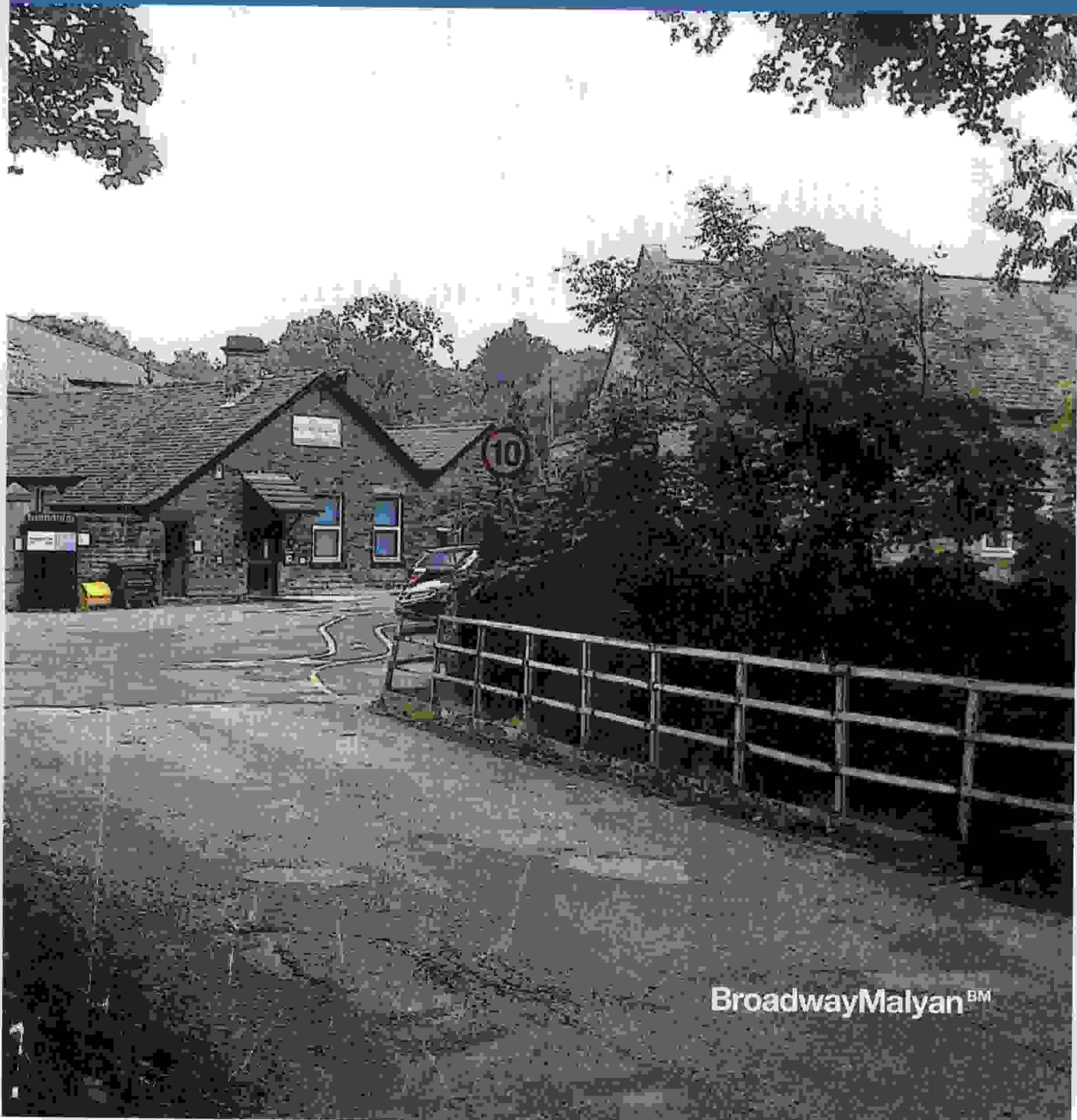


# High Peak Borough Council Bingswood Industrial Estate Masterplan and Implementation Strategy

Executive Summary  
June 2009

2009-06-09



BroadwayMalyan<sup>BM</sup>

# Introduction

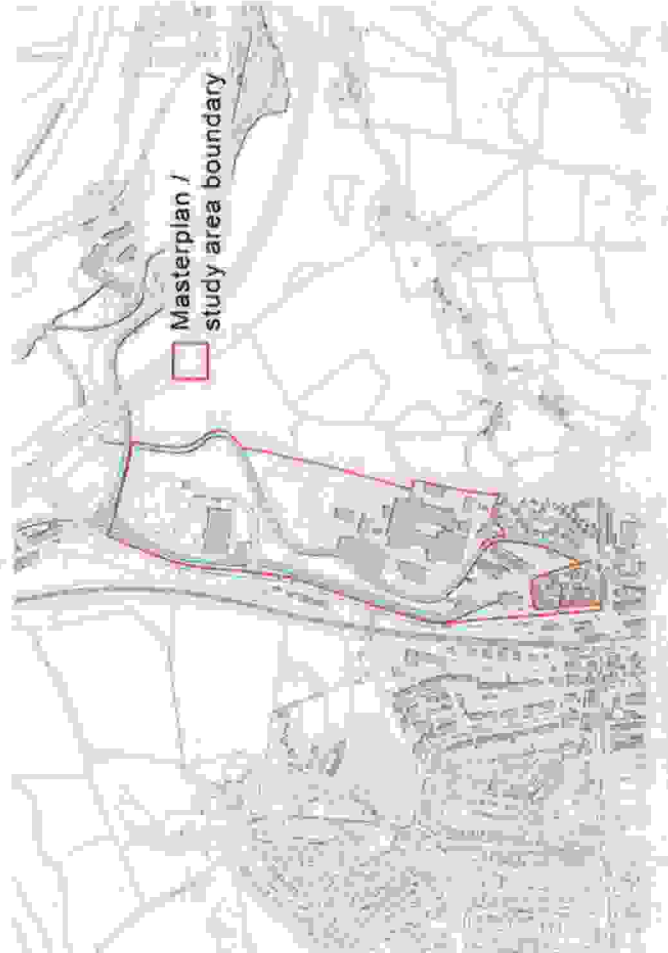
This report has been prepared on behalf of High Peak Borough Council by Broadway Malvan with BE Group, Aber Maunsell and Nigel Rose and Partners.

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

Plan - masterplan study area boundary



# Challenges and Opportunities

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 principle, 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 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 roles 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

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.

## 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.

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 unadopted 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.

## Option 1 — Development of United Utilities Land



This is the basic option. The Goyf 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.

#### 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/Transhipment 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 businesses 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.

#### 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/Transhipment 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 this 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/Transhipment 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

- 44,500 sq m new industrial space
- 130 new jobs accommodated
- Existing Jobs safeguarded



Bingswood Industrial Estate  
Option 3

### 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 2 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 were 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 broad 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.



### KEY

- Proposed Industrial Units
