connect into existing sewers; suitable capacity available
- No attenuation required to drainage
- No site fencing required
- Minimal formal landscaping
- Off site improvements (Canal Street etc) - see measure
- Contingency included at 10% (except bridge cost)

Exclusions

- Contaminated ground measures
- Fees and charges (Note ground investigation fee circa £60k - £75k)
- Commutated sums
- Inflation
- VAT

Outline Specification for Industrial Units

- Reinforced concrete ground slab, footings; steel portal frame; metal roof cladding, insulation; built up metal wall cladding, blockwork inner leaf 2400 high; overhead loading bay doors, entrance doors, aluminium strip windows; metal stud partitions with veneered doors to toilet areas; screed and vinyl to toilet areas; plasterboard ceiling to toilet areas; sanitary fittings, waste pipework, hot and cold water services; small power and lighting

BINGSWOOD FEASIBILITY STUDY - OPTION 2

			£	£	£	£	Specification Notes etc
UU Industrial Park Site						4,641,255.00	
Site Clearance	19500 m²		6.00	117,000.00			Green field site; scrub and trees
Break up hard areas	1054 m²		25.00	26,350.00			Break up service areas
Ground contamination	1 Item		0.00	0.00			Excluded
Demolitions	0 m²		0.00	0.00			None
Bridge construction	1 Nr		876,120.00	876,120.00			Bridge as Faber Maunsell plus on-costs
Works to existing roads	735 m²		0.00	0.00			Assumed no works to existing Tesco road to new access
Formation of hammer head	1 Item		5,000.00	5,000.00			Formation of hammer head access including relocation of street lighting column
Access road	195 m		900.00	175,500.00			Carriageway @ 7.30m wide including drainage
Pavements	400 m		90.00	36,000.00			Footpath @1.80m wide
Safety barriers	80 m		150.00	12,000.00			Allowance for road safety barriers
Street lighting	1 Item		29,500.00	29,500.00			Street lighting to road, columns allowed at 30m centres; lighting to car parking/service areas
Formation of access to existing industrial estate	1 Item		3,000.00	3,000.00			Formation of access to existing industrial estate
Road signage	1 Item		10,000.00	10,000.00			Allowance for road signs
Parking spaces	66 Nr		1,350.00	89,100.00			66Nr (58+8) spaces @ 30m²/space = 1980m²; including drainage
Service area	1024 m²		85.00	87,040.00			Heavy duty tarmacadam surfacing
Balance of site area - paved	3460 m²		50.00	173,000.00			Balance of site area (11535m²) - say 30% paved
Balance of site area - soft landscaping	8075 m²		5.00	40,375.00			Balance of site area (11535m²) - say 70% soft
Fencing to service areas	26 m		40.00	1,040.00			Chain link fence 1800 high
Extra; vehicle gates	2 Nr		2,000.00	4,000.00			Vehicle access gates
Resurface existing site roads	0 m²		30.00	0.00			See Industrial estate roads below
Industrial units (8Nr)	3850 m²		550.00	2,117,500.00			Light industrial unit; economic shell & core; single storey
Extra; abnormal foundations	3850 m²		75.00	288,750.00			Extra short bored piled foundations
Building drainage	3850 m²		10.00	38,500.00			Drainage to Industrial units
Surface water drainage; service/paving	4484 m²		5.00	22,420.00			Drainage to hard areas excluding road/parking
Petrol interceptors	1 Item		10,000.00	10,000.00			Allowance for provision of petrol interceptors (2Nr)
Drainage connections into existing sewers	2 Nr		5,000.00	10,000.00			Connections into existing sewers
Incoming services	1 Item		134,800.00	134,800.00			Incoming services; allow approx £35/m² building area
Industrial park signage	1 Item		5,000.00	5,000.00			Allowance for site signs
Public realm/shared surface improvements Canal	1 Item		254,260.00	254,260.00			See attached measure
Refurbishment Buxton Road toilets	1 Item		50,000.00	50,000.00			Allowance for refurbishment of existing public toilet block (extent unknown)
Traffic management	1 Item		25,000.00	25,000.00			Traffic management bridge works
Existing Industrial Estate						300,250.00	
Access road	230 m		1,050.00	241,500.00			Carriageway @ 7.30m wide (generally) including drainage; break up surfacing & drainage
Pavements	270 m		125.00	33,750.00			Footpath @1.80m wide; breaking up existing surfacing
Street lighting	230 m		100.00	23,000.00			Street lighting; columns allowed at 30m centres
Road markings	1 Item		2,000.00	2,000.00			Thermoplastic paint road markings
Tasco LLP Car Parking Area (part)						160,000.00	
Demolitions	0 m²			0.00			None
Formation service/turning area	1600 m²		100.00	160,000.00			Heavy duty tarmacadam surfacing; breaking up existing surfacing
Contingencies/Risk						420,000.00	
Contingencies/Risk @ 10%	1 Item		10%	420,000.00			Excludes bridge cost (contingency within Faber Maunsell cost)
TOTAL						5,521,505.00	
TOTAL ROUNDED						5,520,000.00	

BINGSWOOD FEASIBILITY STUDY - OPTION 2

Scope of Works

Bridge and new access: 7Nr industrial units and associated site works; resurfacing existing roads & new pavements in existing estate; service/turning area in Burgess site

Notes

Feasibility study based on Broadway Malyan drawings 26467 A-01-002(1) & (2) (scale 1:1000)
Bridge cost based on Faber Maunsell cost at Jan 2009 plus 20% to cover Contractor's preliminary costs

