

## Conservation Team Advice

**Date:** 10/02/2026

**Application Ref:** HPK/2025/0451

**Site Address:** 5 Bingswood Road, Whaley Bridge

**Proposal:** Application for the demolition of existing works building and construction of new factory and offices

| Heritage assets affected:                         |                                     |                                 |
|---------------------------------------------------|-------------------------------------|---------------------------------|
| <b>Designated Heritage Asset(s):</b>              | <input checked="" type="checkbox"/> | Whaley Bridge Conservation Area |
| <b>Non-Designated Heritage Assets(s) (NDHAs):</b> | <input type="checkbox"/>            |                                 |

## Conservation Advice

### Summary of Significance

The application is located within the Whaley Bridge conservation area. Whaley Bridge is situated on the crossing of the River Goyt at the base of the Goyt Valley. The conservation area was designated for its position and importance in relation to various transport routes, its mining and textile activities. The Canal Basin, Cromford and High Peak Railway contributed to the towns importance as a transhipment point. Demand for coal and textiles being produced locally and the ease of transportation fuelled the towns growth in the 19<sup>th</sup> century.

The application site consists of a render and brick factory building located opposite a row of terraces. The existing factory building is thought to date to the late 20<sup>th</sup> Century as historic maps show the site to be an open area with no development in the late 19<sup>th</sup> and early 20<sup>th</sup> C (Figure 1). The existing factory has been identified as a negative building within the conservation area character appraisal<sup>1</sup>. The row of terraces (Bingswood Cottages) appear to be historical workers cottages associated with the former Goyt Mill, with no. 1 and 3 Bingswood Road being constructed later.

Historical maps show the Cromford and High Peak Railway to run along the western boundary of the site. Today the railway is no longer operational, the historical trail has been converted into a pleasant pedestrian walkway connecting the canal basin with Old Road.

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<sup>1</sup> [Whaley Bridge Conservation Area Character Appraisal - Adopted July 2008](#) – Sub-area 6 Page 37



Figure 1 – LEFT 1899 map<sup>2</sup> showing application site RIGHT 1921<sup>3</sup> map showing application site

## Assessment and Impact

The application to demolish the existing factory unit and construct a new factory unit with offices. The northern elevation (facing Bingswood Road) will be of brick walling and a Kingspan cladding in silver, with a steep pitched roof. The rear 'workshop' portion of the building will have a shallower roof pitch, with walling of stone and Kingspan cladding in Gull Grey.

The existing building is identified as a negative building within the conservation area, as such there are no heritage objections to the principle of its replacement. The proposed new factory unit presents an opportunity to improve sub-area 6 of the conservation area subject to careful consideration of design.

The former railway to the west of the site offers prominent views of the rear portion of the factory unit. As such the south and west elevation will be highly visible from the public domain. Therefore, there are concerns regarding the proposed material pallet. The mix of different cladding finishes, stone and roofing may create a busy finish with an excessive mix of materials. It is recommended that a material schedule with full details of the proposed materials including RAL codes would be necessary to evaluate the proposed combination of facing materials.

In addition to the requested facing material details there are a number of elements which require clarification in order to adequately assess the impact of the proposed

<sup>2</sup> 1899 Map – National Library of Scotland Ordnance Survey, Derbyshire VIII.11 - <https://maps.nls.uk/view/114586346>

<sup>3</sup> 1921 Map – National Library of Scotland Ordnance Survey, Derbyshire VIII.11 - <https://maps.nls.uk/view/114586349>

scheme upon the character and appearance of the Whaley Bridge conservation area:

- Clarification of window design and finish
- Details of any boundary treatment alterations
- Details of any external illumination to signage, building and rear yard

### **Legislation and Policy**

#### Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 states that with respect to any buildings or land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character and appearance of that area.

#### National Planning Policy Framework

In determining applications, local authorities should take account of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality, the desirability of new development making a positive contribution to local character and distinctiveness (para.210).

Any harm to the significance of a designated heritage asset (from its alteration or destruction, or from development within the setting), should require clear and convincing justification (para 213).

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. (para 215)

#### Local Development Framework

Consideration should also be given to the following documents and local development framework policies:

- High Peak Local Plan (Adopted 2016) – EQ7 Built and Historic Environment
- Whaley Bridge Conservation Area Character Appraisal – Adopted July 2008

### **Conclusions and Recommendations**

In summary, the principle of replacing the existing building is considered acceptable in terms of heritage impact. However, the site is located in a prominent location which is highly visible from Bringswood Road, Bridge Street, and the former High Peak Railway footpath. As outlined above clarification over a number of design elements are required in order to make a comprehensive analysis impact the proposal will have on the conservation area.

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