- Extended Service Areas
- Remove External WC Block
- Potential Area for employment zoning
- High Peak Developments (Proposed)
- Existing Industrial Units (Bingswood Industrial Estate)
- Proposed New highway (United Utilities Site)
- Upgrade existing highway (Bingswood Industrial Estate / Tesco)
- Transhipment Warehouse proposal (preferred option 2)
- Traffic restrictions to Bingswood Avenue
- Proposed changes surface to Canal Street
- Improved Pedestrian Access
- Public car park retained with environmental improvements
- Transhipment warehouse project
- High Peak Developments scheme with planning approval
- Existing Tesco Shop
- Improvements to local amenities

wider masterplan strategy

**Canal Street — Canal Basin — Public Realm Improvements**

- Key:
- 1 - Existing granite setts to be lifted and relaid
  - 2 - Reclaimed granite setts to match existing
  - 3 - Formal tree planting
  - 4 - Natural stone paving
  - 5 - Arbst blacksmith railings to canal basin
  - 6 - In-line bays to minimise impact on trees
  - 7 - Wide top granite kerbs with low upstand
  - 8 - Customer parking bays
  - 9 - Stone seating bollards
  - 10 - Tramway tracks retained or relaid
  - 11 - Entrance to Bingswood Avenue narrowed
  - 12 - Parking bays formalised
  - 13 - Low walls continued to enclose yard
  - 14 - Low walls continued to enclose car park
  - 15 - Setts paving to pub forecourt
  - 16 - Pavement widened and resurfaced



Public Realm Proposals — Canal Street / Canal Basin

**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
- Promoting development of land in the ownership of United Utilities
- Working with Tesco 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
- A funding application to Derby and Derbyshire Economic Partnership

# Conclusions and Recommendations

## 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.