Assumptions

- Bridge cost includes all structure, barriers and the like
- No works to "Tesco" road
- Site relatively flat - no retaining structures or the like
- No contaminated ground
- No TPOs
- No ecological works
- No archaeological works
- No flood mitigation required
- No works to existing stream/ditch
- Incoming services available and no upgrade in capacity required; no substations
- No renewable energy requirements
- Drainage connect into existing sewers; suitable capacity available
- No attenuation required to drainage
- No site fencing required
- Minimal formal landscaping
- Off site improvements (Canal Street etc) - see measure
- Contingency included at 10% (except bridge cost)

Exclusions

- Contaminated ground measures
- Fees and charges (Note ground investigation fee circa £60k - £75k)
- Commuted sums
- Inflation
- VAT

Outline Specification for Industrial Units

Reinforced concrete ground slab, footings; steel portal frame; metal roof cladding, insulation; built up metal wall cladding, blockwork inner leaf 2400 high; overhead loading bay doors, entrance doors, aluminium strip windows; metal stud partitions with veneered doors to toilet areas; screed and vinyl to toilet areas; plasterboard ceiling to toilet areas; sanitary fittings, waste pipework, hot and cold water services; small power and lighting

BINGSWOOD FEASIBILITY STUDY - OPTION 3

			£	£	£	4,641,255.00	Specification Notes etc
UU Industrial Park Site							
Site Clearance	19500 m²		6.00	117,000.00			Green field site; scrub and trees
Break up hard areas	1054 m²		25.00	26,350.00			Break up service areas
Ground contamination	1 item		0.00	0.00			Excluded
Demolitions	0 m²		0.00	0.00			None
Bridge construction	1 Nr		876,120.00	876,120.00			Bridge as Faber Maunsell plus on-costs
Works to existing roads	735 m²		0.00	0.00			Assumed no works to existing Tesco road to new access
Formation of hammer head	1 item		5,000.00	5,000.00			Formation of hammer head access including relocation of street lighting column
Access road	195 m		900.00	175,500.00			Carriageway @ 7.30m wide including drainage
Pavements	400 m		90.00	36,000.00			Footpath @1.80m wide
Safety barriers	80 m		150.00	12,000.00			Allowance for road safety barriers
Street lighting	1 item		29,500.00	29,500.00			Street lighting to road, columns allowed at 30m centres; lighting to car parking/service areas
Formation of access to existing industrial estate	1 item		3,000.00	3,000.00			Formation of access to existing industrial estate
Road signage	1 item		10,000.00	10,000.00			Allowance for road signs
Parking spaces	66 Nr		1,350.00	89,100.00			66Nr (58+8) spaces @ 30m²/space = 1980m²; including drainage
Service area	1024 m²		85.00	87,040.00			Heavy duty tarmacadam surfacing
Balance of site area - paved	3460 m²		50.00	173,000.00			Balance of site area (11535m²) - say 30% paved
Balance of site area - soft landscaping	8075 m²		5.00	40,375.00			Balance of site area (11535m²) - say 70% soft
Fencing to service areas	26 m		40.00	1,040.00			Chain link fence 1800 high
Extra: vehicle gates	2 Nr		2,000.00	4,000.00			Vehicle access gates
Resurface existing site roads	0 m²		30.00	0.00			See Industrial estate roads below
Industrial units (8Nr)	3850 m²		550.00	2,117,500.00			Light industrial unit; economic shell & core; single storey
Extra; abnormal foundations	3850 m²		75.00	288,750.00			Extra short bored piled foundations
Building drainage	3850 m²		10.00	38,500.00			Drainage to Industrial units
Surface water drainage; service/paving	4484 m²		5.00	22,420.00			Drainage to hard areas excluding road/parking
Petrol interceptors	1 item		10,000.00	10,000.00			Allowance for provision of petrol interceptors (2Nr)
Drainage connections into existing sewers	2 Nr		5,000.00	10,000.00			Connections into existing sewers
Incoming services	1 item		134,800.00	134,800.00			Incoming services; allow approx £35/m² building area
Industrial park signage	1 item		5,000.00	5,000.00			Allowance for site signs
Public realm/shared surface improvements Canal E	1 item		254,260.00	254,260.00			See attached measure
Refurbishment Buxton Road toilets	1 item		50,000.00	50,000.00			Allowance for refurbishment of existing public toilet block (extent unknown)
Traffic management	1 item		25,000.00	25,000.00			Traffic management bridge works
Existing Industrial Estate						745,250.00	
Access road	550 m		1,050.00	577,500.00			Carriageway @ 7.30m wide (generally) including drainage; break up surfacing & drainage
Pavements	870 m		125.00	108,750.00			Footpath @1.80m wide; breaking up existing surfacing
Street lighting	550 m		100.00	55,000.00			Street lighting; columns allowed at 30m centres
Road markings	1 item		4,000.00	4,000.00			Thermoplastic paint road markings
Burgess Site						569,200.00	
Demolitions	450 m²		50.00	22,500.00			Demolition of existing buildings
Ground contamination	1 item		0.00	0.00			Excluded
Parking spaces	13 Nr		1,800.00	23,400.00			13Nr spaces @ 30m²/space = 390m²; breaking up existing surfacing; including drainage
Service area	1060 m²		100.00	106,000.00			Heavy duty tarmacadam surfacing; breaking up existing surfacing
Industrial units (2Nr)	600 m²		550.00	330,000.00			Light industrial unit; economic shell & core; single storey
Extra; abnormal foundations	600 m²		75.00	45,000.00			Extra short bored piled foundations
Building drainage	600 m²		10.00	6,000.00			Drainage to Industrial units
Surface water drainage; service/paving	1060 m²		5.00	5,300.00			Drainage to hard areas excluding road/parking
Drainage connections into existing sewers	2 Nr		5,000.00	10,000.00			Connections into existing sewers
Incoming services	1 item		21,000.00	21,000.00			Incoming services; allow approx £35/m² building area

BINGSWOOD FEASIBILITY STUDY - OPTION 3

			£	£	£	Specification Notes etc
Contingencies/Risk						
Contingencies/Risk @ 10%	1 item	10%	510,000.00	510,000.00		Excludes bridge cost (contingency within Faber Maunsell cost)
TOTAL				6,465,705.00		
TOTAL ROUNDED				6,470,000.00		

Scope of Works

Bridge and new access; 7Nr industrial units and associated site works; resurfacing existing roads & new pavements in existing estate; formation of link road; 2Nr industrial units and service/turning area in Burgess site

Notes

Feasibility study based on Broadway Malyan drawings 26467 A-01-002(1), (2) & (3) (scale 1:1000)
Bridge cost based on Faber Maunsell cost at Jan 2009 plus 20% to cover Contractor's preliminary costs

Assumptions

- Bridge cost includes all structure, barriers and the like
- No works to "Tesco" road
- Site relatively flat - no retaining structures or the like
- No contaminated ground
- No TPOs
- No ecological works
- No archaeological works
- No flood mitigation required
- No works to existing stream/ditch
- Incoming services available and no upgrade in capacity required; no substations
- No renewable energy requirements
- Drainage connect into existing sewers; suitable capacity available
- No attenuation required to drainage
- No site fencing required
- Minimal formal landscaping
- Off site improvements (Canal Street etc) - see measure
- Contingency included at 10% (except bridge cost)

Exclusions

- Contaminated ground measures
- Fees and charges (Note ground investigation fee circa £60k - £75k)
- Commuted sums
- Inflation
- VAT

Outline Specification for Industrial Units

Reinforced concrete ground slab, footings; steel portal frame; metal roof cladding, insulation; built up metal wall cladding, blockwork inner leaf 2400 high; overhead loading bay doors, entrance doors, aluminium strip windows; metal stud partitions with veneered doors to toilet areas; screed and vinyl to toilet areas; plasterboard ceiling to toilet areas; sanitary fittings, waste pipework, hot and cold water services; small power and lighting

BINGSWOOD FEASIBILITY STUDY - PUBLIC REALM WORKS
APPROXIMATE COSTS

				£	£	£	Specification Notes etc
Public Realm Works							
Canal Street						59,795.00	
Break up existing paving	470 m²		15.00	7,050.00			Break up existing surfacing
Break up exiting kerb/edging	97 m		10.00	970.00			Break out existing kerbs/edgings
Natural stone paving	167 m²		105.00	17,535.00			Reclaimed york stone paving
Granite kerb	97 m		40.00	3,880.00			Granite effect kerbs and foundation
Granite sett edging	20 m		25.00	500.00			Granite setts as edging detail
Granite sett surfacing	303 m²		60.00	18,180.00			Granite setts paving
Tarmacadam carriageway	356 m²		30.00	10,680.00			Resurfacing scabbie existing & wearing course; existing surface not broken up
Road markings	1 Item		1,000.00	1,000.00			Road markings
Canal Basin Area						194,465.00	
Take out existing trees	10 Nr		250.00	2,500.00			Remove existing trees
Semi-mature trees, pit, anchoarge	10 Nr		1,000.00	10,000.00			Trees and pits etc
Tree grilles	10 Nr		1,000.00	10,000.00			Provisional Sum for grilles
Tree irrigation	1 Item		2,000.00	2,000.00			Allowance for irrigation to trees
Break up existing carriageway	725 m²		15.00	10,875.00			Break up existing surfacing
Break up existing kerb/edging	258 m		10.00	2,580.00			Break out existing kerbs/edgings
Granite sett surfacing	725 m²		60.00	43,500.00			Granite setts paving
Granite sett parking bays	incl m²		60.00	0.00			Granite setts paving
Granite kerbs	258 m		40.00	10,320.00			Granite effect kerbs and foundation
Natural stone paving	637 m²		105.00	66,885.00			Reclaimed york stone paving
Break up existing paving	637 m²		15.00	9,555.00			Break up existing surfacing
Bollard seats	13 Nr		500.00	6,500.00			Provisional Sum for seats
Replacement barrier railings	15 m		225.00	3,375.00			Metal railings to canal basin pool; remove existing
Low stone wall	91 m		125.00	11,375.00			Natural stone wall & foundation
Street lighting	1 Item		5,000.00	5,000.00			Provisional allowance
TOTAL						254,260.00	

Scope of Works
Public realm works as Broadway Malyan drawing L90-001 and emal 25/03/09

Notes
Quantities measured from email copy of drawing - not to scale

Appendix A2. Development Appraisal

APPRAISAL SUMMARY

CALdes Software

Sub total Totals**Revised Options 1 and 2**

File name: bingswoo

Option: 1**Proceeds**

Unit breakdown	Net Area	Value	Yield	per ann	Purch. Costs	Gross	Net
Light Ind	41,441	@ 5.5 /ft2	9%	227,926		2,532,506	2,532,506
Total Proceeds				227,926		2,532,506	2,532,506

Land

	Stamp duty	Legal	Agent		Net	Gross
Tranche 1	3.00%	0.50%	1.50%	0.00%	300,000	315,000
Total Land					300,000	315,000

Construction

	Gross area	@ ft2	Start / Period	Other		
Light Ind	41,441	51.10	1 / 9	1,115,139	3,232,774	
Total construction			(Inc. Conting @ 211763.51)			3,232,774

Fees

Architect	4.00%	129,311	
Quantity Surveyor	2.00%	64,655	
Structural Engineer	2.00%	64,655	
Mechanical & Electrical	1.00%	32,328	
Project Manager	0.50%	16,164	
CDM	0.03%	1,000	
On-line management	0.30%	9,698	
Planning		3,000	
Building regulations		3,000	
Letting legal fee	1.00%	2,279	
Letting agent fee	10.00%	22,793	
Total fees			348,884

Finance

Pre-PC Interest	Over 9 months	95,338	
(Source 1	@ 5.00%	145,663	
Void Interest	Over 3 months	4,088,951	Max. borrow)
Total finance			50,325
			145,663

Gross development costs**4,042,320****Net profit****-1,509,815****Profit on Cost****-37.35%****Profit on GDV****-59.62%****Development Yield****5.64%****NPV****-1,497,994 @ 10.00%****Profit Erosion**

APPRAISAL SUMMARY

CALdes Software

Sub total

Totals

Revised option 3

File name: bingswoo

Option: 3

Proceeds

Unit breakdown	Net Area	Value	Yield	per ann	Purch. Costs	Gross	Net
Light Ind	41,441	@ 5.5 /ft2	9%	227,926		2,532,506	2,532,506
Light Ind	6,458	@ 5.5 /ft2	9%	35,519		394,656	394,656
Total Proceeds				263,445		2,927,161	2,927,161

Land

	Stamp duty		Legal	Agent		Net	Gross
Tranche 1	4.00%		0.50%	1.50%	0.00%	900,000	954,000
Total Land						900,000	954,000

Construction

	Gross area	@ ft2	Start / Period	Other			
Light Ind	41,441	51.10	1 / 9	715,679		2,833,314	
Light Ind	6,458	51.10	1 / 9	272,200		602,204	
Total construction				(Inc. Conting @ 244763.89)			3,435,518

Fees

Architect	4.00%					137,421	
Quantity Surveyor	2.00%					68,710	
Structural Engineer	2.00%					68,710	
Mechanical & Electrical	1.00%					34,355	
Project Manager	0.50%					17,178	
CDM	0.03%					1,000	
On-line management	0.30%					10,307	
Planning						3,000	
Building regulations						3,000	
Letting legal fee	1.00%					2,634	
Letting agent fee	10.00%					26,344	
Sale agent fee	2.00%					58,543	
Total fees							431,203

Finance

Pre-PC Interest	Over 9 months					124,940	
(Source 1	@ 5.00%	186,485			4,990,500	Max. borrow)	
Void Interest	Over 3 months					61,545	
Total finance							186,485

Gross development costs

5,007,206

Net profit

-2,080,045

Profit on Cost

-41.54%

Profit on GDV

-71.06%

Development Yield

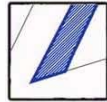
5.26%

NPV

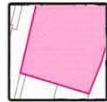
-2,051,979 @ 10.00%

Profit Erosion

Appendix A3. Land to be acquired to deliver access options



Option 2 Acquisitions



Option 3 Acquisitions

35sq m

180sq m

190sq m

2250sq m

170sq m

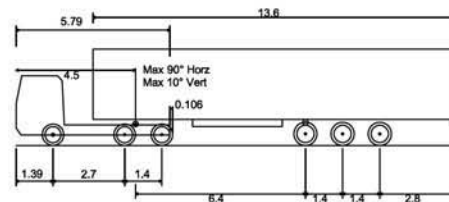
Bingwood Industrial Estate

Estate Road Improvement Land Acquisition Plan

Appendix A4. Swept Path Analysis



Max Legal Articulated Vehicle (16.5m)



Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

service
area 1

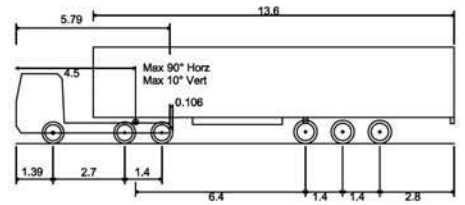
Existing Service Arrangements at
Bingswood Industrial Estate

SERVICE AREA 1



INDICATIVE

Max Legal Articulated Vehicle (16.5m)

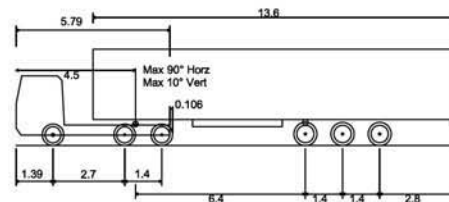


Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

service
area 2



Max Legal Articulated Vehicle (16.5m)



Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

service
area 4

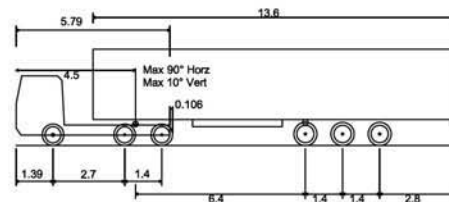
service
area 3

Existing Service Arrangements at
Bingswood Industrial Estate

SERVICE AREAS 3 & 4



Max Legal Articulated Vehicle (16.5m)



Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

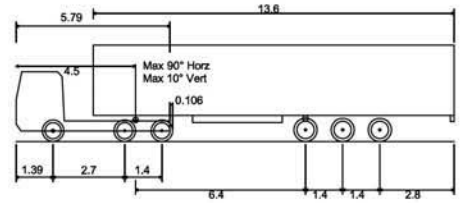
service
area 5

service
area 6

18 to 20



Max Legal Articulated Vehicle (16.5m)

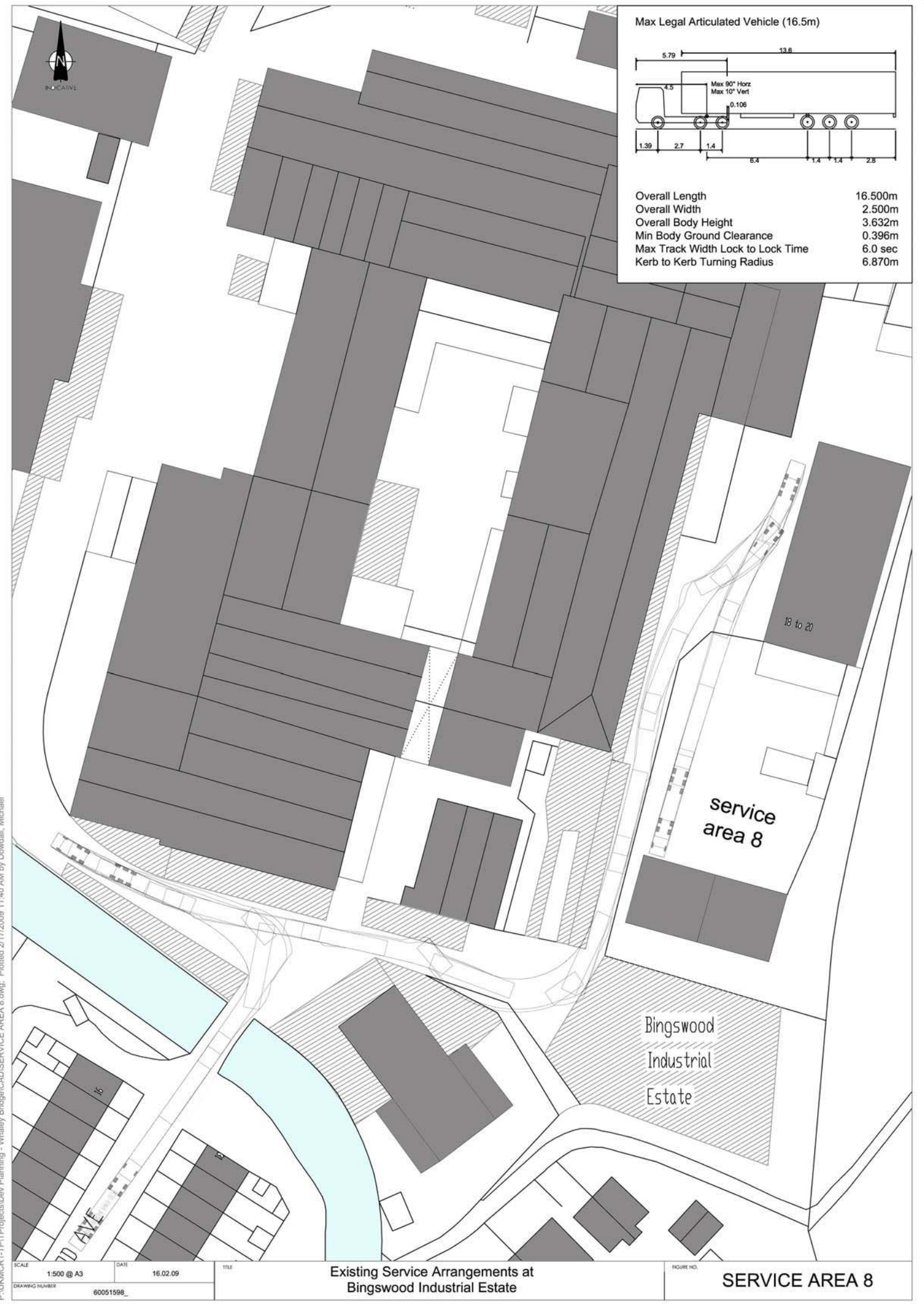


Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

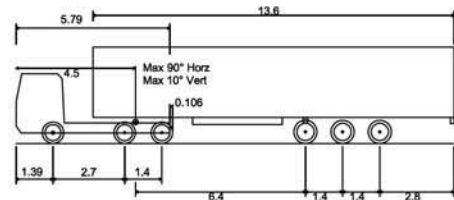
service
area 7

18 to 20

Bingswood
Industrial
Estate



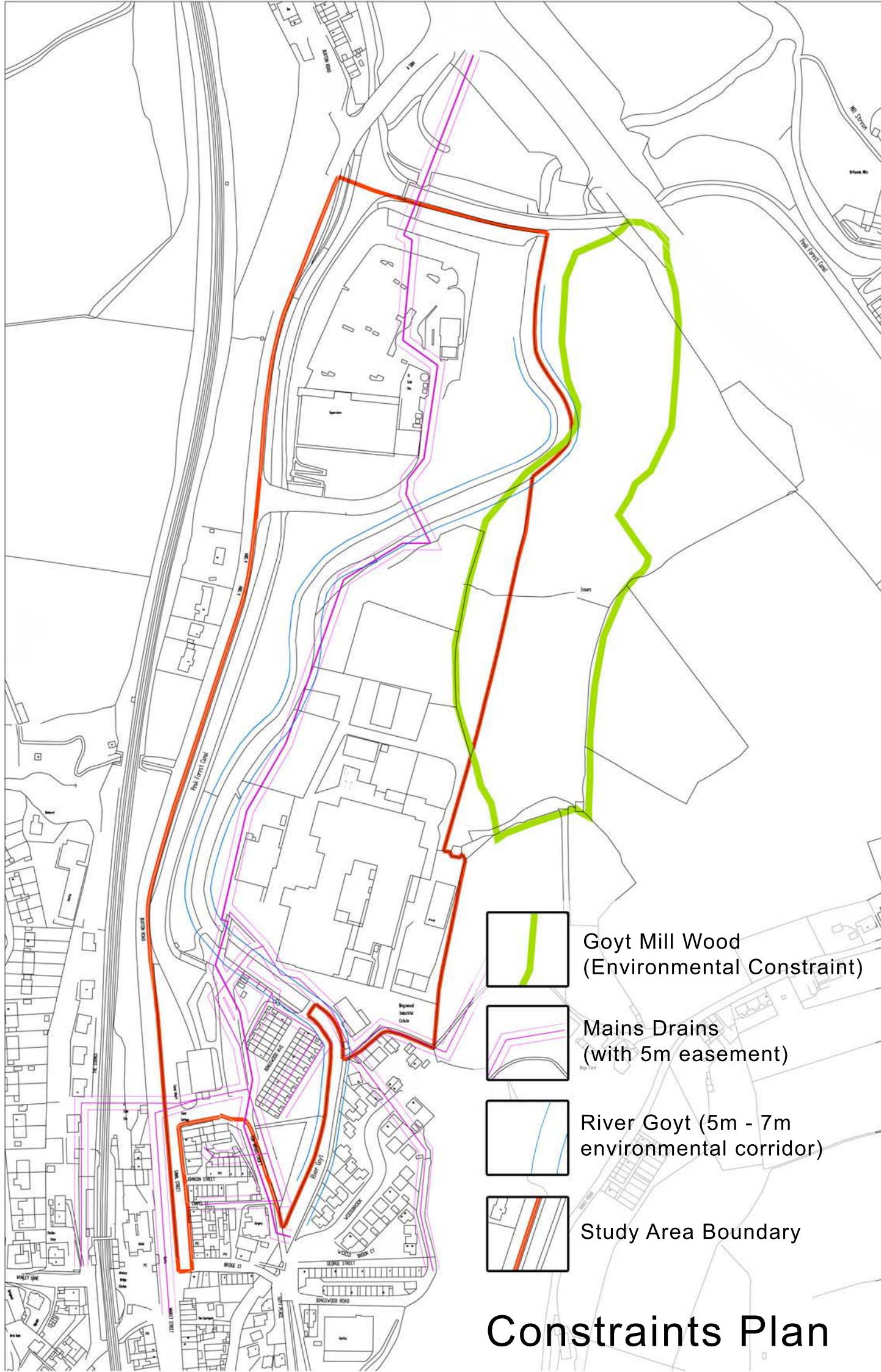
Max Legal Articulated Vehicle (16.5m)


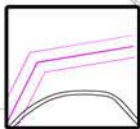

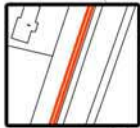


Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width Lock to Lock Time	6.0 sec
Kerb to Kerb Turning Radius	6.870m

P:\UK\MCR1-TP\T\Projects\Dev Planning - Whaley Bridge\CAD\SERVICE AREA 8.dwg; Plotted 2/17/2009 11:40 AM by Dowdall, Michael

Appendix A5. Site Constraints



-  Goyt Mill Wood
(Environmental Constraint)
-  Mains Drains
(with 5m easement)
-  River Goyt (5m - 7m
environmental corridor)
-  Study Area Boundary

Constraints Plan

Appendix A6. Risk Analysis

Risk Assessment

Risk Scoring : Low Risk 1 > High Risk 5

Option 1

Risk	Scoring of Risk	Means of Addressing the Risks
Need to gain access rights across land between the Tesco access road and the River Goyt. Owners (High Peak Developments) have yet to sign a Section 106 agreement, which would provide the local authority with a right to create a bridge access.	1	S106 now signed
Bridge costs exceed development values	3	High Peak to secure EMDA funding
Difficulty in acquiring United Utilities land. United Utilities have expressed a general willingness to sell, but are discouraged by the presently low land values.	2	Early discussions with United Utilities to establish terms for a sale. This may include top up and clawback agreements, to increase the long term value available to United Utilities. A joint venture arrangement could also be entered into.
Financial viability in finding a developer to deliver the road and proposed industrial units	3	Seek funding for road access, leaving land undeveloped in the short term.

Option 2

Risk	Scoring of Risk	Means of Addressing the Risks
Need to gain access rights across land between the Tesco access road and the River Goyt. Owners (High Peak Developments) have yet to sign a Section 106 agreement, which would provide the local authority with a right to create a bridge access.	1	S106 now signed
Bridge costs exceed development values	3	High Peak to secure EMDA funding
Difficulty in acquiring United Utilities land. United Utilities have expressed a general willingness to sell, but are discouraged by the presently low land values.	2	Early discussions with United Utilities to establish terms for a sale. This may include top up and clawback agreements, to increase the long term value available to United Utilities.
Financial viability in finding a developer to deliver the road and proposed industrial units	3	Seek funding for road access, leaving land undeveloped in the short term.
Tasco LLP unwilling to release the road for adoption	4	Continue negotiations or return to Option One
Need to acquire 32.5 sqm of space from Alger Fabrications, to improve road access.	1	Alger have previously attempted to buy United Utilities land to north of their existing property, in order to expand. Need to make this land available to them in compensation for any losses (this has been allowed for in the present design).
Need to acquire 167.2 sqm of space from Rotaflow, to improve road access. This will leave Rotaflow without any parking.	2	Need to open up the service area to the rear of their property for parking. This will require the purchase and demolition of a Tasco owned toilet block, presently rented out for storage. Need to allow funds for purchase of this building and the associated lease.
Issues with closing current access?	2	Need to consult with all users of the current access (businesses, British Waterways, and residents of Bingswood Avenue) to identify their access needs. This may require retaining pedestrian or car access to benefit businesses south of the River Goyt.

Option 3

Risk	Scoring of Risk	Means of Addressing the Risks
Need to gain access rights across land between the Tesco access road and the River Goyt. Owners (High Peak Developments) have yet to sign a Section 106 agreement, which would provide the local authority with a right to create a bridge access.	1	S106 now signed
Bridge costs exceed development values	3	High Peak to secure EMDA funding
Difficulty in acquiring United Utilities land. United Utilities have expressed a general willingness to sell, but are discouraged by the presently low land values.	2	Early discussions with United Utilities to establish terms for a sale. This may include top up and clawback agreements, to increase the long term value available to United Utilities.
Financial viability in finding a developer to deliver the road and proposed industrial units	3	Seek funding for road access, leaving land undeveloped in the short term.
Tasco LLP unwilling to release the road for adoption	4	Continue negotiations or return to Option One
Need to acquire 32.5 sqm of space from Alger Fabrications, to improve road access.	1	Alger have previously attempted to buy United Utilities land to north of their existing property, in order to expand. Need to make this land available to them in compensation for any losses (this has been allowed for in the present design).
Need to acquire 167.2 sqm of space from Rotaflow, to improve road access. This will leave Rotaflow without any parking.	2	Need to open up the service area to the rear of their property for parking. This will require the purchase and demolition of a Tasco owned toilet block, presently rented out for storage. Need to allow funds for purchase of this building and the associated lease.
Need to acquire Burgess Engineering Property (2090.3 sqm), Burgess have suggested that they are unwilling to sell.	4	Early negotiations with Burgess to secure an agreement. This may include good quality relocation space on the United Utilities land, and assistance in developing new industrial space on their remaining land in the south east.
Need to acquire 125.4 sqm of space from Paintmaster, probably requiring purchase of their entire property (486 sqm,	5	Early negotiations with Paintmaster to secure an agreement. Need to allow funds for the purchase of the entire unit. Paintmaster has links to High Peak Developments, and where possible, these should be exploited to create a combined property deal. This may include assistance for High

with associated land to the north)		Peak/Paintmaster in developing new industrial space on the remaining land.
Issues with closing current access?	2	Need to consult with all users of the current access (businesses, British Waterways, and residents of Bingswood Avenue) to identify their access needs. This may require retaining pedestrian or car access to benefit businesses south of the River Goyt.

Appendix A7. Employment Density Assumptions

Job Density Assumptions

Calculations on the number of jobs created by the new employment space proposed in the masterplan are taken from the English Partnerships/Regional Development Agencies report 'Employment Densities: A Full Guide' (2001). This study indicates that an average of one job is created for every 34 sqm of general industrial space created (the figure quoted in the masterplan). Job densities for other uses are shown in the table below.

Employment Densities

Use Type	Floorspace per Job (sqm/bedrooms)
Industry	
General industrial buildings	34
Small business units	32
High tec/R and D (non-Science Park)	29
Science Park	32
Warehousing and Distribution	
General warehousing	50
Large scale and high bay	80
Office	
General (purpose built) offices	19
Headquarters	22
Serviced business centre	20
City of London	20
Business park	16
Call centre	12.8
Retail	
Town/city centre (net internal figures)	20
Food superstores (net internal figures)	19
Other superstores/retail warehousing (gross internal figures)	90
Leisure and Visitor Attractions	
General hotel (3 Star)	1 employee per 2 bedrooms
Budget hotel	1 employee per 3 bedrooms

4/5 Star Hotel	0.8 employees per bedrooms
Restaurants	13
Cinemas	90
Sports Centres	90
Private sports clubs	55
Cultural attractions	36

Source: English Partnerships/Regional Development Agencies, 2001

Densities are average figures, established through survey work for the English Partnerships/Regional Development Agencies report (which referenced a range of earlier studies, including 'The Use of Business Space: Employment Densities and Working Practices in South East England' (SERPLAN/Roger Tym and Partners, 1997)). These studies used a mix of questionnaire surveys and analysis of Valuation Office data, to identify densities. The studies considered the following variables in identifying averages:

Variables in Employment Density Figures

Variable	Comments
Type of activity within use, including different industrial sectors	Density varies within the differing industrial and warehousing sectors. Generally, industries associated with food and drink and clothing and footwear manufacturing, will have higher densities than the stated average (around one job per 17.3 sqm). Manufacturing industries which rely on automation, will have lower densities. Additionally, perishable food warehousing will have higher than average densities. For offices, some IT/communication sector businesses will have densities of up to one job per 20 sqm. For retail and leisure uses, there is far less variation between sectors.
Size of premises	This has most impact on retail uses. Small shops (less than 50 sqm) may have much higher densities of up to 10 sqm per job
Location	The accessibility of a development has an impact on the office sector. Suburban and business park locations have the highest densities, while industrial and urban fringe locations the lowest. This partly reflects cheaper occupancy costs at the latter locations.
Region	Density variations between regions have never fully been established. However, higher densities for London and the South East are assumed, while survey work has established no statistically significant variations between the other regions..
Economic Cycle	Densities will fluctuate over time, with increases during times of buoyancy and expansion, and contractions during periods of instability and recession. However, clear correlations with economic activity are hard to establish due to time lags in acquiring or disposing of property.
Building age	In general, lower densities occur in older buildings, especially buildings developed before 1970. This reflects the fact that such buildings are less efficient than modern purpose-designed buildings.
Length of occupation and type of	The longer the period of occupation, the lower the density. This is the result of the

tenure	space planning that is undertaken in preparation for a new occupancy, when occupation costs are closely monitored. Leasehold buildings were also more densely occupied than freehold.
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Source: English Partnerships/Regional Development Agencies, 2001

Appendix A8. Attendees at Consultation Workshops 19th February

Bingswood Industrial Estate Masterplan
Stakeholder Workshop
19th February 2009 Attendance List

10am – 12pm

Name	Organisation
Vince Sandwell	BE Group
Chris Wilson	BE Group
David Astbury	Environment Agency
Anna Sharman	DDEP
Anne Winter	Whaley Bridge Town Council
Cllr John Pritchard	Whaley Bridge Town Council High Peak BC Whaley Bridge Amenity Society
Brenda Wise Pp Mrs S Raybould	Whaley Bridge Town Council – Clerk (assistant)
Karen Taylor	High Peak BC
Barrie Walker	Whaley Water Weekend
Robin Wignall	Friends of Whaley Bridge Station
Mary Nother	Horwich End WI Regen Committee
Martin Thomas	HP CVS Whaley Bridge Amenity Society
Albert Bowles	HP CVS Whaley Bridge AS W3
Barrie Taylor	Derbyshire CC EWB Town Council
Steve Baker	Derbyshire CC / HPBC
Jon Taylor	Whaley Bridge Association
David Lomax	High Peak BC
Lawrence Miller	High Peak BC
Jon Goldfinch	Whaley Bridge Town Council

2pm – 4pm

Name	Organisation
Vince Sandwell	BE Group
Chris Wilson	BE Group
Barrie Taylor	County and Town Councillor
Andrea Burgess	--
John Dugdale	Dugdale Fabrications
Mike Alger	Alger Fabrications
Barry Alger	Alger Fabrications
Steve Moore	Minibus Options
Rob Stoddart	ESI Ltd
Ken Hope	Bingswood Land Owner
Jim Riddick	Drinkwater
Andy Pepper	British Waterways
Simon Fussell	EMB Ltd. (Businesslink)
Martin Thomas	High Peak CVS
Catherine Zoefftig	Faber Maunsell
Paul Armstrong	High Peak BC
Albert Bowles	High Peak CVS
Derek Maskell	Tasco LLP
David Smith	Tasco LLP
Caroline Duckworth	Tasco LLP
Thea Patoff	JS Burgess Engineering
Andrew Leyssens	United Utilities

Appendix A9 Assessment of Alternative Access Option

Project:	Whaley Bridge	Job No:	60051598
Subject:			Access Option B
Prepared by:	Catherine Zoefitig	Date:	16/01/2009
Checked by:	Gareth Davis	Date:	16/01/2009
Approved by:	Gareth Davis	Date:	16/01/2009

The consideration of an Option B for access to the Bingswood Industrial Estate was raised during our meeting on the 13th January 2009.

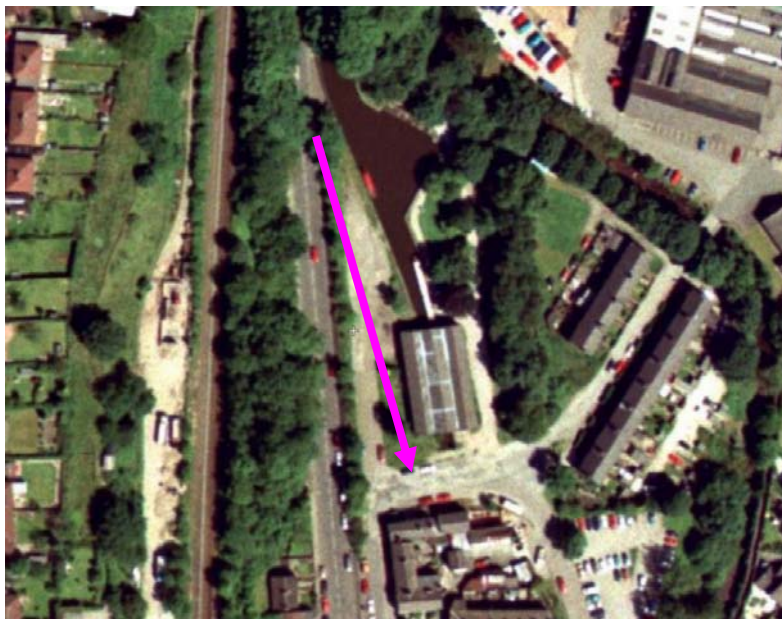
An alternate option is required in case funding can not come forward for the Goyt Bridge as a result of the development mix. There is a need to identify a suitable alternative access point into the industrial estate, that does not require the construction of a bridge, in case this funding does not come forward.

Bringing an access directly off Buxton Road adjacent to the trans-shipment warehouse will avoid the current hair-pin bend manoeuvre on to Canal Street, keep HGV movements away from the town centre and therefore also eliminate the requirement for a bridge.

There will be considerable costs involved in constructing this access due to the gradients involved. A brief description of the design of the access required along with the potential costs involved is presented below.

There is an estimated height difference of 3.5 to 4m between Buxton Road and Canal Street (close to the Transshipment Warehouse), and a minimum gradient of 1 in 20 would be required for the design of the road to accommodate HGV's, It is therefore concluded that a road length of 80m will be required.

Having inspected the space available on plan for this length of road, it will not be feasible to position it at 90 degrees from Buxton Road, however there is enough space available to run it almost parallel with Buxton Road the junction would be located close to where Buxton Road meets the canal to the north of the town centre. This is indicated in the image below



Potential location for new road into Bingswood Industrial Estate

Direct Tel: 0161 927 8304
T +44 (0)161 927 8200
F +44 (0)161 927 8499
E Catherine.Zoefitig@fabermaunsell.com
www.fabermaunsell.com

Lynnfield House
Church Street
Altrincham, Cheshire WA14 4DZ

The costs for the additional road and junction are likely to be fair, and it is assumed that upgrade costs to the current Bingswood Bridge would still remain, and these would still be the responsibility of the current estate occupiers and/or TASCOS developments.

A very rough and approximate cost for constructing 80m of road and a new junction with Buxton Road would be somewhere in the region of £200,000 to £300,000.

Please note we have not discussed the viability of this option with the local planners or county highways officers at this stage.

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